

2014 ENGINE**3.0L Diesel - Service Information - Ram Pickup****DESCRIPTION****3.0L COMMON RAIL DIESEL ENGINE**

The 3.0L (183 C.I.D.) six - cylinder "common rail" direct injection engine is a 60° overhead valve design. The engine utilize a cast iron cylinder block. The engine has aluminum cross flow cylinder heads, four valves per cylinder, central injectors and dual overhead camshafts. The 3.0L is turbocharged, intercooled, and also equipped with a EGR cooler.

Additional features are:

- Finger Follower Actuated Valves with Hydraulic Adjusters
- Turbocharger and intercooler
- Oil Jet Cooled Pistons
- Swirl Intake Ports
- Water cooled exhaust gas recirculation, Compliance with EURO V emission regulations
- Chain driven D.O.H.C. per bank of cylinders, with 4 valves per cylinder

The engine identification stamp (3) for the 3.0L is located on the right side of the engine block, by the generator behind its mounting bracket.

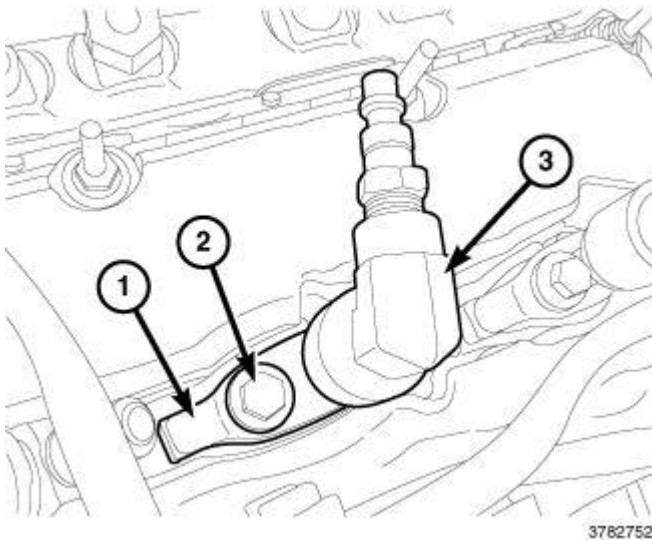
DIAGNOSIS AND TESTING**COMPRESSION TEST**

Fig. 1: Fuel Injector Clamp, Compression Test Adapter & Bolt

Courtesy of CHRYSLER GROUP, LLC

1. Warm up engine to operating temperature (approximately 80 °C, 176 °F).
2. Shut off engine.
3. Disable the low pressure fuel pump.
4. Remove the fuel injector. Refer to **INJECTOR(S), FUEL, REMOVAL** .
5. Crank engine several times with the starter to eliminate combustion residues in the cylinders.
6. Insert the (special tool #VM.10357, Adapter, Compression Test) (3) into fuel injector hole of cylinder to be tested. Install fuel injector clamp (1), bolt (2) and securely tighten.
7. Test compression pressure by cranking engine with starter for at least 8 revolutions.

Cylinder Compression Difference Between Cylinders	5 Bar (73 psi)
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8. Carry out test procedure at the remaining cylinders in the same way.
9. Remove the (special tool #VM.10357, Adapter, Compression Test) from cylinder head.
10. Install the fuel injector. Refer to **INJECTOR(S), FUEL, INSTALLATION** .

ENGINE DIAGNOSIS - MECHANICAL

CONDITION	POSSIBLE CAUSES	CORRECTION
LUBRICATING OIL PRESSURE LOW	1. Low oil level.	1. (a) Check and fill with clean engine oil. (b) Check for a severe oil leak, worn rings (burning oil), oil leaking from the turbocharger to the intake, or other root causes for low oil level.
	2. Oil viscosity thin, diluted or wrong specification.	2. (a) Verify the correct engine oil is being used. (b) Look for reduced viscosity from fuel dilution.
	3. Improperly operating pressure switch/gauge.	3. Verify the pressure switch is functioning correctly. If not, replace switch/gauge.
	4. Relief valve stuck open.	4. Check/replace valve.
	5. If cooler was replaced, shipping plugs may have been left in cooler	5. Check/remove shipping plugs.
	6. Worn oil pump.	6. Check and replace oil pump.
	7. Suction tube loose or seal leaking.	7. Check and replace seal.
	8. Loose main bearing cap.	8. Check and install new bearing. Tighten cap to proper torque.

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	9. Worn bearings or wrong bearings installed.	9. Inspect and replace connecting rod or main bearings. Check and replace directed piston cooling nozzles.
	10. Directed piston cooling nozzles under piston, bad fit into main carrier.	10. Check directed piston cooling nozzles position.
	12. Loose directed piston cooling nozzle.	12. Tighten directed piston cooling nozzle.
LUBRICATING OIL PRESSURE TOO HIGH	1. Pressure switch/gauge not operating properly.	1. Verify pressure switch is functioning correctly. If not, replace switch/gauge.
	2. Engine running too cold.	2. Coolant Temperature Below Normal
	3. Oil viscosity too thick.	3. Make sure the correct oil is being used.
	4. Oil pressure relief valve stuck closed or binding	4. Check and replace valve.
LUBRICATING OIL LOSS	1. External leaks.	1. Visually inspect for oil leaks. Repair as required.
	2. Crankcase overfilled.	2. Verify that the correct dipstick is being used.
	3. Incorrect oil specification or viscosity.	3. (a) Make sure the correct oil is being used.
		(b) Look for reduced viscosity from dilution with fuel.
		(c) Review/reduce oil change intervals.
	4. Oil cooler leak	4. Check and replace the oil cooler.
	5. High blow-by forcing oil out the breather.	5. Check the breather tube area for signs of oil loss. Perform the required repairs.
COMPRESSION KNOCKS	6. Turbocharger leaking oil to the air intake.	6. Inspect the air ducts for evidence of oil transfer. Repair as required (slight oil residue is normal).
	1. Air in the fuel system.	1. Identify location of air leak and repair. Do not bleed high pressure fuel system.
	2. Poor quality fuel or water/gasoline contaminated fuel.	2. Verify by operating from a temporary tank with good fuel. Clean and flush the fuel tank. Replace fuel/water separator filter.
	3. Engine overloaded.	3. Verify the engine load rating is not being exceeded.
	4. Improperly operating injectors.	4. Check and replace misfiring/inoperative injectors.
EXCESSIVE VIBRATION	1. Loose or broken engine mounts.	1. Replace engine mounts.
	2. Damaged fan or improperly operating accessories.	2. Check and replace the vibrating components.

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	3. Improperly operating vibration damper	3. Inspect/replace vibration damper.
	4. Improperly operating balance shaft	4. Inspect/replace balance shaft.
	5. Improperly operating electronically controlled viscous fan drive.	5. Inspect/replace fan drive.
	6. Worn or damaged generator bearing.	6. Check/replace generator.
	7. Flywheel housing misaligned.	7. Check/correct flywheel alignment.
	8. Loose or broken power component.	8. Inspect the crankshaft and rods for damage that causes an unbalance condition. Repair/replace as required.
	9. Worn or unbalanced driveline components.	9. Check/repair driveline components.
	EXCESSIVE ENGINE NOISES	
	1. Drive belt squeal, insufficient tension or abnormally high loading.	1. Check the automatic tensioner and inspect the drive belt. Make sure water pump, tensioner pulley, fan hub, generator and power steering pump turn freely.
	2. Intake air or exhaust leaks.	2. Refer to Excessive Exhaust Smoke. Refer to <u>SMOKE DIAGNOSIS CHARTS</u> .
	3. Excessive valve lash.	3. Adjust valves. Make sure the rocker arms are not bent. Replace bent or severely worn components.
	4. Turbocharger noise.	4. Check turbocharger impeller and turbine wheel for housing contact. Repair/replace as required.
	5. Gear train noise.	5. Visually inspect and measure gear backlash. Replace gears as required.
	6. Power function knock.	6. Check/replace rod and main bearings.

SMOKE DIAGNOSIS CHARTS

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

EXCESSIVE BLACK SMOKE	
POSSIBLE CAUSE	CORRECTION
Air filter dirty or plugged.	Check and replace the filter if necessary.
Air intake system restricted.	Check entire air intake system including all hoses and tubes for restrictions, collapsed parts or damage. Repair/replace as necessary.
Air Leak in Intake System.	Check entire air intake system including all hoses and

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	tubes for collapse, cracks, loose clamps, or holes in rubber ducts. Also check intake manifold for loose mounting hardware.
Diagnostic Trouble Codes (DTC's) active or multiple, intermittent DTC's.	Refer to <u>DTC INDEX - 1500</u> .
Powertrain Control Module (PCM) has incorrect calibration.	Refer to <u>DTC INDEX - 1500</u> .
Exhaust system restriction is above specifications.	Check exhaust pipes for damage/restrictions. Repair as necessary.
Fuel grade is not correct or fuel quality is poor.	Temporarily change fuel brands and note condition. Change brand if necessary.
Fuel injection pump malfunctioning.	A DTC may have been set. If so. Refer to <u>DTC INDEX - 1500</u> .
Fuel injector malfunctioning.	A DTC may have been set. Perform "Injector Classification Programming" using scan tool. Also and, Return Fuel Quantity Test. Also. Refer to <u>DTC INDEX - 1500</u> .
Fuel injector lower washer doubled or missing.	Remove and inspect injector washer.
Fuel return system restricted.	Check fuel return lines for restriction.
Intake manifold restricted.	Remove restriction.
Manifold Air Pressure (Boost) Sensor or sensor circuit malfunctioning.	A DTC should have been set. Refer to <u>DTC INDEX - 1500</u> .
Turbocharger air intake restriction.	Remove restriction.
Turbocharger damaged.	Refer to <u>TURBOCHARGER, DIAGNOSIS AND TESTING.</u>
Turbocharger has excess build up on compressor wheel or diffuser vanes.	Refer to <u>TURBOCHARGER, DIAGNOSIS AND TESTING.</u>
Turbocharger wheel clearance out of specification.	Refer to <u>TURBOCHARGER, DIAGNOSIS AND TESTING.</u>

EXCESSIVE WHITE SMOKE

POSSIBLE CAUSE	CORRECTION
Air in fuel supply: Possible leak in fuel supply side.	Inspect fuel system
Coolant leaking into combustion chamber.	Perform pressure test of cooling system. Refer to <u>PRESSURE TESTER METHOD</u> .
Diagnostic Trouble Codes (DTC's) active or multiple, intermittent DTC's.	Refer to <u>DTC INDEX - 1500</u> .
In very cold ambient temperatures, engine block heater is malfunctioning (if equipped).	Refer to <u>HEATER, ENGINE BLOCK, DIAGNOSIS AND TESTING</u> .
Engine coolant temperature sensor malfunctioning.	A DTC should have been set. Refer to <u>DTC INDEX - 1500</u> . Also check thermostat operation.
Powertrain Control Module (PCM) has incorrect calibration.	A DTC should have been set. Refer to <u>DTC INDEX - 1500</u> .
Fuel filter plugged.	Refer to <u>DIAGNOSIS AND TESTING</u> .

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Fuel grade not correct or fuel quality is poor.	Temporarily change fuel brands and note condition. Change brand if necessary.
Fuel injector malfunctioning.	A DTC should have been set. Perform "Injector Identification Programming" or "Cylinder Cutout Test" using scan tool to isolate individual cylinders. Also. Refer to <u>DTC INDEX - 1500</u> .
Fuel injector hold-down(s) loose.	Replace the copper washer(s) (shim) and tighten to specifications.
Fuel injector protrusion not correct.	Check washer (shim) at bottom of fuel injector for correct thickness.
Fuel injection pump malfunctioning.	A DTC should have been set. Refer to <u>DTC INDEX - 1500</u> .
Fuel supply side restriction.	Refer to <u>DIAGNOSIS AND TESTING</u> for fuel system testing.
Intake manifold air temperature sensor malfunctioning.	A DTC should have been set. Refer to <u>DTC INDEX - 1500</u> .
Intake manifold heater circuit not functioning correctly in cold weather.	A DTC should have been set. Refer to <u>DTC INDEX - 1500</u> . Also check heater elements for correct operation.
Intake manifold heater elements not functioning correctly in cold weather.	A DTC should have been set if heater elements are malfunctioning. Refer to <u>DTC INDEX - 1500</u> .
Internal engine damage (scuffed cylinder).	Analyze engine oil and inspect oil filter to locate area of probable damage.
Restriction in fuel supply side of fuel system.	Refer to <u>DIAGNOSIS AND TESTING</u> for fuel system testing.

EXCESSIVE BLUE SMOKE

POSSIBLE CAUSE	CORRECTION
Dirty air cleaner or restricted turbocharger intake duct.	Check Air Cleaner Housing for debris and replace filter as necessary
Air leak in boost system between turbocharger compressor outlet and intake manifold.	Service charge air system.
Obstruction in exhaust manifold.	Remove exhaust manifold and inspect for blockage.
Restricted turbocharger drain tube.	Remove turbocharger drain tube and remove obstruction.
Crankcase ventilation system plugged.	Inspect oil separator system for function and clear drain back hole in cylinder head cover/intake manifold
Valve seals are worn, brittle, or improperly installed.	Replace valve stem oil seals
Valve stems or guides are worn.	Remove valves and inspect valves and guides.
Broken or Improperly installed piston rings.	Tear down engine and inspect piston rings.
Excessive piston ring end gap.	Remove pistons and measure piston ring end gap.
Excessive cylinder liner wear and taper.	Remove pistons and measure cylinder liner wear and taper.

Cylinder damage.	Remove pistons and inspect cylinder liner for cracks or porosity. Repair with new cylinder liner if necessary.
Piston damage.	Remove pistons and inspect for cracks, holes. Measure piston for out-of-round and taper.
Turbocharger failure.	Refer to <u>TURBOCHARGER, DIAGNOSIS AND TESTING.</u>

STANDARD PROCEDURE

DUST COVERS AND CAPS

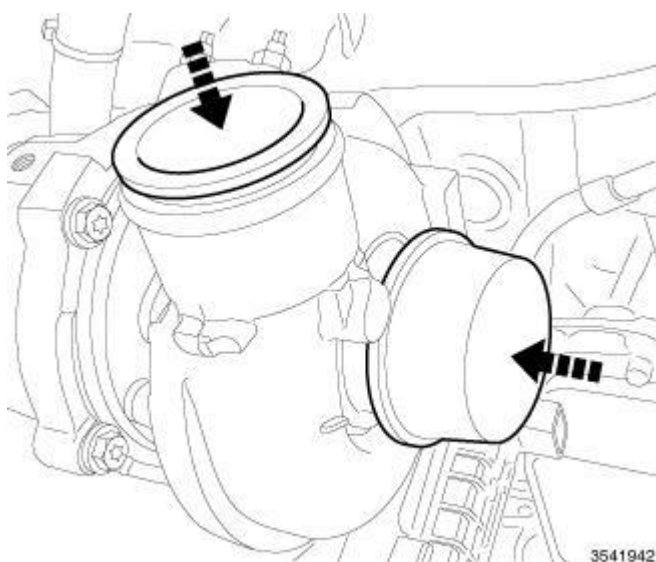
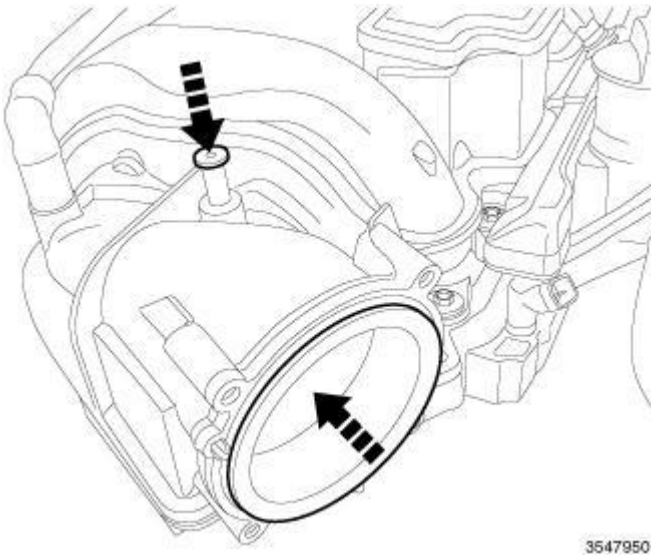


Fig. 2: Covers/Caps

Courtesy of CHRYSLER GROUP, LLC

Due to the high amounts of failures caused by dust, dirt, moisture and other foreign debris being introduced to the engine during service. Covers or caps are needed to reduce the possible damage that can be caused or created.



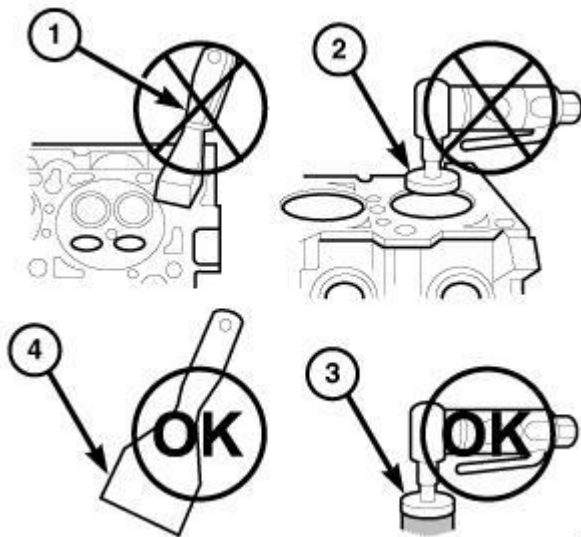
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Fig. 3: Opening Cover

Courtesy of CHRYSLER GROUP, LLC

Covers over openings will reduce any possibilities for foreign materials to enter the engine systems. Using miller tool (special tool #10368, Set, Universal Protective Cap), Select the appropriated cover needed to the procedure.

ENGINE GASKET SURFACE PREPARATION



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Fig. 4: Proper Tool Usage For Surface Preparation

Courtesy of CHRYSLER GROUP, LLC

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

Never use the following to clean gasket surfaces:

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

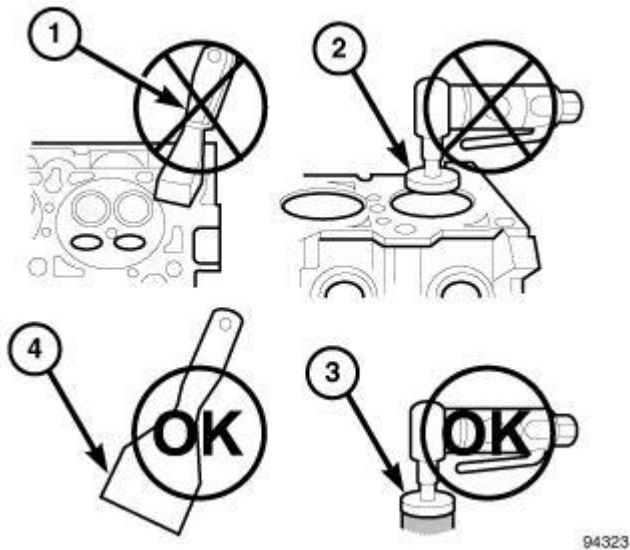


Fig. 5: Proper Tool Usage For Surface Preparation
Courtesy of CHRYSLER GROUP, LLC

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

Only use the following for cleaning gasket surfaces:

- Solvent or a commercially available gasket remover
- Plastic or wood scraper (4).
- High speed power tool with a plastic bristle brush style disc (3).

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

FORM-IN-PLACE GASKETS AND SEALERS

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

There are numerous types of form-in-place gasket materials that are used in the engine area. Mopar® Engine RTV, 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 MS-GF44B

Mopar® Engine RTV 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 MS-GF41B

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 MS-CD98D

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

MOPAR® GASKET SEALANT MS-CD78D

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

MOPAR® THREEBOND ENGINE RTV SEALANT

MOPAR® THREEBOND ENGINE RTV SEALANT is a unique gasket material that is specially made to retain adhesion and sealing properties when used to seal components exposed to engine oil.

FORM-IN-PLACE GASKET AND SEALER APPLICATION

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

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

Mopar® Engine RTV MS-GF44B or ATF RTV MS-GF41B gasket material should be applied in a continuous bead approximately 3 mm (0.120 in.) in diameter. All mounting holes must be circled. For corner sealing, a 3.17 or 6.35 mm (1/8 or 1/4 in.) drop is placed in the center of the gasket contact area. Uncured sealant may be removed with a shop towel. Components should be torqued in place while the sealant is still wet to the touch (within 10 minutes). The usage of a locating dowel is recommended during assembly to prevent smearing

material off the location.

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

REPAIR DAMAGED OR WORN THREADS

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

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

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

HYDROSTATIC LOCK

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

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

1. Disconnect the negative cable(s) from the battery.
2. Inspect air cleaner, induction system, and intake manifold to ensure system is dry and clear of foreign material.
3. Place a shop towel around the fuel injectors to catch any fluid that may possibly be under pressure in the cylinder head. Remove the fuel injectors. Refer to **INJECTOR(S), FUEL, REMOVAL** .

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

4. With all injectors removed, rotate the crankshaft using the crankshaft.
5. Identify the fluid in the cylinders (coolant, fuel, oil, etc.).
6. Be sure all fluid has been removed from the cylinders.
7. Repair engine or components as necessary to prevent this problem from occurring again.
8. Squirt a small amount of engine oil into the cylinders to lubricate the walls. This will prevent damage on restart.
9. Install fuel injectors. Refer to **INJECTOR(S), FUEL, INSTALLATION** .
10. Drain engine oil. Remove and discard the oil filter.

11. Install the drain plug. Tighten the plug to 50 N.m (37 ft. lbs.).
12. Install a new oil filter and tighten to 10 N.m 88 in. lbs.).
13. Fill engine crankcase with the specified amount and grade of oil. Refer to **CAPACITIES AND RECOMMENDED FLUIDS, SPECIFICATIONS** .
14. Connect the negative cable(s) to the battery.
15. Start the engine, allow to warm, turn engine off and check for any leaks.

SPECIFICATIONS

ENGINE SPECIFICATIONS DIESEL

GENERAL DESCRIPTION

DESCRIPTION	SPECIFICATION
Displacement 3.0L	3.0L (2987 cc) (182 CID)
Bore	83 mm (3.26 in.)
Stroke	92 mm (3.62)
Compression Ratio	16.5 :1
Valves Per Cylinder	4
Weight	224 Kg (494 lbs.)
Power Output	172 Kw (230 HP) @ 3600 RPM
Power Output (Over Torque)	179 Kw (240 HP) @ 3600 RPM
Torque	550 N.m (405 ft. lbs.) @ 1800-2600 RPM
Torque (Over Torque)	570 N.m (420 ft. lbs.) @ 2000 RPM
Idle Speed - Warm	700 RPM
Max RPM in Gear	4200
Max RPM in Neutral	4800
Ribbed V-Belt Tension	Automatic Belt Tensioner Roller
Thermostat Opening	98° C (208° F)
Cooling System Capacity	11 L (11.6 Qts.)
Engine Oil Capacity	10 L (10.5 Qts.) W/Filter Change
Timing System	Chain Driven Dual Overhead Camshafts
Air Intake	Dry Filter With Turbocharger and Charge Air Cooler
Fuel Supply	Electric Pump In The Fuel Tank
Fuel System	Direct Fuel Injection Common Rail System
Combustion Cycle	4 Stroke Diesel
Cylinder Compression Difference Between Cylinders	5 Bar (73 psi.)
Cooling System	Water Cooling
Engine Pre Heat	Glow Plug
Glow Plug Type	Ceramic GLP 5
Glow Plug Voltage	7 Volts
Emission Standards	T2B5 (NAFTA)

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Injector Opening Pressure	230 Bar (3, 335 psi)
Injection Pressure	2000 Bar (29, 008 psi)
Injection Pump	Bosch CP4.20/2, 2000 Bar (29, 008 psi)
Injection Order	1-4-2-5-3-6
Injector Type	CRI 2-20
Lubrication	Pressure Lubricated By Rotary Pump
Oil Quantity with Filter	10 L (10.5 Qts)
Oil Pressure 90° C (100° F)	0.7 Bar (10 psi.) at Idle 2.5 Bar (36 psi) at 3800 RPM
Engine Rotation	Clockwise Viewed From Front Cover

CRANKSHAFT

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Crankshaft Journal Diameter		
Tolerance Class A	67.500 - 67.494 mm	2.6574 - 2.6572 in.
Tolerance Class B	67.494 - 67.488 mm	2.6572 - 2.657 in.
Tolerance Class C	67.488 - 67.482 mm	2.657 - 2.6567 in.
Main Bearing Journal Diameter 1 - 4		
Tolerance Class A	73.958 - 73.952 mm	2.9117 - 2.9114 in.
Tolerance Class B	73.952 - 73.946 mm	2.9114 - 2.9112 in.
Tolerance Class C	73.946 - 73.940 mm	2.9112 - 2.9110 in.
Axial play of crankshaft	0.12 - 0.31 mm	0.004 - 0.0122 in.

CRANKSHAFT BEARINGS

Block Bearing Tolerance Class	Cylinder Block Bearing Diameter		Crankshaft Bearing diameter Tolerance Class	Crankshaft Bearing Diameter		Crankshaft Bearing Tolerance Class	Crankshaft Bearing Shell Thickness	
A	78.000 - 78.006 mm	3.0708 - 3.0710 in.	A	73.958 - 73.952 mm	2.9117 - 2.9114 in.	Red Red	1.982 - 1.988 mm 1.982 - 1.988 mm	0.0780 - 0.0782 in. 0.0780 - 0.0782 in.
			B	73.952 - 73.946 mm	2.9114 - 2.9112 in.	Red Blue	1.982 - 1.988 mm 1.988 - 1.994 mm	0.0780 - 0.0782 in. 0.0782 - 0.0785 in.
							1.988 - 1.994 mm	0.0782 - 0.0785 in.

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			C	73.946 - 73.940 mm	2.9112 - 2.9110 in.	Blue Blue	mm 1.988 - 1.994 mm	in. 0.0782 - 0.0785 in.
B	78.006 - 78.012 mm	3.0710 - 3.0713 in.	A	73.958 - 73.952 mm	2.9117 - 2.9114 in.	Red Blue	1.982 - 1.988 mm 1.988 - 1.994 mm	0.0780 - 0.0782 in. 0.0782 - 0.0785 in.
			B	73.952 - 73.946 mm	2.9114 - 2.9112 in.	Blue Blue	1.988 - 1.994 mm 1.988 - 1.994 mm	0.0782 - 0.0785 in. 0.0782 - 0.0785 in.
			C	73.952 - 73.946 mm	2.9112 - 2.9110 in.	Blue Yellow	1.988 - 1.994 mm 1.994 - 2.000 mm	0.0782 - 0.0785 in. 0.0785 - 0.0787 in.
C	78.012 - 78.018 mm	3.0713 - 3.0715 in.	A	73.958 - 73.952 mm	2.9117 - 2.9114 in.	Blue Blue	1.988 - 1.994 mm 1.988 - 1.994 mm	0.0782 - 0.0785 in. 0.0782 - 0.0785 in.
			B	73.952 - 73.946 mm	2.9114 - 2.9112 in.	Blue Yellow	1.988 - 1.994 mm 1.994 - 2.000 mm	0.0782 - 0.0785 in. 0.0785 - 0.0787 in.
			C	73.952 - 73.946 mm	2.9112 - 2.9110 in.	Yellow Yellow	1.994 - 2.000 mm 1.994 - 2.000 mm	0.0785 - 0.0787 in. 0.0785 - 0.0787 in.

CYLINDER HEAD

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Cylinder Head Height	133 ± 0.06 mm	5.2362 ± 0.0023 in.
Cylinder Head Flatness Deformation	0.1 mm	0.0039 in.

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Tolerance		
Valve Seat Width in Cylinder Head		
Intake valve	28 0 / -0.3 mm	28 0 / -0.011 in.
Exhaust valve	24.5 0 / -0.3 mm	24.5 0 / -0.011 in.
Valve Face Angle in Head	2°15'2°	2°15'2°
Internal Diameter of Valve Guide for Intake / Exhaust Valve	5+0.033 / +0.015 mm	5+0.001 / +0.0005 in.
Valve Guide Installation Height	75.565 ± 0.3 mm	2.9749 ± 0.3 in.
Cylinder Head Bolts		
Thread Diameter	14 x 1.5 mm	NA

HEAD GASKET SELECTION CHART

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Piston Clearance	0.130 - 0.220 mm	0.0051 - 0.0086 in.
Cylinder Head Gasket Thickness	0.96 mm	0.0377 in.
Gasket Identification	NO HOLE	
Piston Clearance	0.221 - 0.310 mm	0.0087 - 0.0122 in.
Cylinder Head Gasket Thickness	1.06 mm	0.0417 in.
Gasket Identification	ONE HOLE	
Piston Clearance	0.311 - 0.402 mm	0.0122 - 0.0158 in.
Cylinder Head Gasket Thickness	1.16 mm	0.0456 in.
Gasket Identification	TWO HOLES	

CYLINDER BORE

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Cylinder Bore Internal Diameter	82.995 - 83.025 mm	3.267 - 3.268 in.
Roundness Tolerance	0.006 mm	0.0002 in
Honing Angle	40° - 60°	40° - 60°

CAMSHAFT

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Camshaft End Play	0.1 / 0.3 mm	0.0039 / 0.0118 in
Intake camshaft Height	3.95 mm	0.1555 in
Exhaust Camshaft Height	3.95 mm	0.1555 in.
Outer Journal Diameter at Camshaft	23.95 mm	0.9429 in.
Inner Journal Diameter at Camshaft	24 mm	0.9448 in.
Camshaft Journal Clearance		

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	Min	0.03 mm	0.0018 in.
	Max	0.07 mm	0.0028 in.
Cylinder Head On Right Valve Timing At 2 mm Valve Lift and A New Timing Chain			
Inlet Valve Opens After TDC		19.6°	19.6°
Inlet Valve Closes After BDC		5.6°	5.6°
Outlet Valve Opens After TDC		17.9°	17.9°
Outlet Valve Closes After BDC		27.9°	27.9°
Cylinder Head On Right Valve Timing At 2 mm Valve Lift And A Used Timing Chain			
Inlet Valve Opens After TDC		21.5°	21.5°
Inlet Valve Closes After BDC		3.7°	3.7°
Outlet Valve Opens After TDC		16.0°	16.0°
Outlet Valve Closes After BDC		26.0°	26.0°
Cylinder Head On Left Valve Timing At 2 mm Valve Lift and A New Timing Chain			
Inlet Valve Opens After TDC		20.7°	20.7°
Inlet Valve Closes After BDC		4.5°	4.5°
Outlet Valve Opens After TDC		16.8°	16.8°
Outlet Valve Closes After BDC		26.8°	26.8°
Cylinder Head On Left Valve Timing At 2 mm Valve Lift And A Used Timing Chain			
Inlet Valve Opens After TDC		21.5°	21.5°
Inlet Valve Closes After BDC		3.7°	3.7°
Outlet Valve Opens After TDC		16.0°	16.0°
Outlet Valve Closes After BDC		26.0°	26.0°

VALVES

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Intake Valve Face Angle	2.2°	2.2°
Exhaust Valve Face Angle	2°	2°
Intake Valve Head Diameter	27.5 mm	1.0826 in.
Exhaust Valve Head Diameter	24 mm	0.9448 in.
Intake Valve Stem Diameter	5 mm	0.1968 in.
Exhaust Valve Stem Diameter	5 mm	0.1968 in.
Intake Valve Stem Projection		
Min	0.382 mm	0.0150 in.

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	Max	0.6 mm	0.0236 in.
Exhaust Valve Stem Projection			
	Min	0.382 mm	0.0150 in.
	Max	0.6 mm	0.0236 in.
Springs			
	Free Length	44.1 mm	1.7362 in.
	Valve Closed	34 mm	1.3385 in.
	Valve Open	25.5 mm	1.003 in.

PISTONS

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Piston Diameter		
Tolerance Class A	82.930 - 82.940 mm	3.2649 - 3.2653 in.
Tolerance Class B	82.940 - 82.950 mm	3.2653 - 3.2657 in.
Tolerance Class C	82.950 - 82.960 mm	3.2657 - 3.2661 in.

PISTON RINGS

DESCRIPTION	SPECIFICATION	
	Metric	Standard
No. 1 Piston Ring		
Height	2 -0.01 / -0.03 mm	-0.000 / -0.001 in.
Gap	0.32 - 0.45 mm	0.01259 - 0.01771 in.
Vertical Play	0.13 - 0.17 mm	0.0051 - 0.0066 in.
Piston Ring End Gap		
Groove 1	0.12 - 0.16 mm	0.0048 - 0.0063 in.
Groove 2	0.065 - 0.110 mm	0.0026 - 0.0044 in.
Groove 3	0.03 - 0.07 mm	0.0012 - 0.0028 in.
Dimensions Of The Piston Rings		
Keystone Ring	N/A	N/A
Taper-face Ring	N/A	N/A
Bevel-edge Ring	N/A	N/A
Piston Pin		
Diameter Bearing	29.975 - 29.980 mm	1.1801 - 1.1803 in.
Play in Piston	0.013 - 0.023 mm	0.0005 - 0.0009 in.

CONNECTING RODS

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Connecting Rod Length	162.1 mm	6.381 in.
Connecting Rod Bolt	2 x M9 x 1 Grade: 12.9	NA

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Upper Connecting Rod Eye Diameter	33 -0.028 / -0.061 mm	-0.0011 / -0.0024 in.
Connecting Rod Sideways Play	0.3 - 0.5 mm	0.011 - 0.019
Permitted Connecting Rod Bearing Play - Upper	0.026 - 0.036 mm	0.0010 - 0.0014
Permitted Connecting Rod Bearing Play - Lower	0.028 - 0.052 mm	0.0011 - 0.0020
Connecting Rod Weight	909 grams	32.06 oz.

CONNECTING ROD BEARINGS

Connecting Rod Tolerance Class	Connecting Rod Bearing Diameter		Connecting Rod Tolerance Class	Connecting Rod Bearing Shell Thickness		Connecting Rod Bearing Play	
A	71.00 - 0.000 / +0.006 mm	2.795 - 0.0000 / +0.0002 in.	Yellow	1.742 mm	0.0685 in.	-0.00 / +0.006 mm	-0.0000 / +0.0002 in.
B	71.00 +0.006 / +0.012 mm	2.795 +0.0002 / +0.0004 in.	Blue	1.736 mm	0.0683 in.	-0.00 / +0.006 mm	-0.0000 / +0.0002 in.
C	71.00 +0.012 / +0.018 mm	2.795 +0.0004 / +0.0007 in.	Red	1.730 mm	0.0681 in.	-0.00 / +0.006 mm	-0.0000 / +0.0002 in.

TORQUE

ENGINE BLOCK

DESCRIPTIONS	N.m	In. Lbs.	Ft. Lbs.
A/C Compressor Bolts	30	-	22
A/C Compressor Nut	30	-	22
A/C Compressor Stud	11	97	-
A/C Compressor Bracket Bolts	45	-	33
A/C Liquid Line Nuts	22	-	16
A/C Suction Line Nuts	22	-	16
Bedplate Bolts	Refer to CRANKSHAFT, INSTALLATION.		
Connecting Rod	Refer to ROD, PISTON AND CONNECTING, INSTALLATION.		
Dipstick Tube Bolt (head)	11	97	-
Dipstick Tube Bolt (sump)	11	97	-
Engine Block Timing Plug	30	-	-
Engine Lifting Brackets	55	-	11
Generator Bolts	28	-	21
Generator Nut	28	-	21
Generator Stud	12	106	-
Generator Bracket Bolts	45	-	33
Generator B+ Cable Nut	17	150	-

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Lower Oil Pan Bolts	Refer to PAN, OIL, INSTALLATION.		
Oil Cooler Bolts	30	-	22
Oil Cooler/Oil Filter Housing Adapter Bolts	30	-	22
Oil Drain Plug	45	-	33
Oil Filter Cap	25	-	18
Oil Jet Bolt (piston)	11	97	-
Oil Jet Bolt (timing chain)	11	97	-
Oil Pickup Tube Bolts	11	97	-
Oil Pressure Sensor	20	177	-
Oil Pump	14	124	-
Oil Temperature Sensor	20	177	-
Upper Oil Pan Bolts	Refer to PAN, OIL, INSTALLATION.		
Timing Chain Guide Bolts	30	-	22
Timing Chain Tensioner	14	124	-
Transmission Cooler Hose Bracket Nut	11	97	-
Transmission to Engine Bolts	60	-	44
Transmission to Oil Pan Bolts	60	-	44
Windage Tray	11	97	-

CYLINDER HEAD

DESCRIPTIONS	N.m	In. Lbs.	Ft. Lbs.
Camshaft Bearing Cap Bolts	11	97	-
Coolant Tube-to-Fuel Line Bracket Bolt	25	-	18
Cylinder Head Bolts (M14)	30	-	22
	Stage 2 - 75 Degrees	Stage 2 - 75 Degrees	Stage 2 - 75 Degrees
	Stage 3 - 75 Degrees	Stage 3 - 75 Degrees	Stage 3 - 75 Degrees
	Stage 4 - 75 Degrees	Stage 4 - 75 Degrees	Stage 4 - 75 Degrees
Cylinder Head Cover Bolts	Refer to COVER(S), CYLINDER HEAD, INSTALLATION.		
EGR Air Flow Control Valve Bolts	9	-	80
EGR Cooler Adapter Bolts	45	-	33
EGR Cooler Coolant Feed Pipe Bolt	18	-	159
EGR Support Bracket Bolt	25	-	18
Engine Wire Harness Bolts	11	97	-
Exhaust Manifold Nut	15	133	-
Step 2	40	-	30
Exhaust Manifold Heat Shield Bolts	15	133	-

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Exhaust Tube Heat Shield Nuts	11	97	-
Fuel Injector Clamp Bolt	33	-	24
Fuel Injection Pump Drive Gear Bolt	20	177 + 60°	-
Fuel Manifold Nut	8	71	-
Fuel Rail Bolts	25	-	18
Fuel Tube Bracket Bolt	11	97	-
Fuel Tubes Union Nut at Fuel Injector	11 + 75°	97 + 75°	-
Fuel Tubes Union Nut at Fuel Injection Pump	11 + 75°	97 + 75°	-
Fuel Tubes Union Nut at Fuel Rail	5 + 75°	44 + 75°	-
Glow Plug (Ceramic)	8	71	-
Intake Manifold Bolt	12	106	-
Oil Separator	30	-	22
Reluctor Wheel Bolt	20 + 60°	177 + 60°	-

FRONT ENGINE

DESCRIPTIONS	N.m	In. Lbs.	Ft. Lbs.
Camshaft Position Sensor Bolt	8	71	-
Fuel Injection Pump Blocker Plate Bolts	25	-	18
Fuel Injection Pump Bolts	25	-	18
Oil Breather/Camshaft Seal Housing Bolts	14	124	-
Serpentine Belt Tensioner	45	-	33
Serpentine Belt Tensioner Bracket Bolts (M6)	11	97	-
Serpentine Belt Tensioner Bracket Bolts (M10)	45	-	33
Timing Chain Cover Bolts (lower)	Refer to <u>COVER(S), ENGINE TIMING, REMOVAL.</u>		
Timing Chain Cover Bolts (upper)	Refer to <u>COVER(S), ENGINE TIMING, REMOVAL.</u>		
Vacuum Pump	30	-	22
Vibration Damper Bolt	100 + 125°	-	74+ 125°
Vibration Damper Cover Bolts	10	89	-

REAR ENGINE

DESCRIPTION	N.m	In. Lbs.	Ft. Lbs.
Crankshaft Position Sensor	6	53	-
Crankshaft Position Sensor			

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Bracket	8	71	-
Flex Plate (ATX)	Refer to FLEXPLATE, INSTALLATION.		
Torque Converter Bolts	42	-	31

TURBOCHARGER

DESCRIPTION	N.m	In. Lbs.	Ft. Lbs.
Charge Air Cooler Bolts	20	177	-
Charge Air Cooler Hose Clamp	6	53	-
Charge Air Cooler Hose Clamp at Resonator	5	44	-
Turbocharger Coolant Tube Banjo Bolt	35	-	26
Diesel Particulate Filter (DPF) Nuts			
Turbocharger to Engine Block Bolt	55	-	41
Turbocharger to Cylinder Head Bolt	25	-	18
Turbocharger Exhaust Tube-to-EGR Cooler Bolts	25	-	18
Turbocharger Heat Shield Bolt	11	97	-
Turbocharger Inlet Elbow Bolts	10	89	-
Turbocharger Oil Feed Line at Engine Block Banjo Bolt	35	-	26
Turbocharger Oil Feed Line at Turbocharger Banjo Bolt	25	-	18
Turbocharger Oil Return Line Bolts	13	115	-

ENGINE MOUNTING

DESCRIPTION	N.m	In. Lbs.	Ft. Lbs.
Engine Mount Bracket Bolts (4x2)	61	-	45
Engine Mount Bracket Bolts (4x4)	68	-	50
Engine Mount Bolts (4x2)	61	-	45
Engine Mount Bolts (4x4)	120	-	89
Engine Mount to Bracket Bolts (4x4)	115	-	85
Engine Mount through Bolt Nut	115	-	85
Front Suspension Crossmember Bolts	102	-	75
Rear Mount Bracket Bolts	61	-	45

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Rear Mount Bolts	61	-	45
Rear Mount Nuts	61	-	45

REMOVAL

REMOVAL



Fig. 6: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect the negative battery cable.
2. Remove the hood. Refer to **HOOD, REMOVAL** .
3. Remove the engine cover (1).

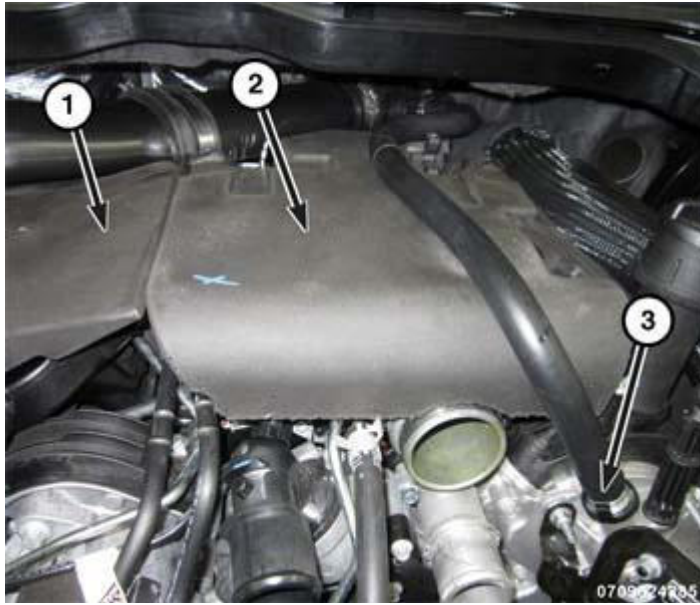


Fig. 7: Removing/Installing Intake Manifold Silencer
Courtesy of CHRYSLER GROUP, LLC

4. Remove the intake manifold silencer pad (1).
5. Remove the air cleaner body and intake air tube from turbocharger. Refer to **BODY, AIR CLEANER, REMOVAL**.
6. Remove the right fuel injector silencer.
7. Remove the left fuel injector silencer.

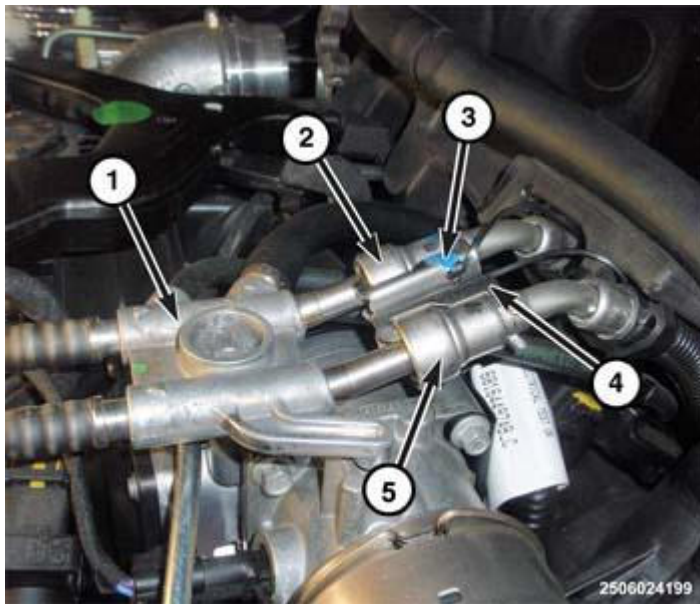


Fig. 8: Low Pressure Supply Line, Return Line & Clips
Courtesy of CHRYSLER GROUP, LLC

8. Remove safety clips (3, 4) and disconnect the low pressure supply (2) and return (5) lines. Refer to

FITTING, QUICK CONNECT .

9. Remove nut and position aside the fuel line assembly.
10. Drain the cooling system. Refer to **STANDARD PROCEDURE** .
11. Drain the engine oil. Using a new sealing washer, install and tighten drain plug to 45 N.m (33 ft. lbs.).
12. Remove the coolant recovery bottle. Refer to **BOTTLE, COOLANT RECOVERY, REMOVAL** .
13. Remove fasteners and the upper radiator close out panel.
14. Remove the active shutter grille. Refer to **GRILLE, ACTIVE SHUTTER, REMOVAL** .
15. Remove the Charge Air Cooler (CAC) assembly. Refer to **COOLER AND HOSES, CHARGE AIR, REMOVAL**.

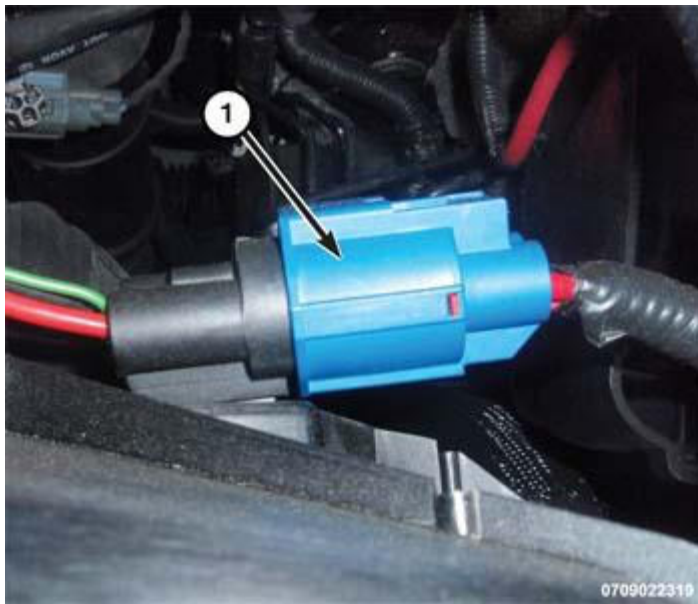


Fig. 9: Cooling Fan Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

16. Disconnect the cooling fan wire harness connector (1) and detach wire harness retainer.
17. Recover the A/C refrigerant. Refer to **STANDARD PROCEDURE** .
18. Disconnect the A/C pressure switch.
19. Remove nuts and disconnect the A/C lines at the condenser. Install plugs, or tape covering the opened refrigerant line fittings and condenser ports.

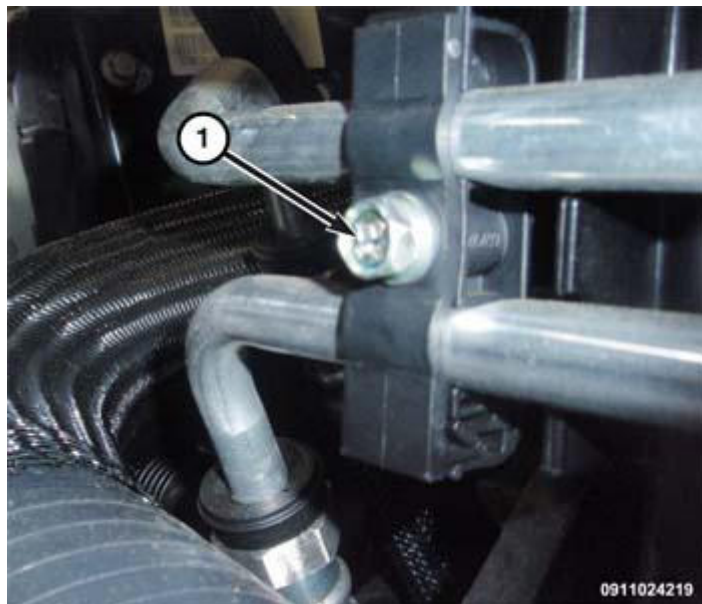


Fig. 10: Transmission Cooler Line Retainer
Courtesy of CHRYSLER GROUP, LLC

20. Remove the transmission cooler line retainer (1) at radiator.
21. Remove caps and disconnect the transmission cooler lines at condenser.

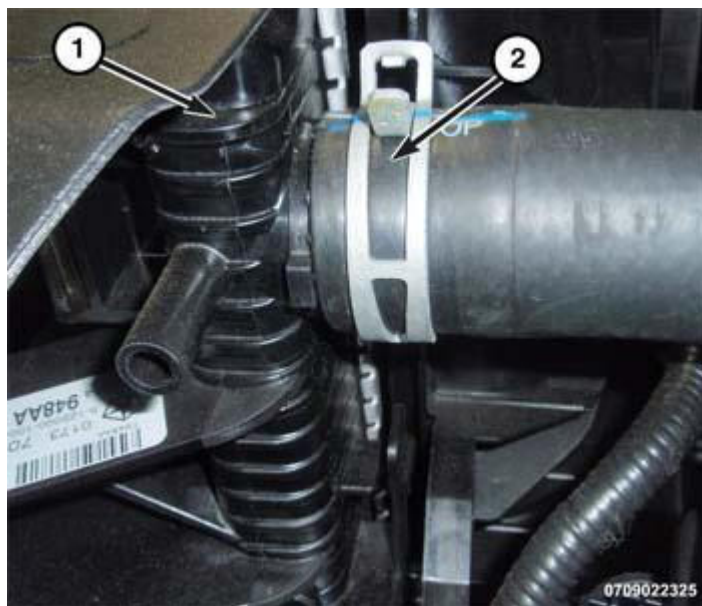


Fig. 11: Radiator & Upper Radiator Hose
Courtesy of CHRYSLER GROUP, LLC

22. Remove the upper radiator hose (2).

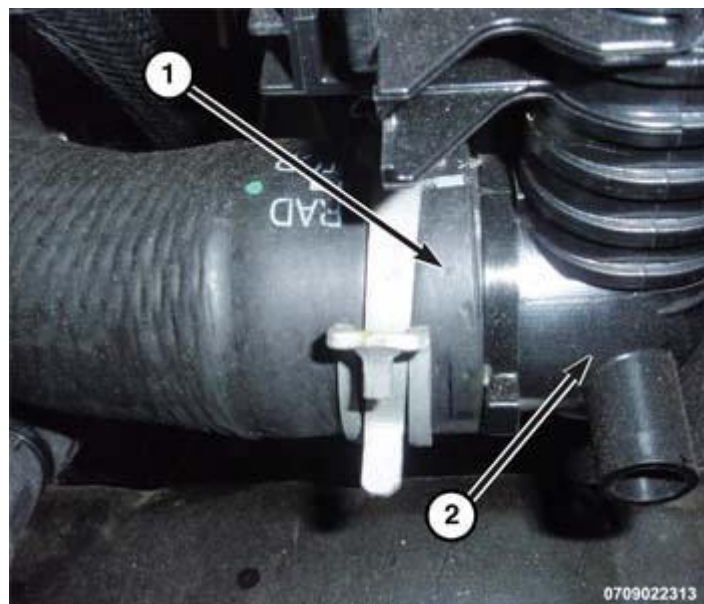


Fig. 12: Lower Radiator Hose & Radiator
Courtesy of CHRYSLER GROUP, LLC

23. Remove the lower radiator hose (1).
24. Remove the upper radiator mounting bolts and the radiator cooling module.



Fig. 13: Heater Hose & EGR cooler
Courtesy of CHRYSLER GROUP, LLC

25. Remove the heater hose (1) by the EGR cooler.



Fig. 14: Coolant Hose

Courtesy of CHRYSLER GROUP, LLC

26. Remove coolant hose (1).

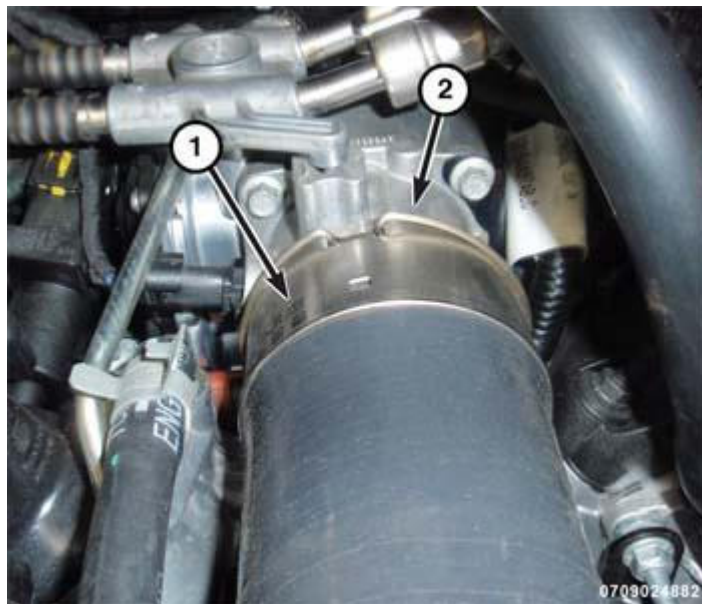


Fig. 15: CAC Hose & EGR Air Flow Control Valve

Courtesy of CHRYSLER GROUP, LLC

27. Disconnect the CAC hose (1) from the EGR air flow control valve (2) and remove hose.
28. Disconnect the CAC outlet hose from the turbocharger.
29. Remove the electric vacuum pump. Refer to **PUMP, ELECTRIC VACUUM, REMOVAL** .
30. Disconnect the brake booster vacuum hose at the mechanical vacuum pump.

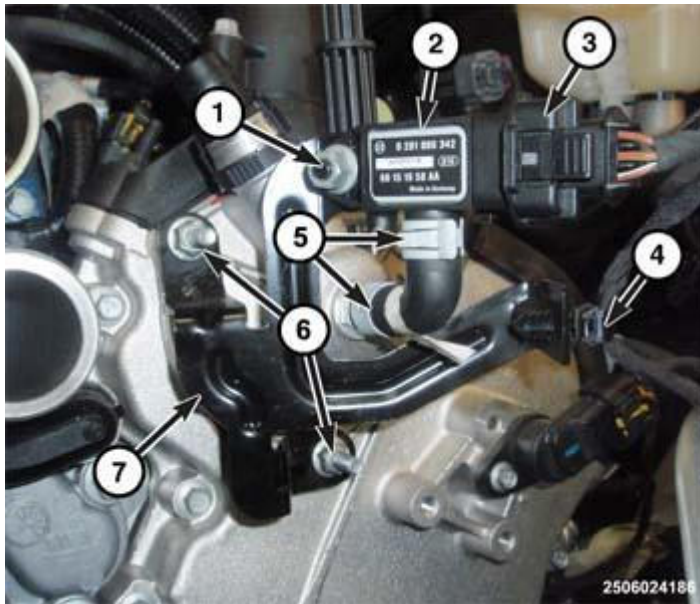


Fig. 16: Crankcase Pressure Sensor Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

31. Disconnect the crankcase pressure sensor wire harness connector (3).
32. Disconnect the A/C compressor wire harness connector.
33. Remove fastener securing A/C low pressure line to fender well.
34. Remove nuts and the A/C suction and discharge lines from the compressor.
35. Install plugs in, or tape over the opened refrigerant line fittings and A/C compressor ports.

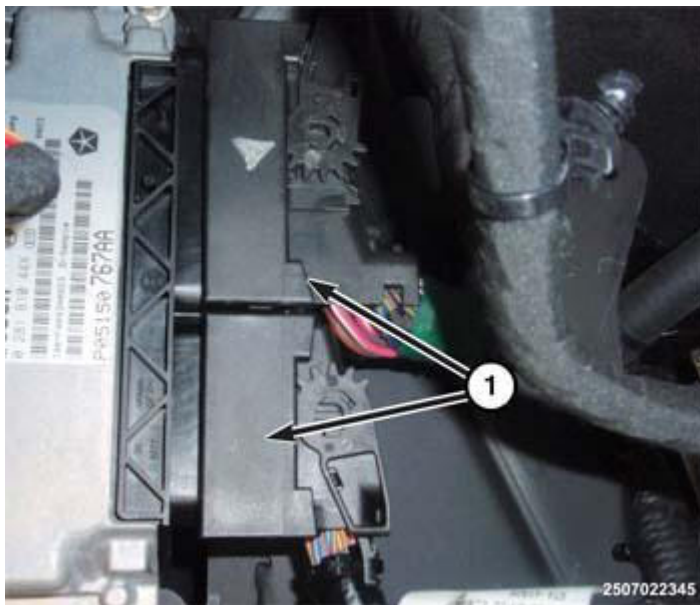


Fig. 17: Powertrain Control Module (PCM) Wire Harness Connectors
Courtesy of CHRYSLER GROUP, LLC

36. Disconnect the Powertrain Control Module (PCM) wire harness connector (1).

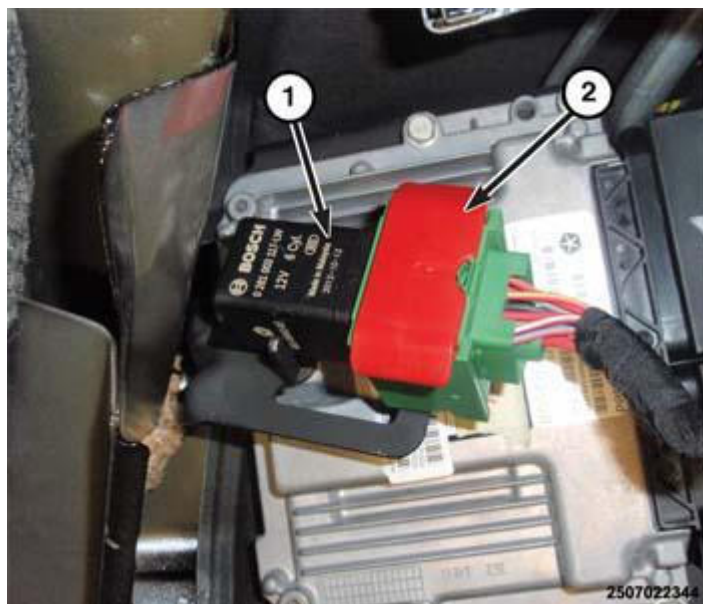


Fig. 18: Glow Plug Module Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

37. Disconnect the glow plug module wire harness connector (2).



Fig. 19: Engine Wire Harness Connector At PCM
Courtesy of CHRYSLER GROUP, LLC

38. Disconnect the engine wire harness connector at PCM.

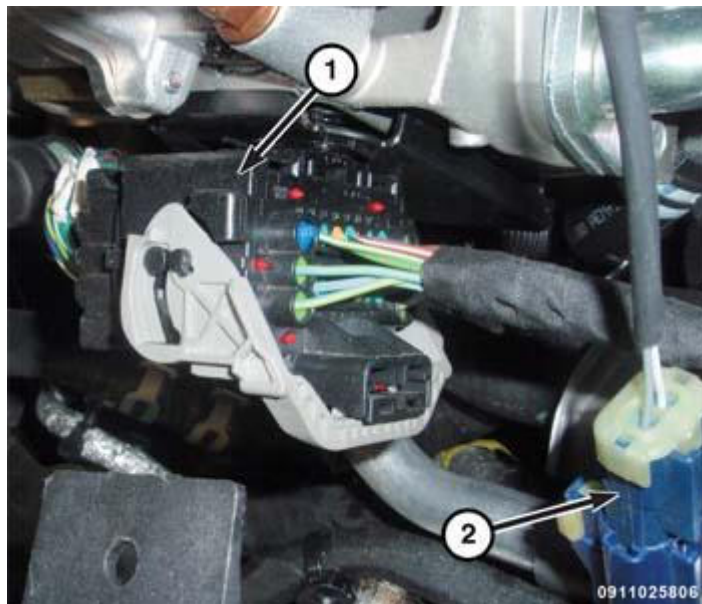


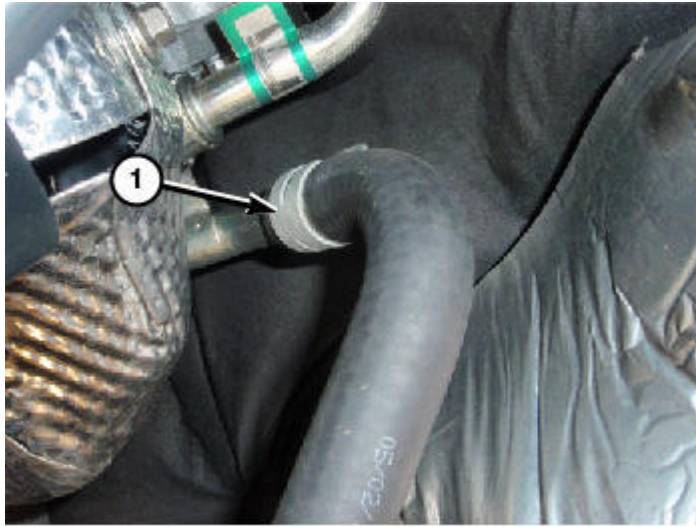
Fig. 20: Engine Wire Harness Connector By EGR Cooler
Courtesy of CHRYSLER GROUP, LLC

39. Disconnect the engine wire harness connector by the EGR cooler.
40. Remove the NOx Sensor 1/1. Refer to **SENSOR, NOX, REMOVAL** .



Fig. 21: Transmission Cooler Hose By The Brake Booster
Courtesy of CHRYSLER GROUP, LLC

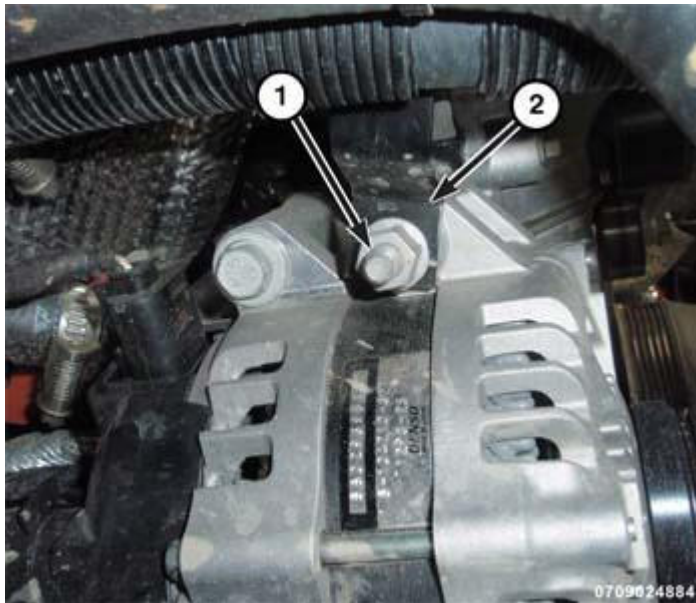
41. Disconnect the transmission cooler hose by the brake booster (1).



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Fig. 22: Coolant Hose
Courtesy of CHRYSLER GROUP, LLC

42. Disconnect the coolant hose (1).



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Fig. 23: Transmission Cooler Hose Support Bracket & Nut
Courtesy of CHRYSLER GROUP, LLC

43. Remove nut (1) and the transmission cooler hose support bracket (2) from generator.
44. Remove the power brake booster. Refer to **BOOSTER, POWER BRAKE, REMOVAL** .
45. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
46. Remove both front wheels.
47. Remove the right front wheelhouse splash shield. Refer to **SHIELD, SPLASH, FRONT WHEELHOUSE, REMOVAL** .

48. Remove the left front wheelhouse splash shield. Refer to **SHIELD, SPLASH, FRONT WHEELHOUSE, REMOVAL** .

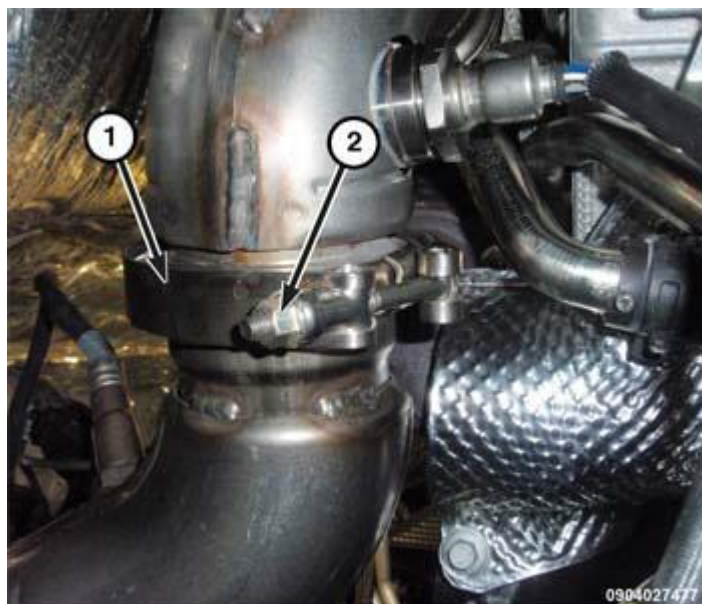


Fig. 24: Diesel Particulate Filter (DPF) & Clamp Nut
Courtesy of CHRYSLER GROUP, LLC

49. Loosen clamp nut (2) and separate the Diesel Particulate Filter (DPF) from exhaust elbow.

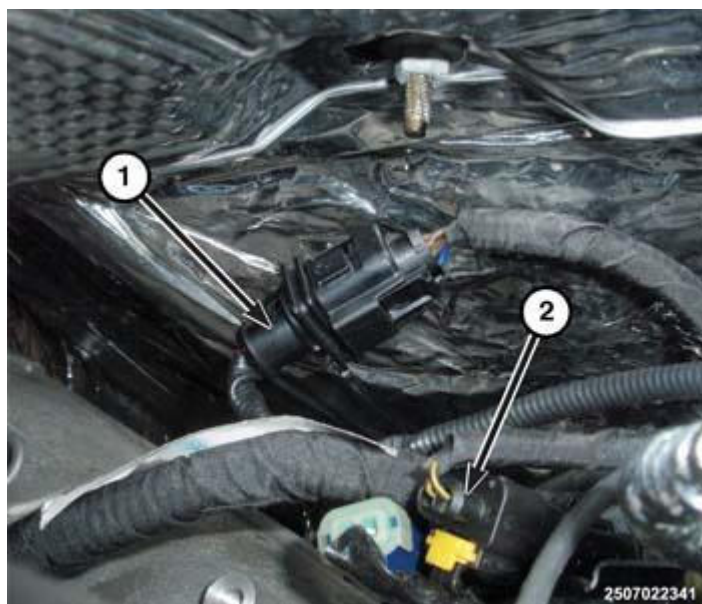


Fig. 25: Oxygen Sensor Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

50. Disconnect the right exhaust temperature sensor 1/1 wire harness connector (2).
51. Remove the starter. Refer to **STARTER, REMOVAL** .

52. Remove the starter wire harness-to-oil pan retainers.
53. Paint mark the flex plate to torque converter relation and remove the torque converter bolts.
54. Remove bolts securing the transmission cooler liner to oil pan.
55. On 4x2 models, Remove nuts and the right and left engine mount through bolt.
56. On 4x4 models, remove the front driveline axle (1).).
57. Remove nuts securing the engine wire harness to front of oil pan.

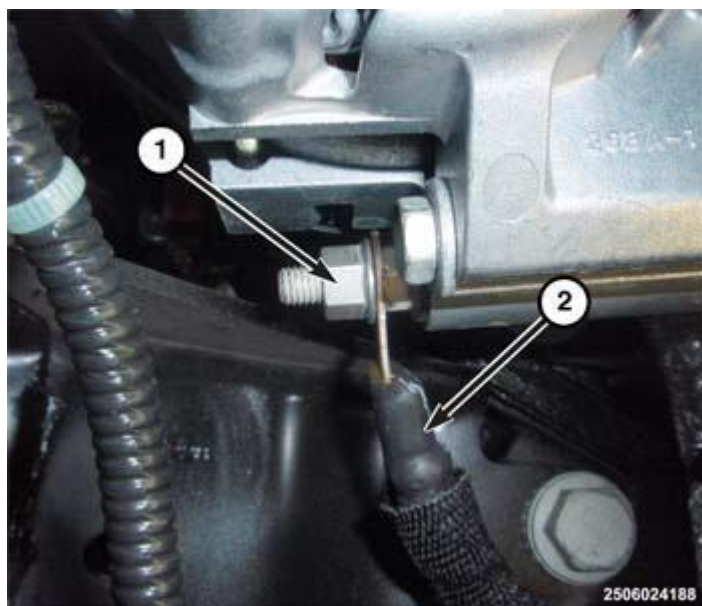
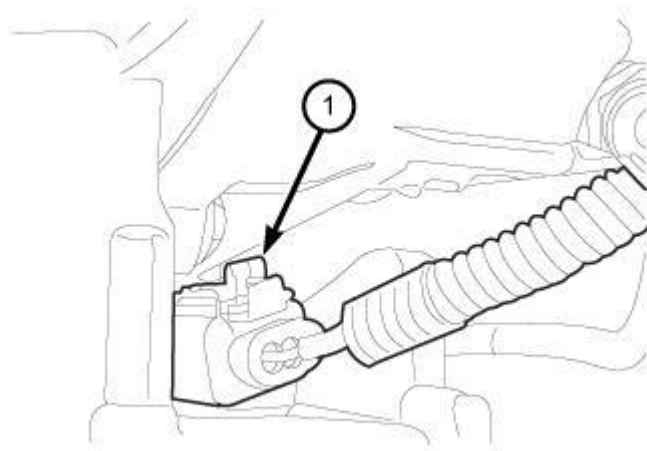


Fig. 26: Nut & Ground Wire

Courtesy of CHRYSLER GROUP, LLC

58. Remove nut (1) and the ground wire (2) from generator.
59. Remove the generator. Refer to **GENERATOR, REMOVAL** .



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Fig. 27: Crankshaft Position Sensor Connector
Courtesy of CHRYSLER GROUP, LLC

60. Disconnect the Crankshaft Position Sensor (CKP) wire harness connector (1).
61. Remove the upper five transmission-to-engine bolts.
62. Remove the four transmission-to-oil pan bolts.
63. Remove the right side engine mount bolt.
64. Remove the left side engine mount bolt.
65. Position floor jack under the transmission and slightly raise.

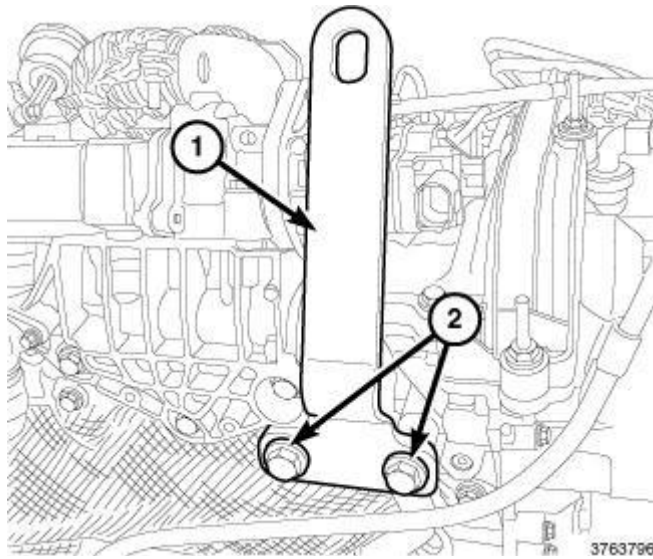


Fig. 28: Engine Lifting Bracket & Bolts - Right
Courtesy of CHRYSLER GROUP, LLC

66. Install the (special tool #VM.10360A-2, Bracket, Engine Lifting (Right)) (1) and securely tighten bolts (2).

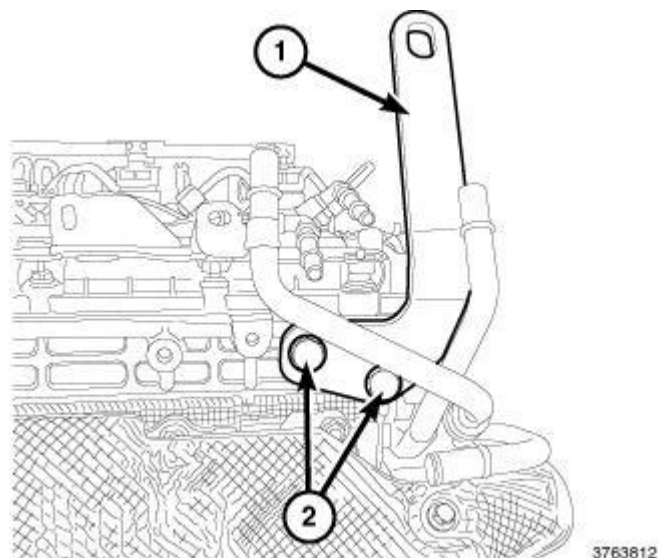


Fig. 29: Engine Lifting Bracket & Bolts - Left Right
Courtesy of CHRYSLER GROUP, LLC

67. Install the (special tool #VM.10360A-1, Bracket, Engine Lifting (Left Rear)) (1) and securely tighten bolts (2).

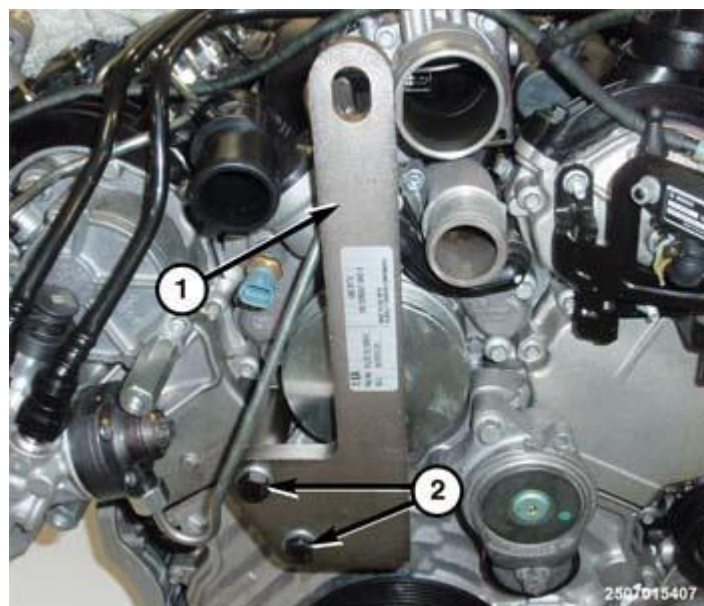


Fig. 30: Engine Lifting Special Tool VM.10360A-3 & Bolts
Courtesy of CHRYSLER GROUP, LLC

68. Install the Bracket, Engine Lifting (Front) VM.10360A-3 (1) and securely tighten bolts (2).

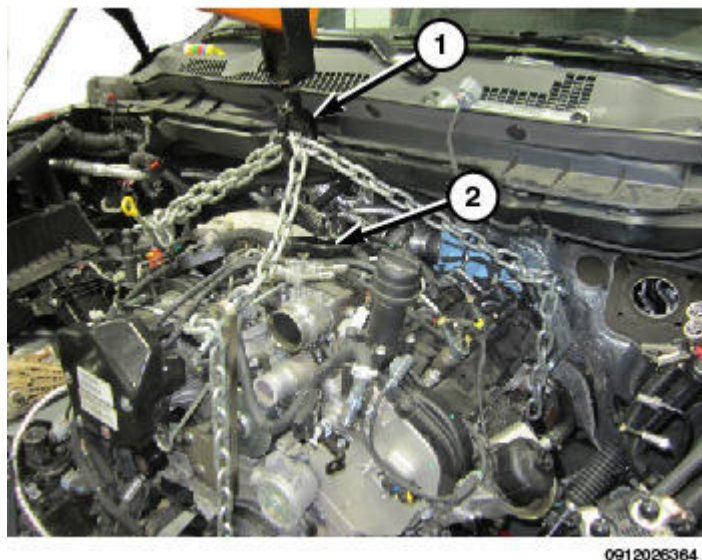


Fig. 31: Engine Hoist & Engine
Courtesy of CHRYSLER GROUP, LLC

69. Position the engine hoist (1) and connect engine lift chain to engine lift fixtures.
70. Remove the engine (2) from vehicle.

INSTALLATION

INSTALLATION

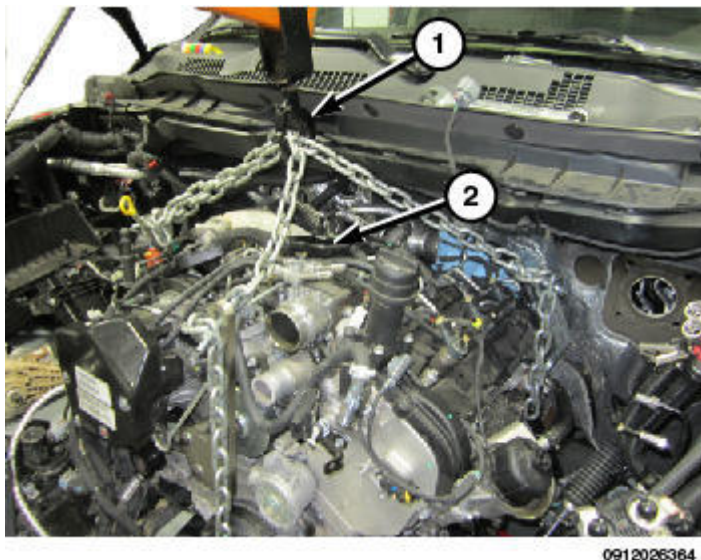


Fig. 32: Engine Hoist & Engine
Courtesy of CHRYSLER GROUP, LLC

1. Carefully align the engine assembly in the engine bay area and align with the transmission, **Do Not** lower the engine.

2. Align the engine (2) to transmission, and lower the engine mounts into position.
3. Install the right and left engine mount through bolts and tighten to 115 N.m (85 ft. lbs.).
4. Remove the engine lifting device (1).

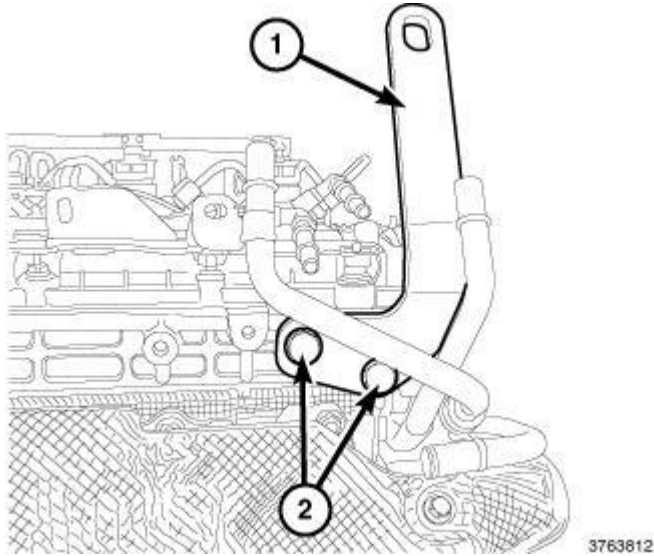


Fig. 33: Engine Lifting Bracket & Bolts - Left Right
Courtesy of CHRYSLER GROUP, LLC

5. Remove bolts (2) and the (special tool #VM.10360A-1, Bracket, Engine Lifting (Left Rear)) (1).

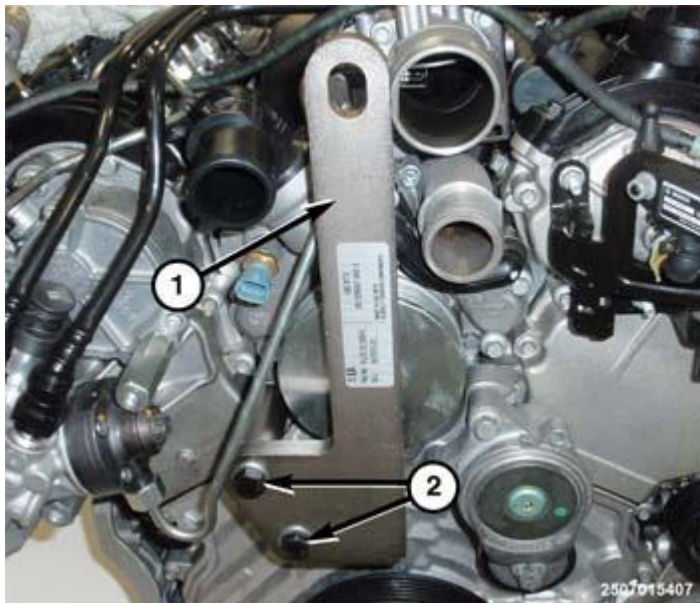
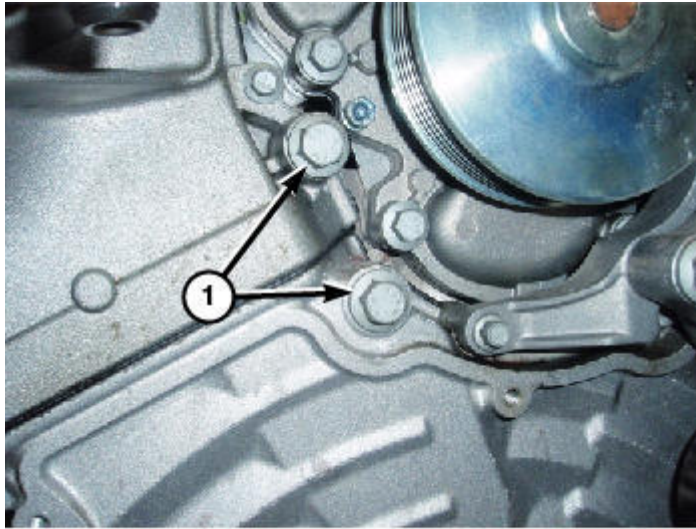


Fig. 34: Engine Lifting Special Tool VM.10360A-3 & Bolts
Courtesy of CHRYSLER GROUP, LLC

6. Remove bolt (2) and the Bracket, Engine Lifting (Front) VM.10360A-3 (1).

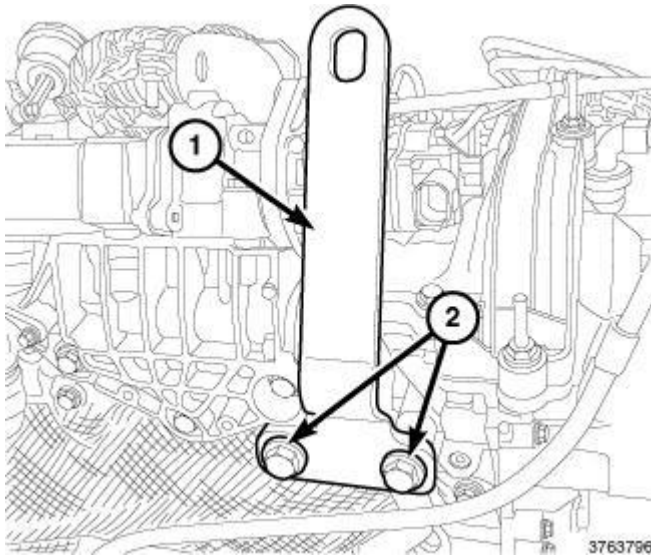


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Fig. 35: Timing Cover Bolts

Courtesy of CHRYSLER GROUP, LLC

7. Install the timing cover bolts (1) and tighten to 45 N.m (33 ft. lbs.).



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Fig. 36: Engine Lifting Bracket & Bolts - Right

Courtesy of CHRYSLER GROUP, LLC

8. Remove bolts (2) and the (special tool #VM.10360A-2, Bracket, Engine Lifting (Right)) (1).
9. Remove floor jack from under transmission.
10. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE**.
11. Install the four transmission-to-oil pan bolts and tighten to 60 N.m (44 ft. lbs.).
12. Install the upper five transmission-to-engine bolts and tighten to 60 N.m (44 ft. lbs.).

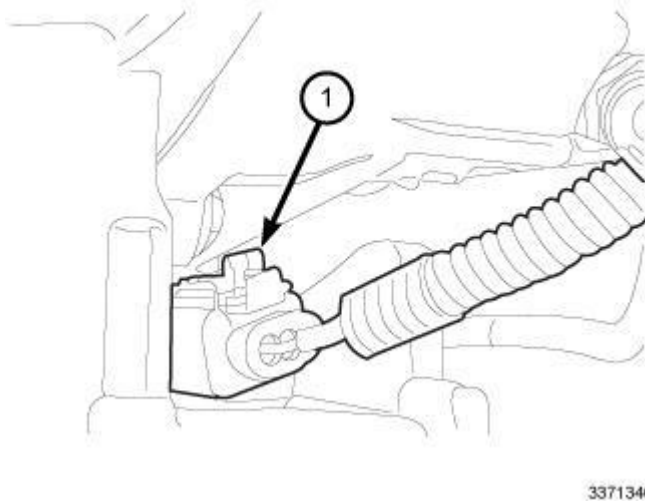


Fig. 37: Crankshaft Position Sensor Connector
Courtesy of CHRYSLER GROUP, LLC

13. Connect the Crankshaft Position Sensor wire harness connector (1).

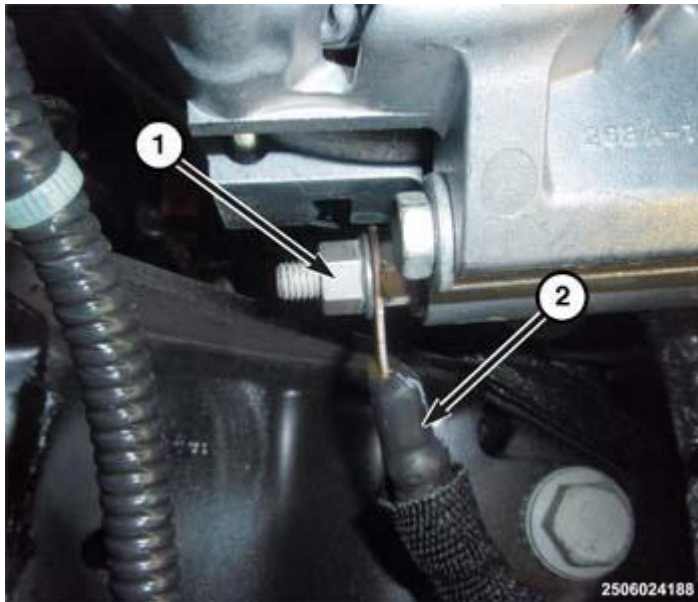


Fig. 38: Nut & Ground Wire
Courtesy of CHRYSLER GROUP, LLC

14. Install the generator. Refer to **GENERATOR, INSTALLATION** .
15. Install the ground cable at generator and securely tighten nut.
16. Position the engine wire harness to front of oil pan and securely tighten nuts.
17. On 4x4 models, Install the front axle.).
18. On 4x2 models, install the right and left engine mount through bolts and tighten nuts to 115 N.m (85 ft. lbs.).

19. Install bolts securing the transmission cooler liner to oil pan and securely tighten bolts.

NOTE: **Verify paint mark alignment.**

20. Verify that the torque converter is pulled flush to the flexplate. Tighten bolts to 42 N.m (31 ft. lbs.).
21. Install the starter wire harness-to-oil pan retainers.
22. Install the starter. Refer to **STARTER, INSTALLATION** .

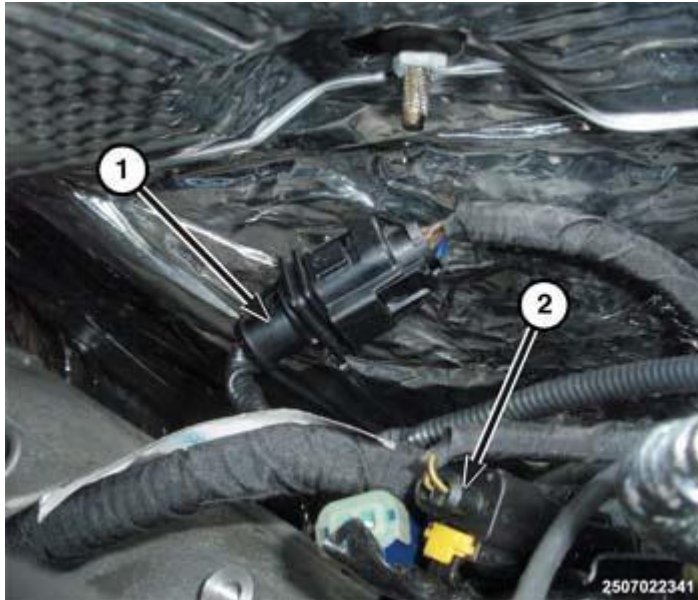


Fig. 39: Oxygen Sensor Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

23. Connect the right exhaust temperature sensor 1/1 wire harness connector (2).

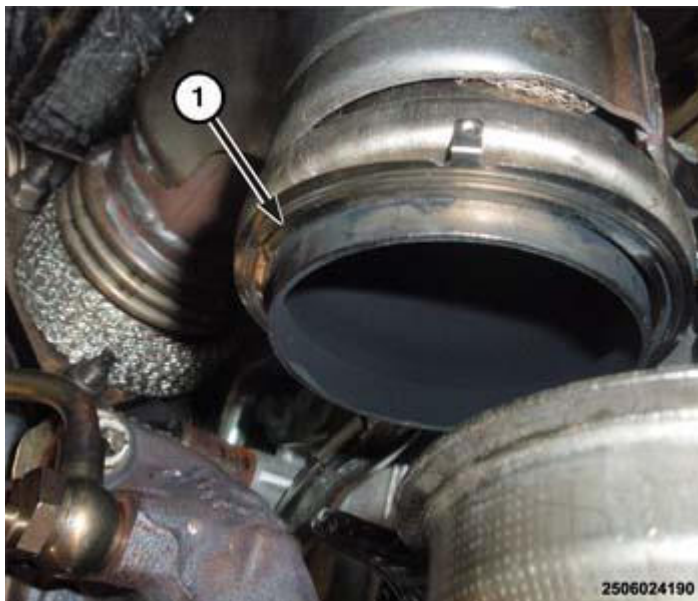
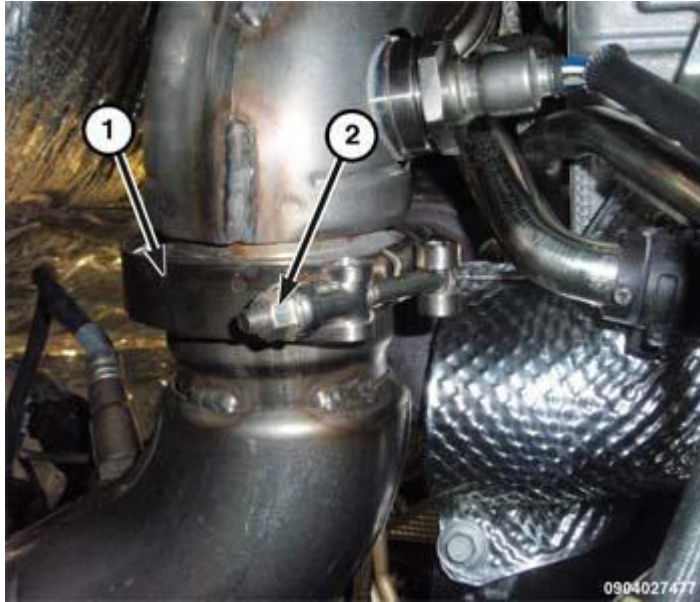


Fig. 40: Gasket**Courtesy of CHRYSLER GROUP, LLC**

24. Using a new gasket (1), install the diesel particulate filter to exhaust elbow.

**Fig. 41: Diesel Particulate Filter (DPF) & Clamp Nut****Courtesy of CHRYSLER GROUP, LLC**

25. Securely tighten clamp nut (2).
26. Install the left front wheelhouse splash shield. Refer to **SHIELD, SPLASH, FRONT WHEELHOUSE, INSTALLATION** .
27. Install the right front wheelhouse splash shield. Refer to **SHIELD, SPLASH, FRONT WHEELHOUSE, INSTALLATION** .
28. Install both front wheels.
29. Lower the vehicle.
30. Install the power brake booster. Refer to **BOOSTER, POWER BRAKE, INSTALLATION** .

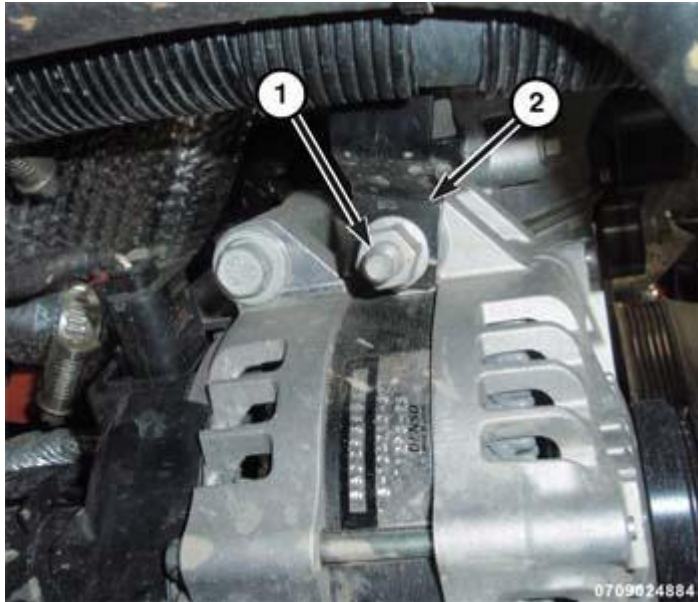


Fig. 42: Transmission Cooler Hose Support Bracket & Nut
Courtesy of CHRYSLER GROUP, LLC

31. Install the transmission cooler hose support bracket (2) to generator. Tighten nut (1) 11 N.m (97 in. lbs.).

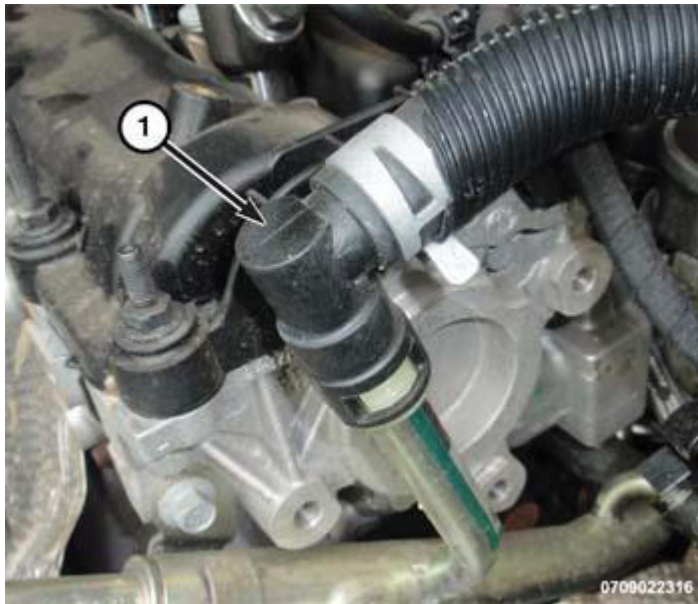
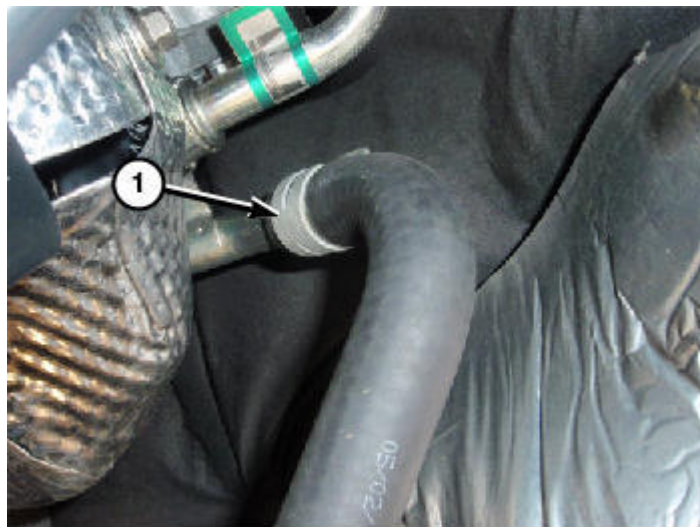


Fig. 43: Transmission Cooler Hose By Brake Booster
Courtesy of CHRYSLER GROUP, LLC

32. Connect the transmission cooler hoses by the brake booster.

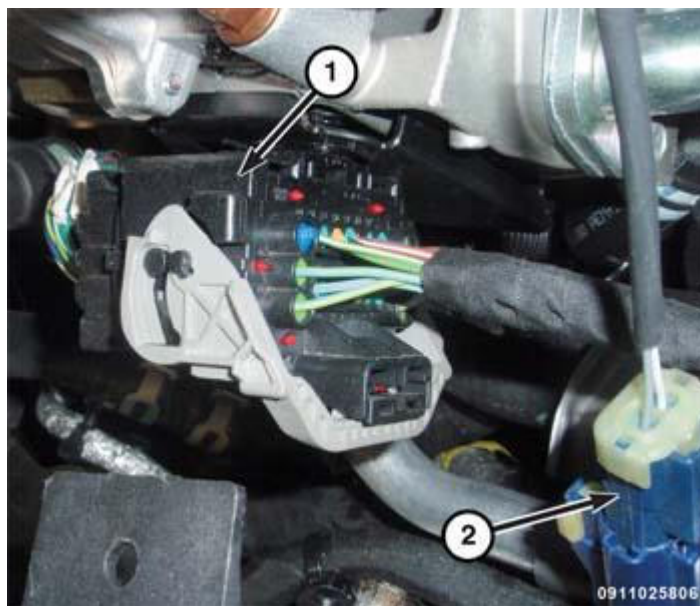


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Fig. 44: Coolant Hose

Courtesy of CHRYSLER GROUP, LLC

33. Connect the coolant hose (1).
34. Install the NOx Sensor 1/1. Refer to **SENSOR, NOX, INSTALLATION** .



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Fig. 45: Engine Wire Harness Connector By EGR Cooler

Courtesy of CHRYSLER GROUP, LLC

35. Connect the engine wire harness connector (1) by the EGR cooler.



Fig. 46: Engine Wire Harness Connector At PCM
Courtesy of CHRYSLER GROUP, LLC

36. Connect the engine wire harness connector (1) at PCM.

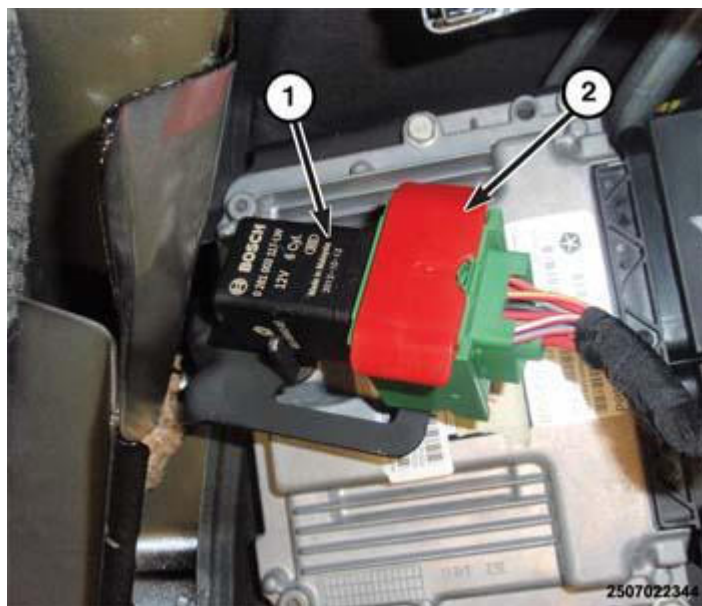


Fig. 47: Glow Plug Module Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

37. Connect the glow plug module wire harness connector (1).

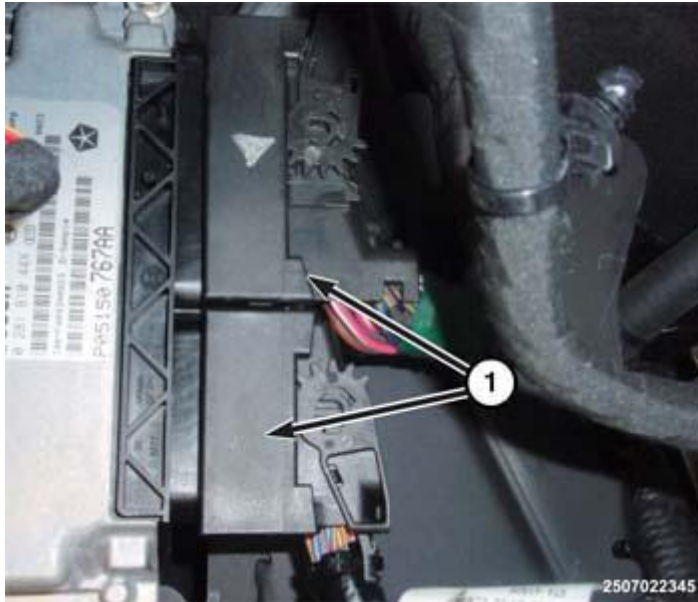


Fig. 48: Powertrain Control Module (PCM) Wire Harness Connectors
Courtesy of CHRYSLER GROUP, LLC

38. Connect the Powertrain Control Module (PCM) wire harness connector.
39. Remove the plugs, or tape covering the opened refrigerant line fittings and A/C compressor ports.
40. Lubricate new dual plane seals with clean refrigerant oil and install them onto the suction and the discharge line fittings. Use only the specified seals as they are made of a special material for the R-134a system. Use only refrigerant oil of the type recommended for the A/C compressor in the vehicle.
41. Install the suction and discharge lines onto the A/C compressor. Tighten to nut to 22 N.m (16 ft. lbs.).
42. Install the fastener securing A/C low pressure line to fender well and securely tighten.
43. Connect the A/C compressor wire harness connector.

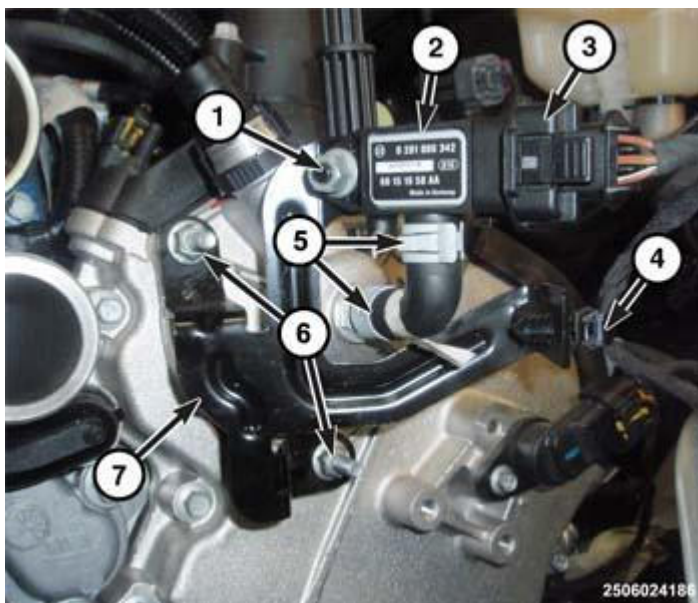


Fig. 49: Crankcase Pressure Sensor Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

44. Connect the crankcase pressure sensor wire harness connector (3).
45. Connect the brake booster vacuum hose to the mechanical vacuum pump.
46. Install the electric vacuum pump. Refer to **PUMP, ELECTRIC VACUUM, INSTALLATION** .

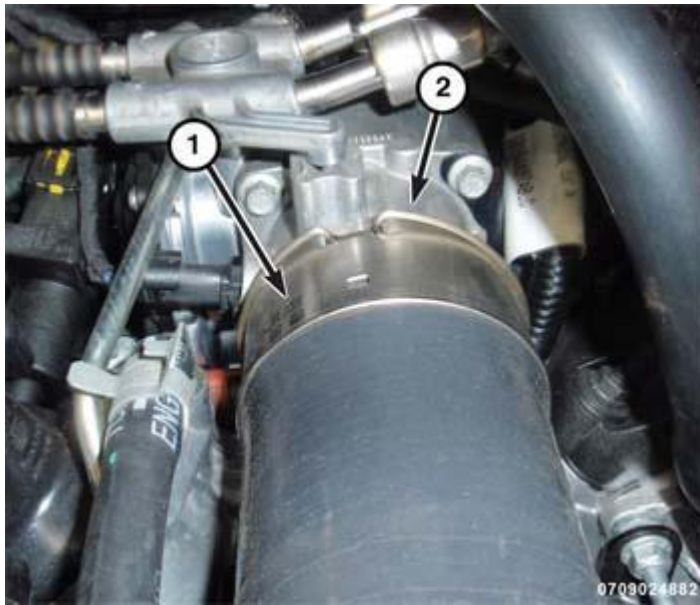


Fig. 50: CAC Hose & EGR Air Flow Control Valve
Courtesy of CHRYSLER GROUP, LLC

47. Connect the CAC outlet hose (2) to the turbocharger.
48. Connect the CAC hose (1) to the EGR air flow control valve (2).

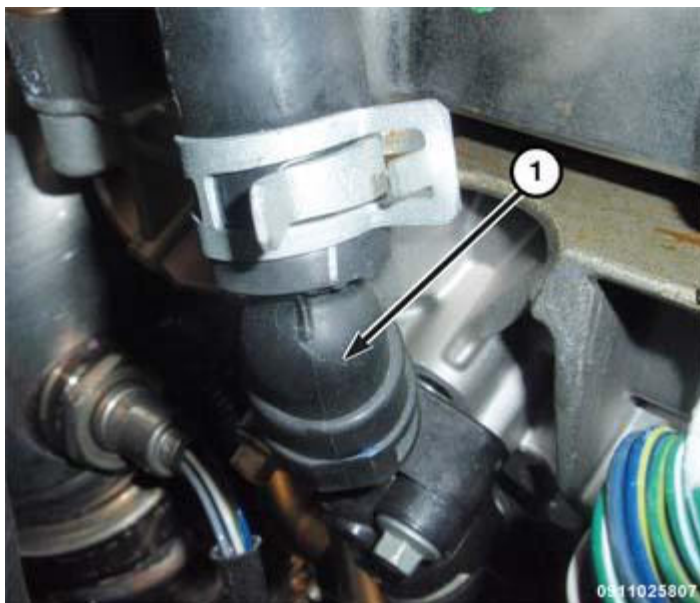


Fig. 51: Heater Hose & EGR cooler
Courtesy of CHRYSLER GROUP, LLC

49. Connect the heater hose (1) by the EGR cooler.
50. Install the radiator cooling module. Tighten the upper mounting bolts to 8 N.m (71 in. lbs.).

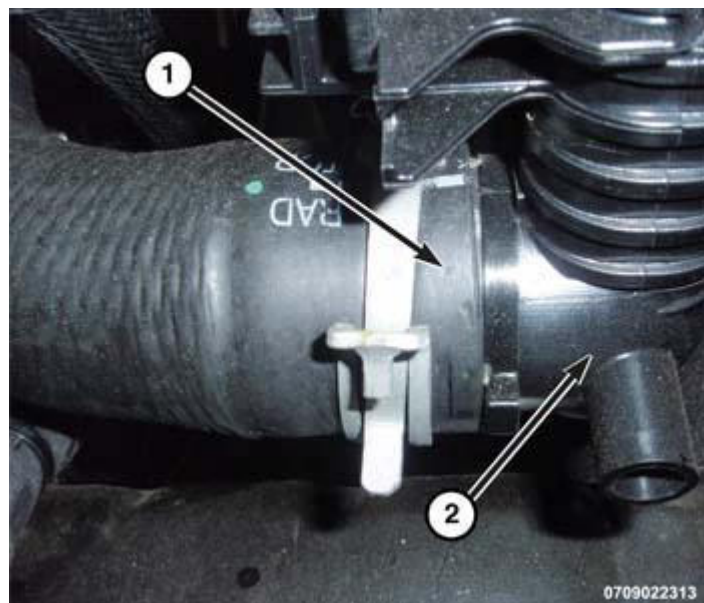


Fig. 52: Lower Radiator Hose & Radiator
Courtesy of CHRYSLER GROUP, LLC

51. Install the lower radiator hose (1).

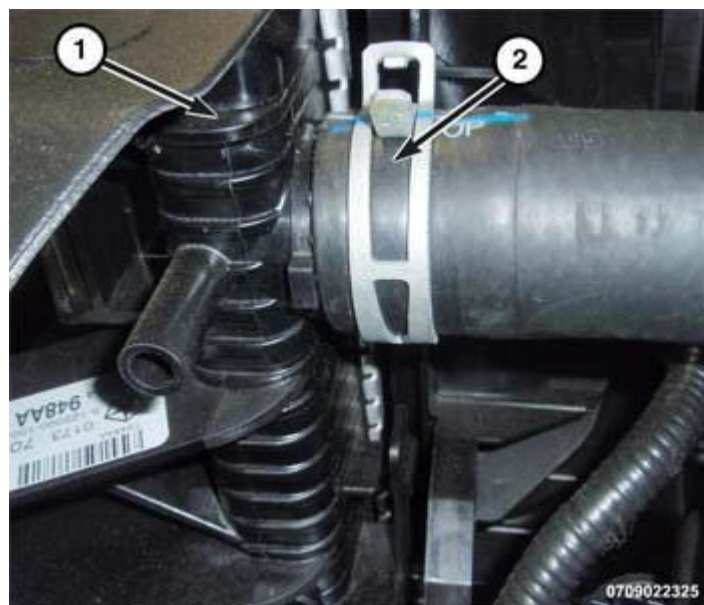


Fig. 53: Radiator & Upper Radiator Hose
Courtesy of CHRYSLER GROUP, LLC

52. Install the upper radiator hose (2).

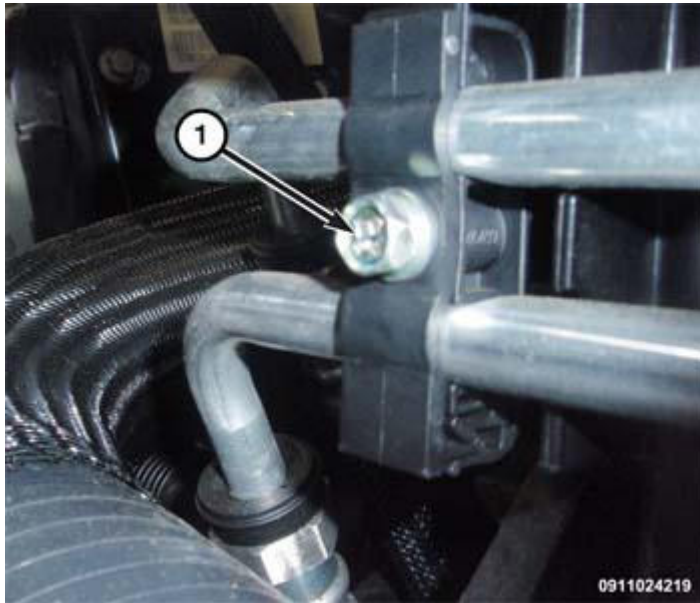


Fig. 54: Transmission Cooler Line Retainer
Courtesy of CHRYSLER GROUP, LLC

53. Connect the transmission cooler lines at condenser and install the caps.
54. Install the transmission cooler line retainer at radiator and securely tighten bolt (1).
55. Remove the plugs, or tape covering the opened refrigerant line fittings and condenser ports.
56. Lubricate new dual plane seals with clean refrigerant oil and install them onto the suction and the discharge line fittings. Use only the specified seals as they are made of a special material for the R-134a system. Use only refrigerant oil of the type recommended for the A/C compressor in the vehicle.
57. Install the A/C lines at the condenser. Tighten to nut to 23 N.m (17 ft. lbs.).
58. Connect the A/C pressure switch.

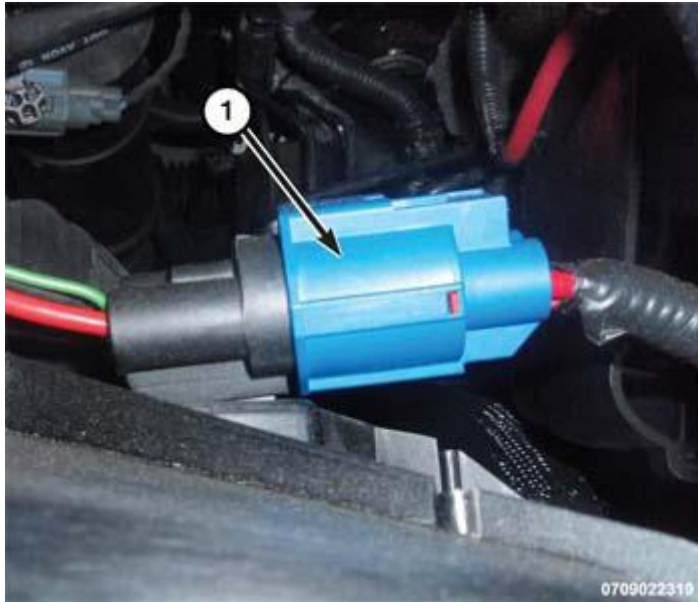


Fig. 55: Cooling Fan Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

59. Attach wire harness retainer and connect the cooling fan wire harness connector (1).
60. Install the CAC assembly. Refer to **COOLER AND HOSES, CHARGE AIR, INSTALLATION**.
61. Install the active shutter grille. Refer to **GRILLE, ACTIVE SHUTTER, INSTALLATION**.
62. Install the upper radiator close out panel and fasteners.
63. Install the coolant recovery bottle. Refer to **BOTTLE, COOLANT RECOVERY, INSTALLATION**.

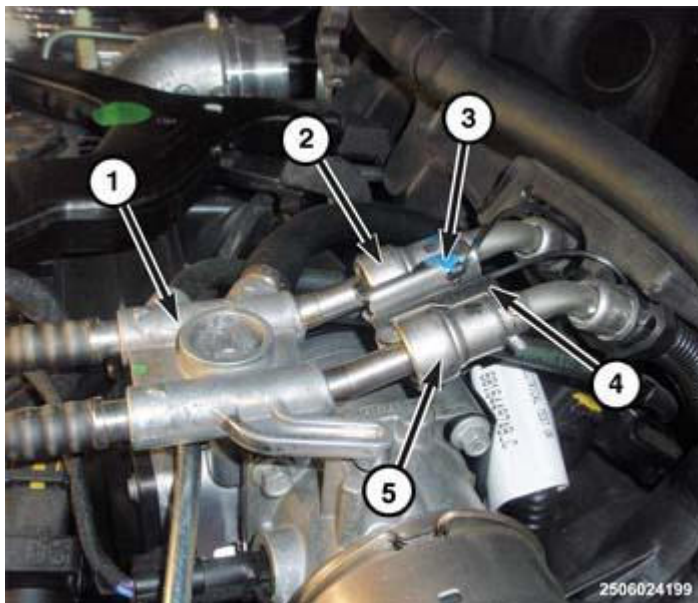


Fig. 56: Low Pressure Supply Line, Return Line & Clips
Courtesy of CHRYSLER GROUP, LLC

64. Position the fuel tube bracket to left cylinder head cover. Tighten nut to 11 N.m (97 in. lbs.).

65. Connect the low pressure supply (5) and return (2) lines and install safety clips (3, 4).



Fig. 57: Removing/Installing Intake Manifold Silencer
Courtesy of CHRYSLER GROUP, LLC

66. Install the left fuel injector silencer.
67. Install the right fuel injector silencer (1).
68. Install air cleaner body and intake air tube to turbocharger. Refer to **BODY, AIR CLEANER, INSTALLATION****BODY, AIR CLEANER, INSTALLATION** **BODY, AIR CLEANER, INSTALLATION, 5.7L** .
69. Install the intake manifold silencer pad (2).
70. Install a new oil filter.
71. Fill engine with the recommended engine oil. Refer to **CAPACITIES AND RECOMMENDED FLUIDS, SPECIFICATIONS** .
72. Evacuate and charge the refrigerant system. Refer to **PLUMBING, STANDARD PROCEDURE** .
73. Fill the cooling system. Refer to **STANDARD PROCEDURE** .
74. Install the hood. Refer to **HOOD, INSTALLATION** .
75. Connect the negative battery cable.
76. Start engine, allow to warm, turn engine off and inspect for leaks.

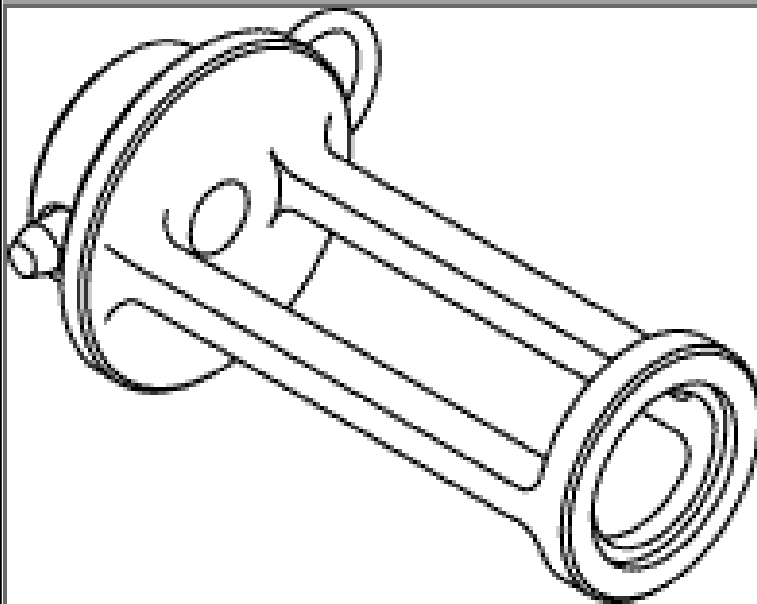


Fig. 58: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

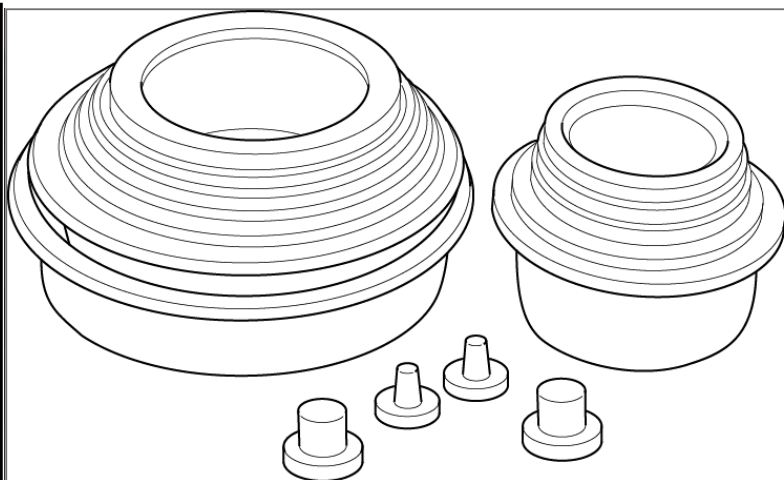
77. Install the engine cover (1).

SPECIAL TOOLS

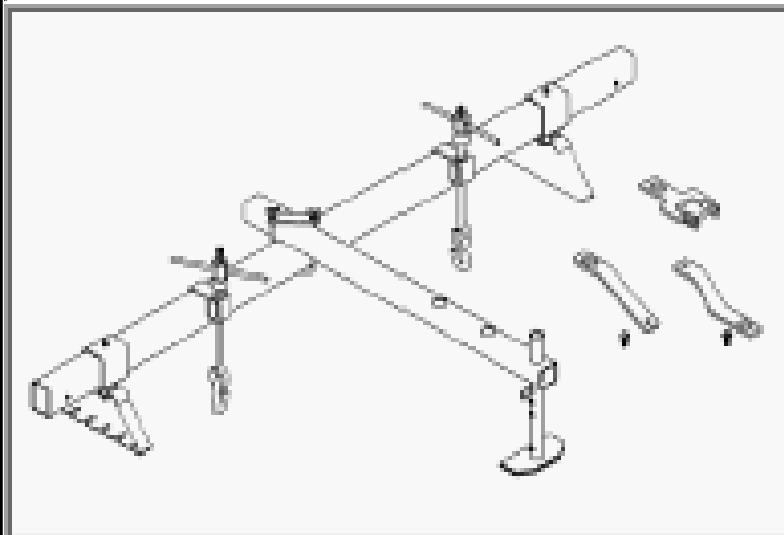
SPECIAL TOOLS



10224 - Adapter, Valve Spring
(Originally Shipped In Kit Number(s)
10223.)



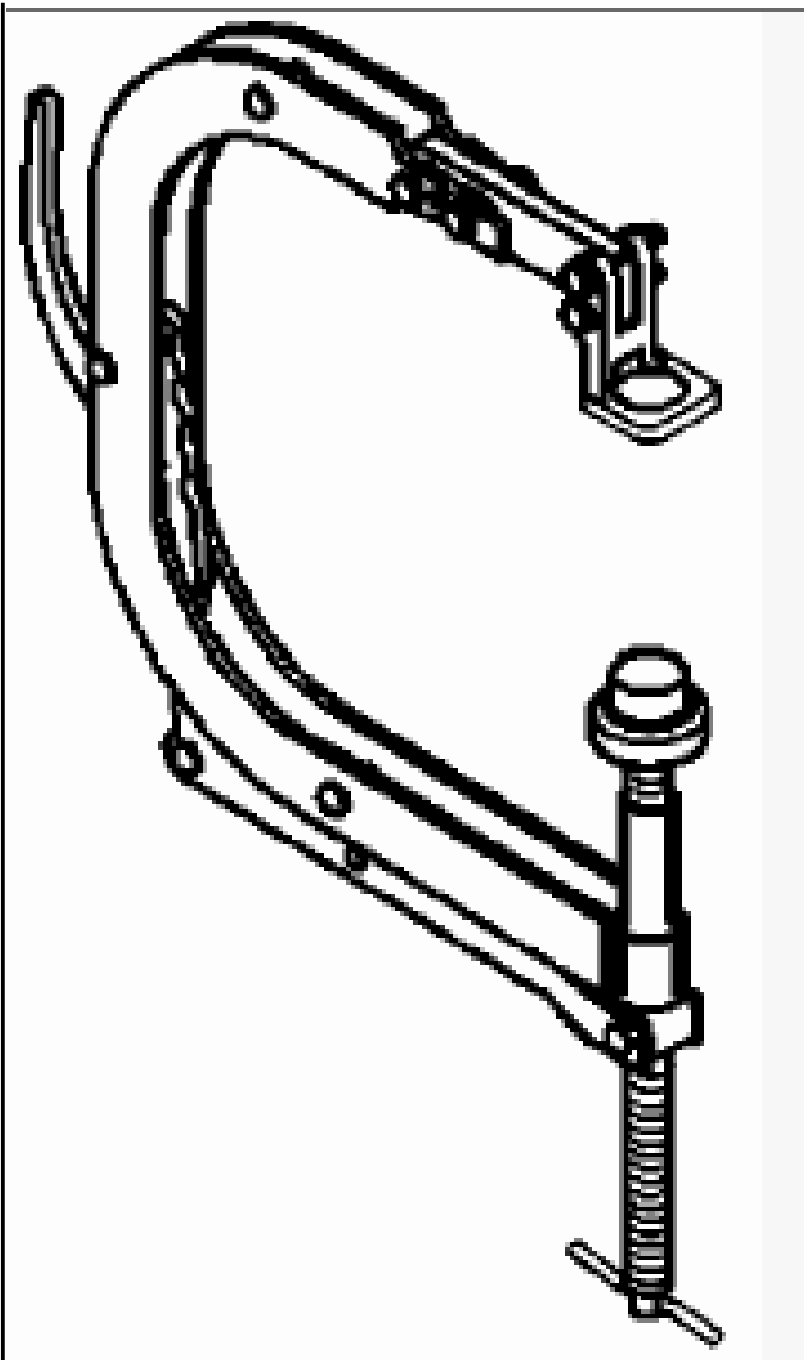
10368 - Set, Universal Protective Cap



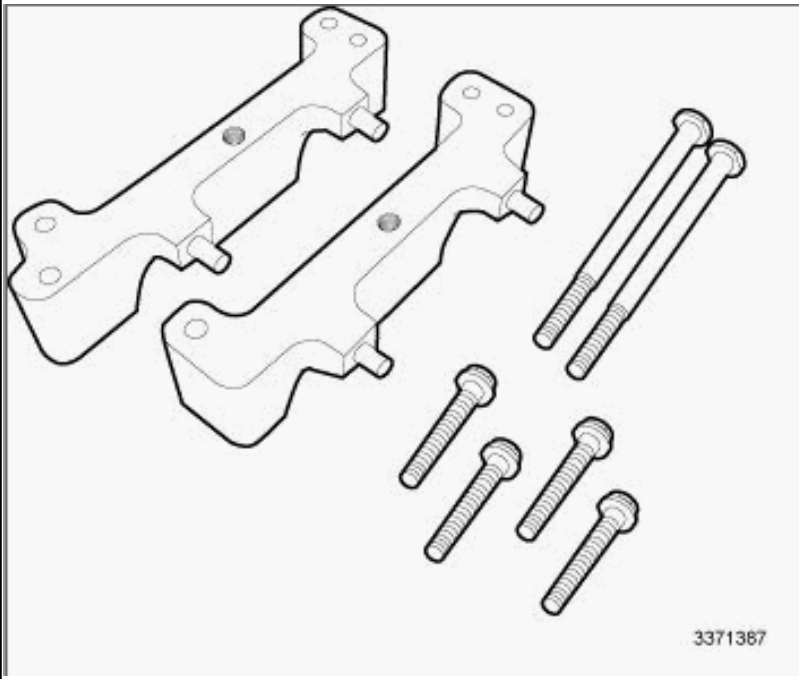
8534B - Fixture, Driveline Support
(Originally Shipped In Kit Number(s)
8534, 8534B, 8849, 9565.)



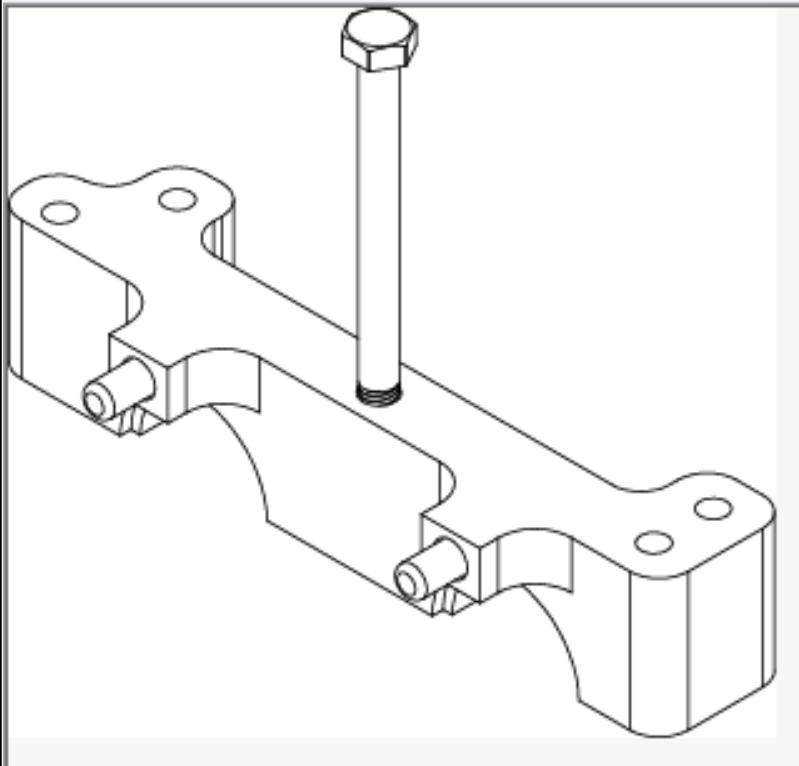
C-3339A - Set, Dial Indicator
(Originally Shipped In Kit Number(s)
9202.)



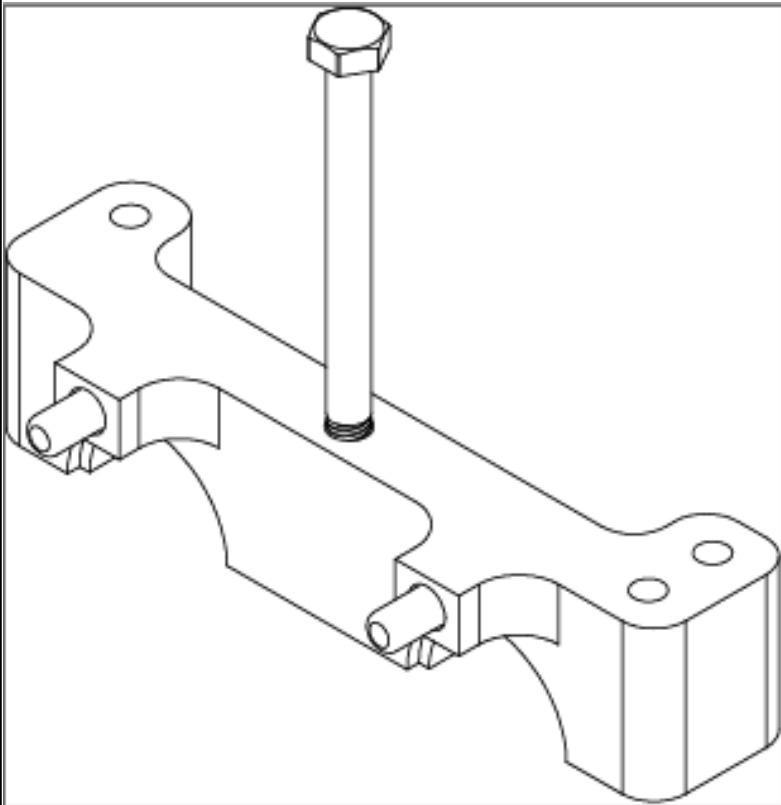
C-3422-D - Compressor, Valve Spring



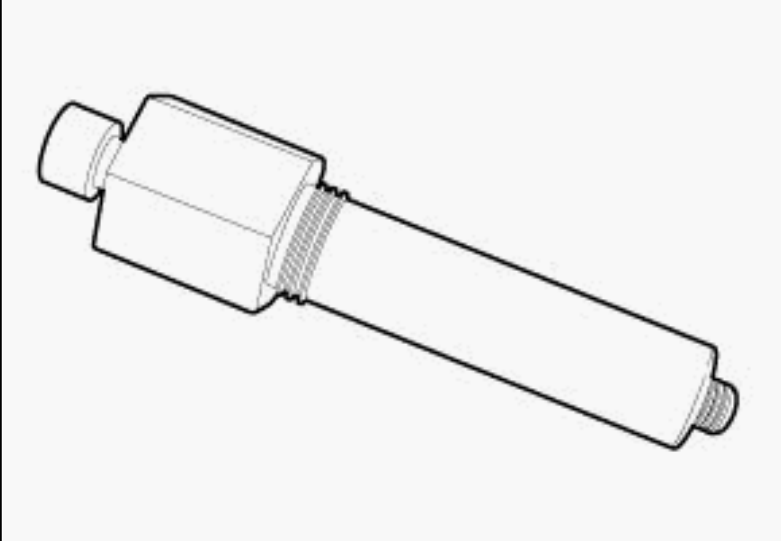
VM.10338A - Tool, Camshaft Timing



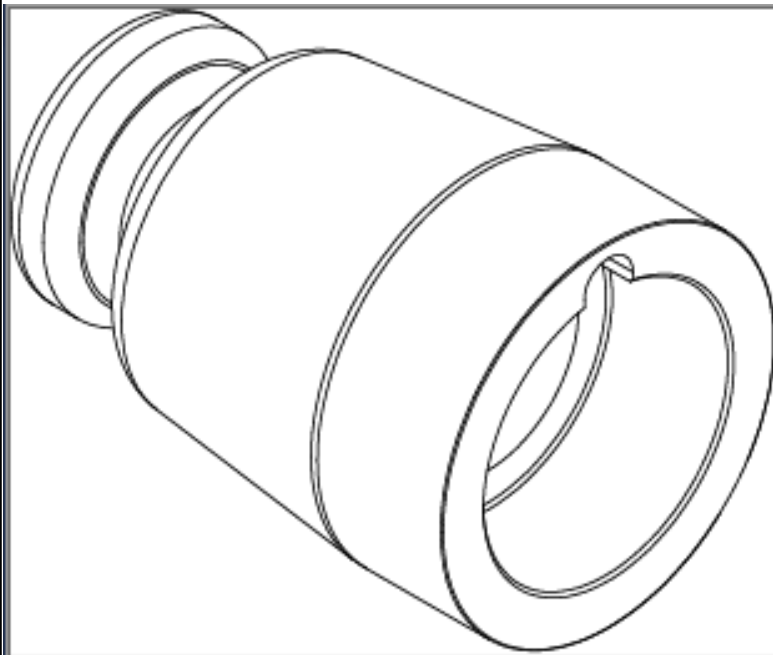
VM.10338-1 - Timing Tool, Camshaft (Right)



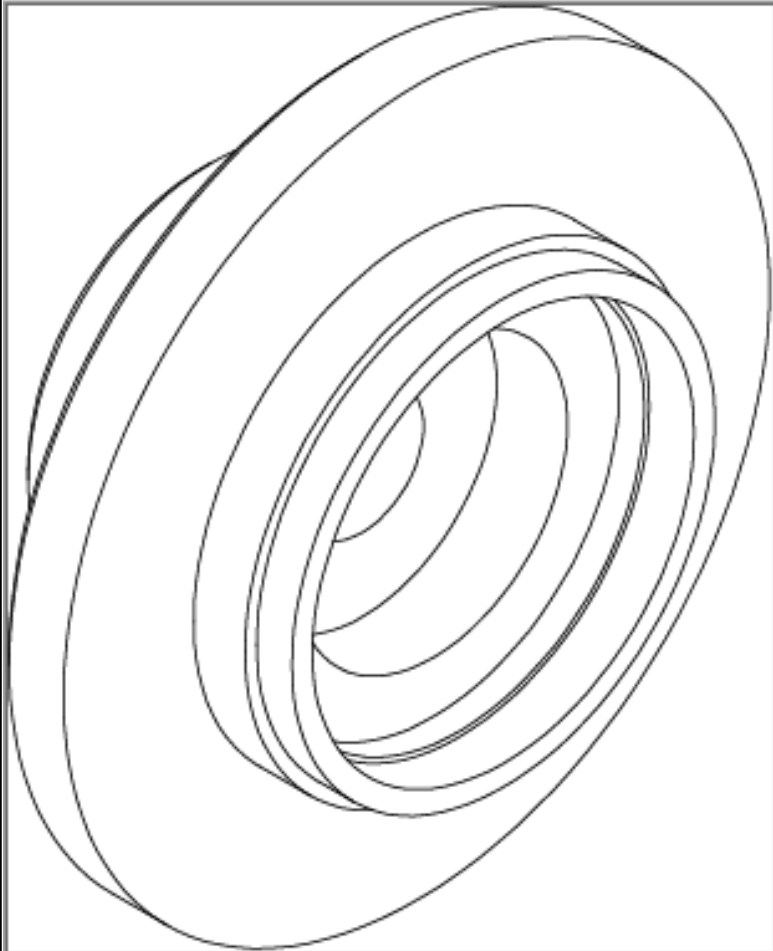
VM.10338-2 - Timing Tool, Camshaft
(Left)



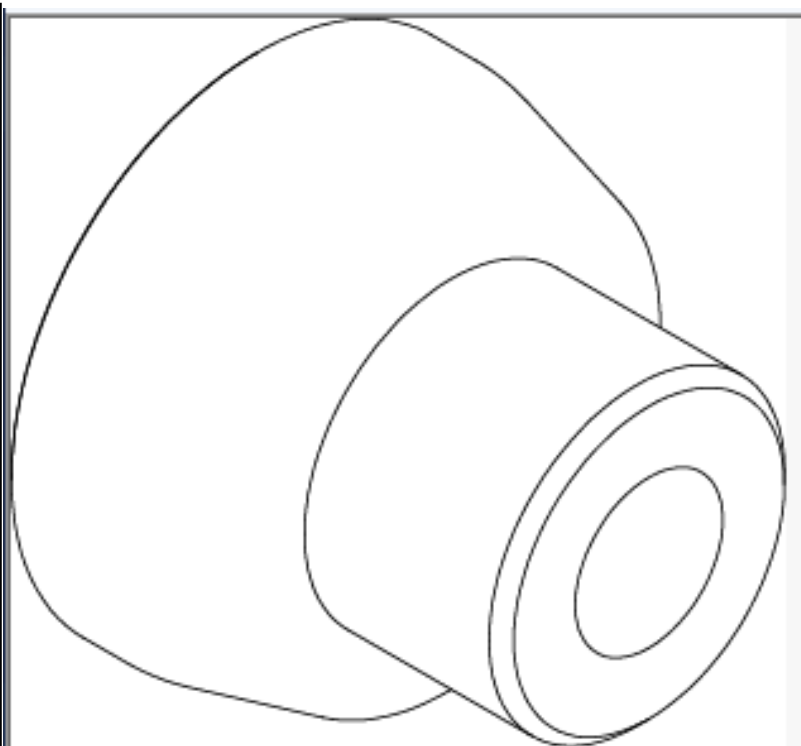
VM.10339 - Tool, Crankshaft Timing



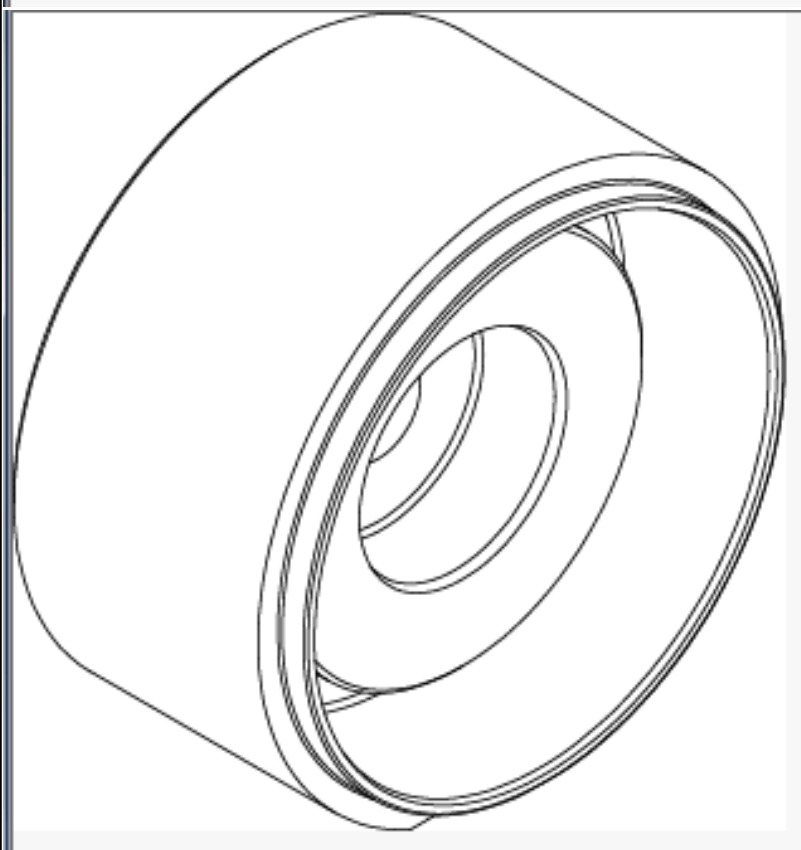
VM.10340-1 - Guide, Front Seal



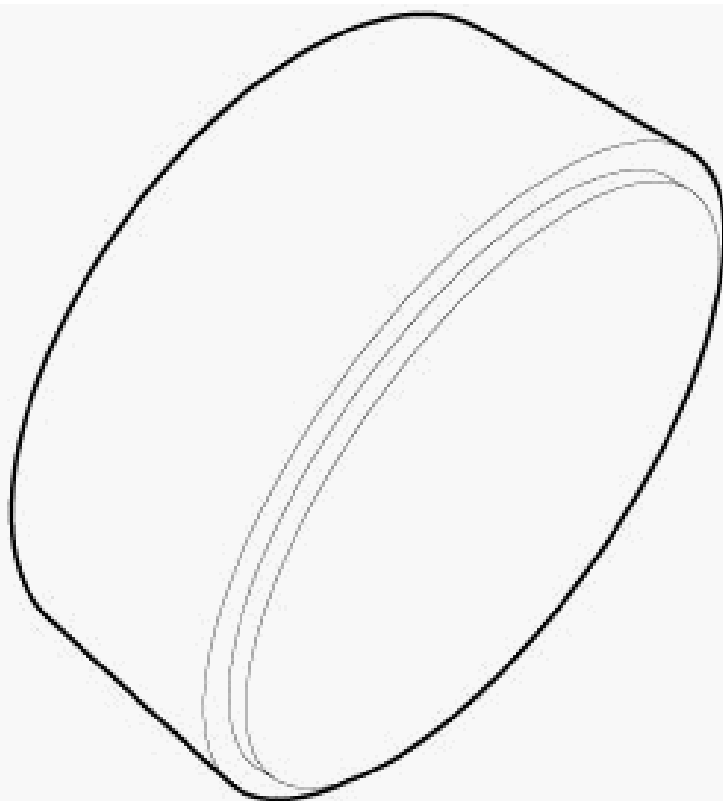
VM.10340-2 - Installer Tool, Front Seal



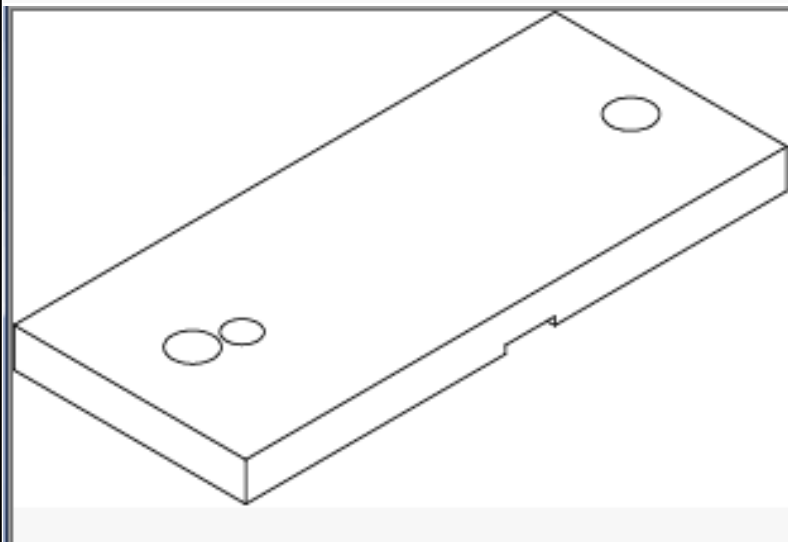
VM.10341-1 - Guide, Rear Seal



VM.10341-2 - Installer Tool, Rear Seal

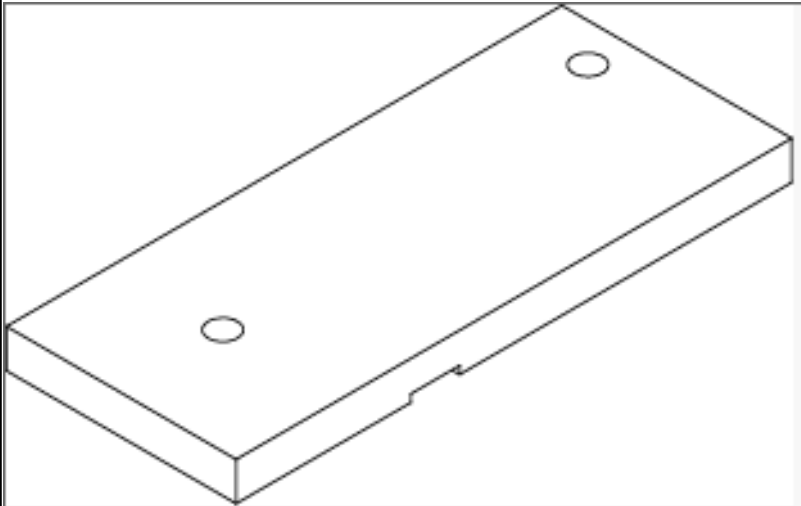
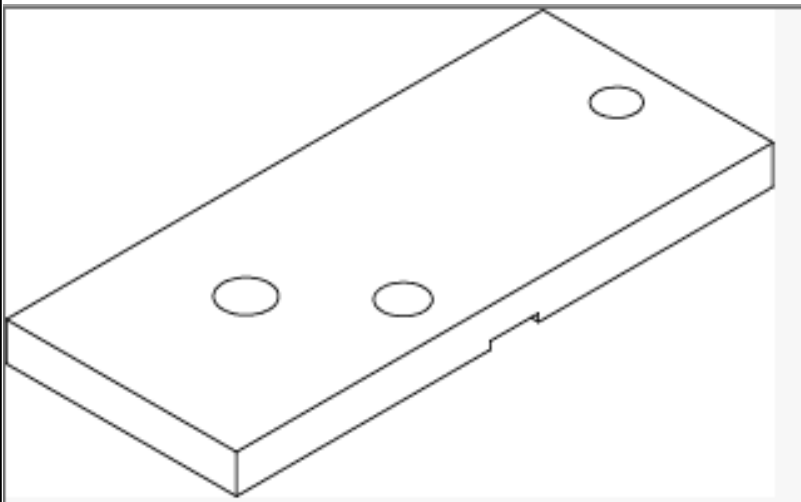


VM.10342 - Tool, Crankshaft Bearing Positioning

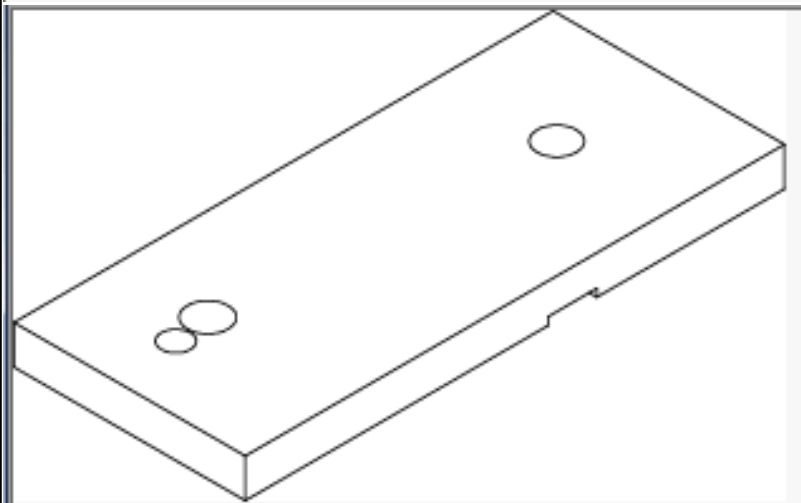


VM.10343-1 - Alignment Tool, Cylinder Head (Right Intake)

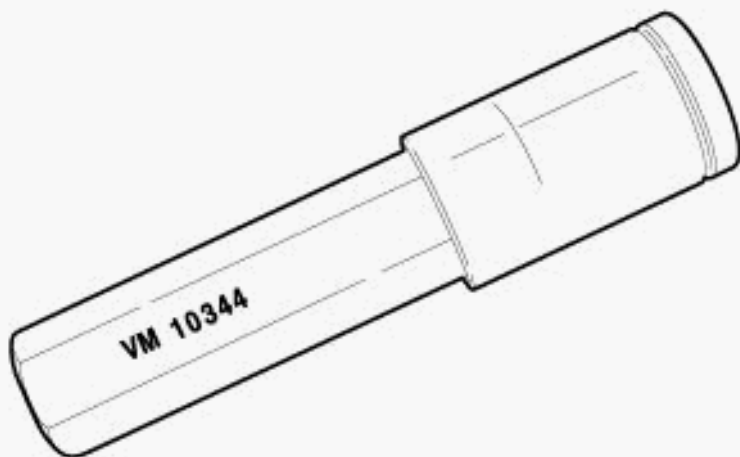
VM.10343-2 - Alignment Tool, Cylinder Head (Left Intake)



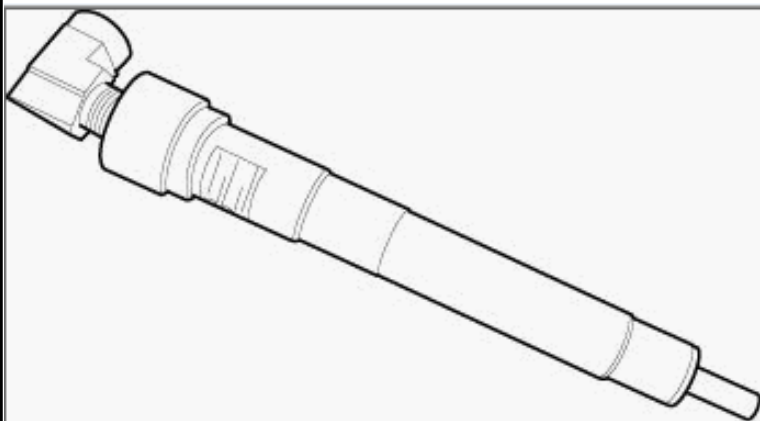
VM.10343-3 - Alignment Tool, Cylinder Head (Left Exhaust)



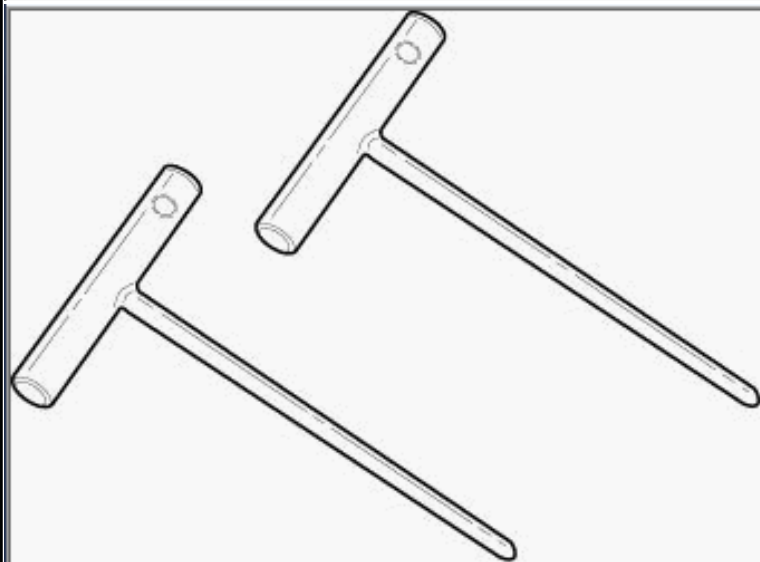
VM.10343-4 - Alignment Tool, Cylinder Head (Right Exhaust)



VM.10344 - Tool, Oil Separator
Remover/Installer



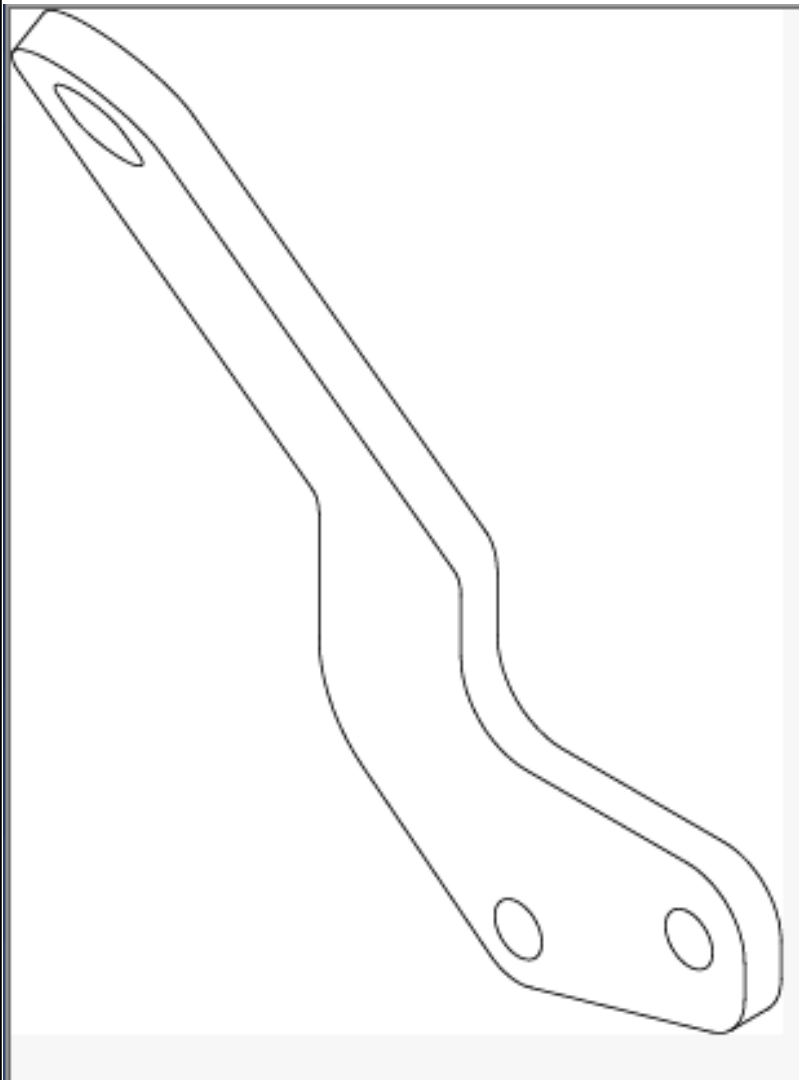
VM.10357 - Adapter, Compression Test



VM.10359A - Pin, Tensioner

2014 RAM 1500 Laramie

2014 ENGINE 3.0L Diesel - Service Information - Ram Pickup

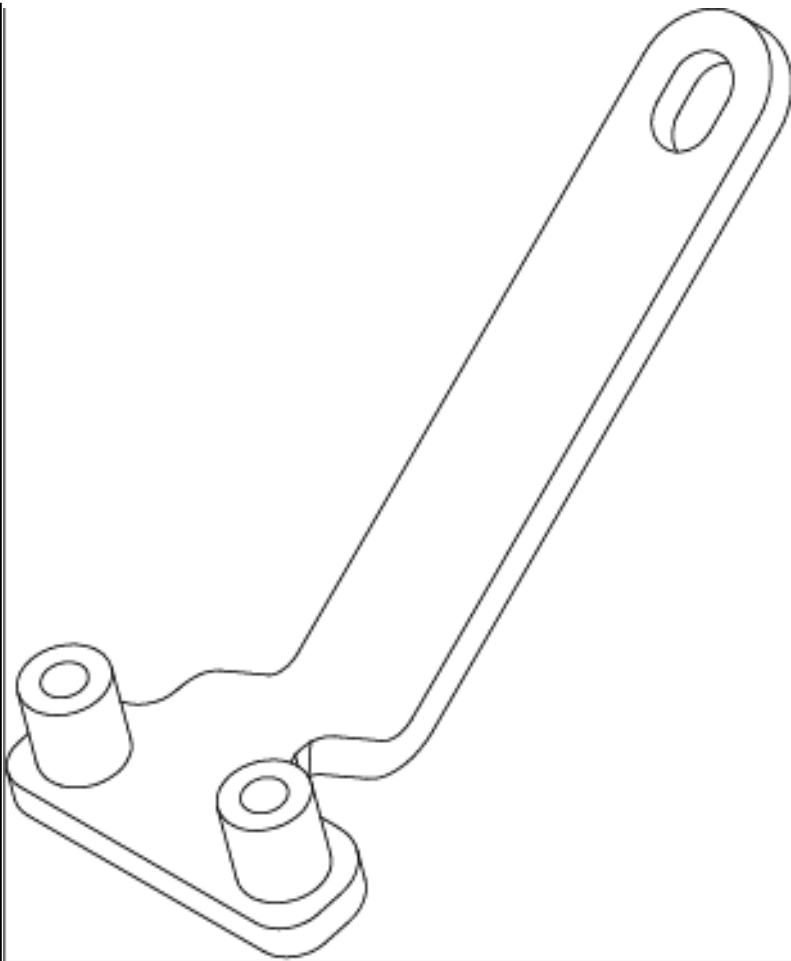


VM.10360-1 - Bracket, Engine Lifting
(Left Rear)

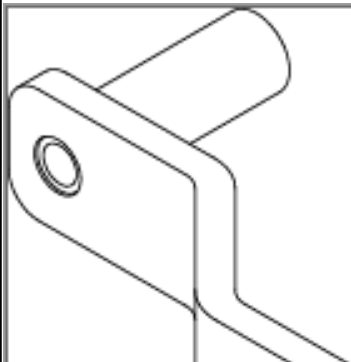
VM.10360-2 - Bracket, Engine Lifting
(Right)

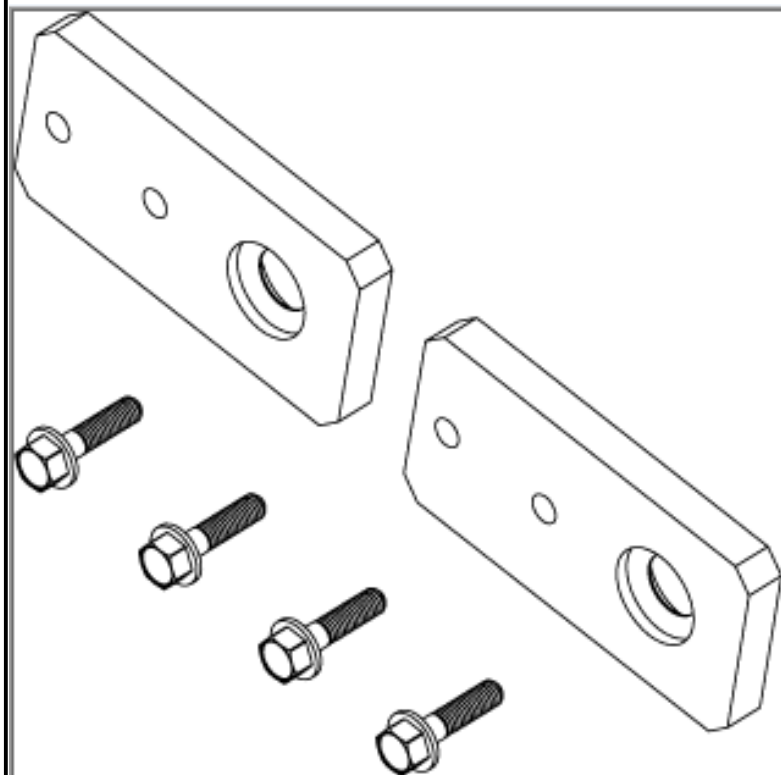
2014 RAM 1500 Laramie

2014 ENGINE 3.0L Diesel - Service Information - Ram Pickup



VM.10360-3 - Bracket, Engine Lifting
(Left Front)





VM.10362A - Tool, Bedplate Removal

COVER, ENGINE

DESCRIPTION

DESCRIPTION



Fig. 59: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

The insulated engine cover (1) is made of composite material and used cosmetically to cover the top of the engine and greatly reduce engine noise. Four brackets secure the cover to the engine. Also there is an insulated pad on each of the cylinder head covers to insulate the fuel injectors.

REMOVAL

REMOVAL



Fig. 60: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

1. Pull upwards on the engine cover (1) to remove.

INSTALLATION

INSTALLATION



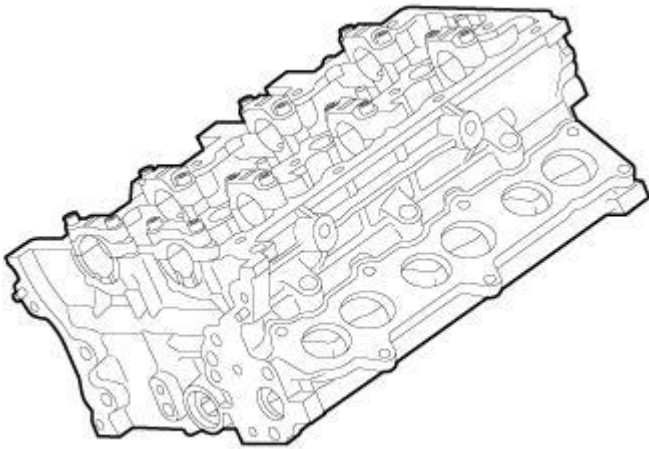
Fig. 61: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

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.

CYLINDER HEAD

DESCRIPTION

DESCRIPTION



3501715

Fig. 62: Cylinder Head

Courtesy of CHRYSLER GROUP, LLC

The cylinder heads on the 3.0L V-6 are of a cross-flow design and have the following features:

- High-Strength Cast Aluminum Alloy Construction.
- Four Valves per Cylinder.
- Roller Finger Followers/Lifter Assemblies.
- Pressed-in Valve Guides and Valve Seats.

The 3.0L aluminum, overhead valve cylinder heads are made of high strength aluminum alloy and are each equipped with two camshafts, roller finger followers/lifter assemblies and four valve technology. **The cylinder head can not be resurfaced.** The cylinder head uses a Multi-layered Steel gasket for sealing. Anytime the cylinder head is removed a new gasket and bolts must be used.

The valve seats and valve guides are not serviceable.

REMOVAL

LEFT CYLINDER HEAD

1. Remove the intake manifold. Refer to **MANIFOLD, INTAKE, REMOVAL**.
2. Remove the glow plugs.
3. Remove the left side intake and exhaust camshafts. Refer to **CAMSHAFT, ENGINE, REMOVAL**.
4. Remove the followers and tappets and note their original position.
5. Remove the water pump housing assembly. Refer to **PUMP, WATER, REMOVAL**.

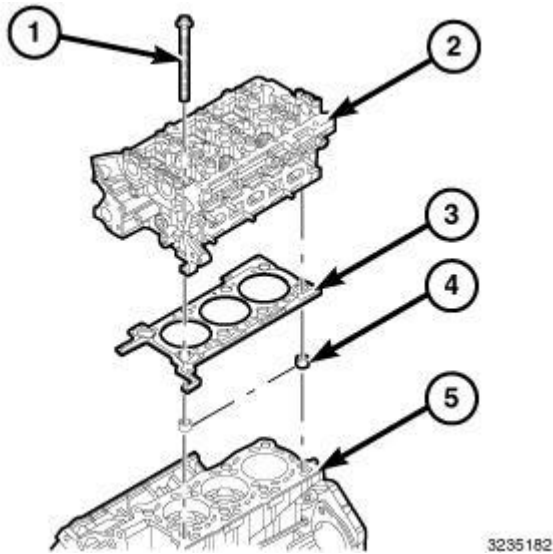


Fig. 63: Cylinder Head, Head Gasket, Engine Block & Bolts
Courtesy of CHRYSLER GROUP, LLC

NOTE: Do Not store the cylinder head on the sealing surface.

6. Remove bolts (1) and the cylinder head (2) from the engine block (5) and discard head bolts.
7. Remove and discard the head gasket (3).

RIGHT CYLINDER HEAD

1. Remove the intake manifold. Refer to **MANIFOLD, INTAKE, REMOVAL**.
2. Remove the glow plugs.
3. Remove the right side intake and exhaust camshaft shafts. Refer to **CAMSHAFT, ENGINE, REMOVAL**.
4. Remove the followers and tappets and note their original position.
5. Remove the water pump housing assembly. Refer to **PUMP, WATER, REMOVAL**.

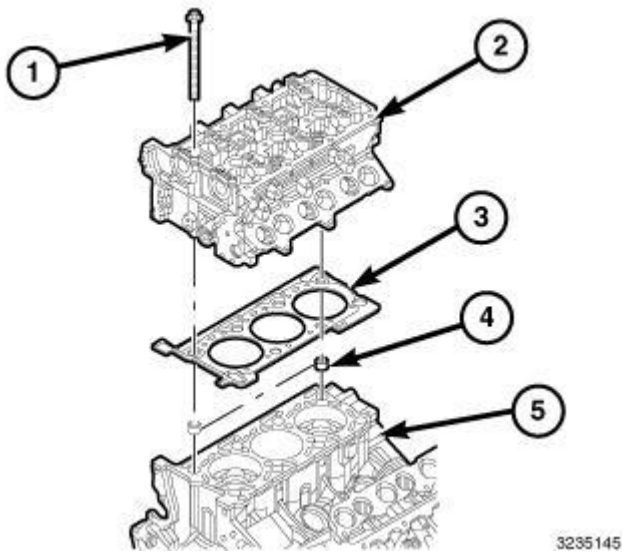


Fig. 64: Cylinder Head, Head Gasket, Engine Block & Bolts
 Courtesy of CHRYSLER GROUP, LLC

NOTE: Do Not store the cylinder head on the sealing surface.

6. Remove bolts (1) and the cylinder head (2) from the engine block (5) and discard head bolts.
7. Remove and the head gasket (3).

CLEANING

CLEANING

Thoroughly clean the engine cylinder head and cylinder block mating surfaces. Clean the intake and exhaust manifold and engine cylinder head mating surfaces. Clean the injector bores. Remove all gasket material and carbon. Refer to **ENGINE GASKET SURFACE PREPARATION** .

Check to ensure that no fuel injector washer seals are left in the injector bores.

Check to ensure that no coolant or foreign material has fallen into the tappet bore area.

Remove the carbon deposits from the combustion chambers and top of the pistons.

INSPECTION

INSPECTION

If the cylinder head has been removed due to an engine overheating concern or a head gasket leak it's very important checking the cylinder head flatness prior installing all parts back to the engine.

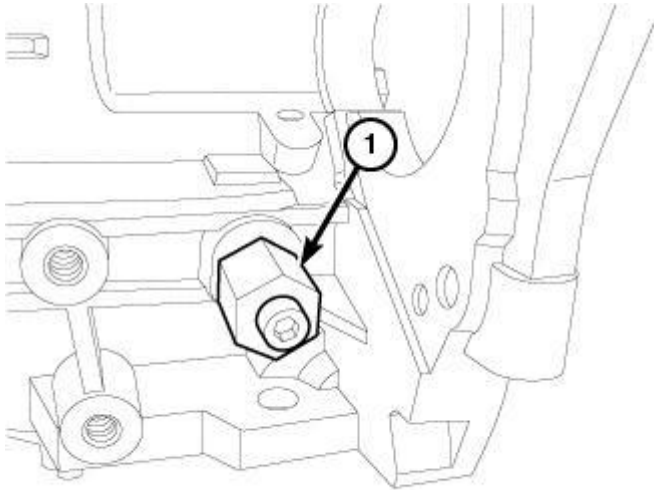
Use a straightedge and feeler gauge to check the flatness of the engine cylinder head and engine block mating surfaces.

The cylinder head thickness is 133 ± 0.06 mm (5.2362 ± 0.0023 in.) and the cylinder head flatness tolerance is 0.1 mm (0.0039 in.).

If the cylinder head is out of specification, then the cylinder head **must be replaced** .

INSTALLATION

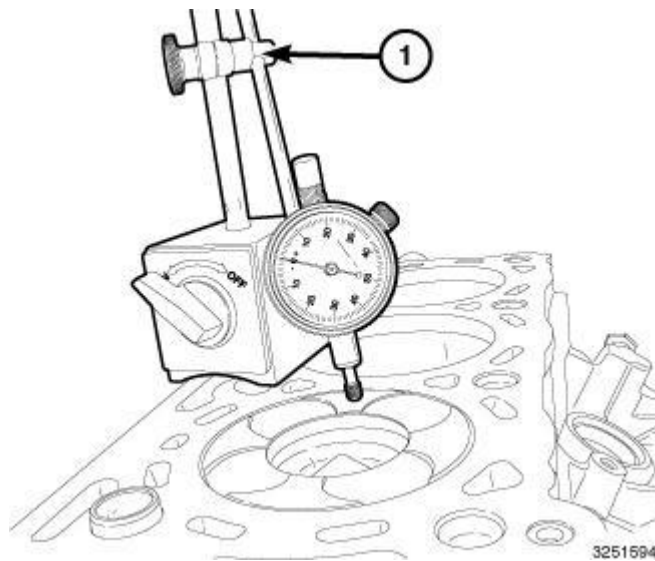
LEFT CYLINDER HEAD



3192937

Fig. 65: Crankshaft Timing Tool
Courtesy of CHRYSLER GROUP, LLC

1. Clean and inspect gasket mating surfaces. Refer to **CLEANING** .
2. Remove the (special tool #VM.10339, Tool, Crankshaft Timing) (1).



3251594

Fig. 66: Setting Number One Piston At Top Dead Center Using Dial Indicator

Courtesy of CHRYSLER GROUP, LLC

3. Set the number one piston to top dead center (TDC).
4. Using the (special tool #C-3339A, Set, Dial Indicator) (1), assemble as illustrated.

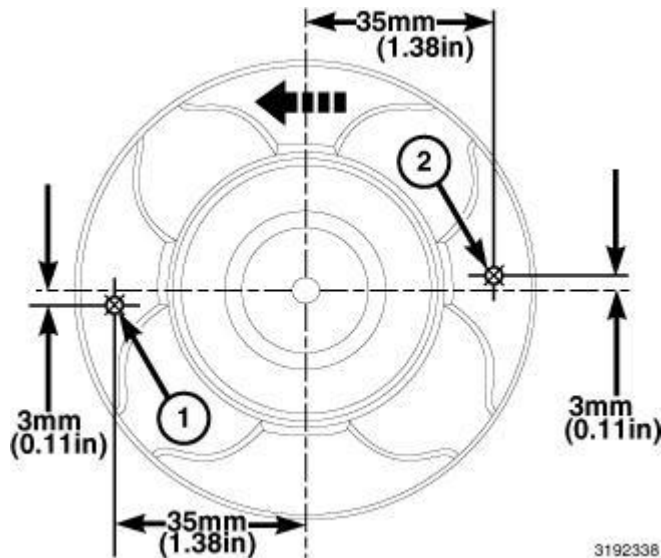


Fig. 67: Measuring Height Of The Piston At Top Dead Center
Courtesy of CHRYSLER GROUP, LLC

5. Zero the dial indicator on the top of the piston at location (1) shown in illustration.
6. Use the dial indicator to measure the height of the piston at top dead center to the cylinder block and record measurements.
7. Zero the dial indicator on the top of the piston at location (2) shown in illustration.
8. Use the dial indicator to measure the height of the piston at top dead center to cylinder block and record measurements.
9. Repeat the procedure for each cylinder.
10. Average the 3 piston protrusion readings to determine the required gasket thickness.

HEAD GASKET SELECTION CHART		
	Metric	Standard
PISTON CLEARANCE	0.130 - 0.220 mm	0.0051 - 0.0086 in.
CYLINDER HEAD GASKET THICKNESS	0.96 mm	0.0377 in.
GASKET IDENTIFICATION	NO HOLE	
PISTON CLEARANCE	0.221 - 0.310 mm	0.0087 - 0.0122 in.
CYLINDER HEAD GASKET THICKNESS	1.06 mm	0.0417 in.
GASKET IDENTIFICATION	ONE HOLE	
PISTON CLEARANCE	0.311 - 0.402 mm	0.0122 - 0.0158 in.

CYLINDER HEAD GASKET THICKNESS	1.16 mm	0.0456 in.
GASKET IDENTIFICATION	TWO HOLES	

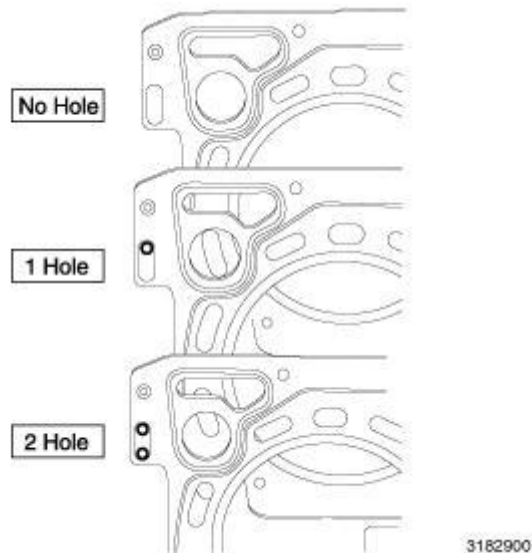


Fig. 68: Cylinder Head Gasket Identification
 Courtesy of CHRYSLER GROUP, LLC

NOTE: The above illustration shows gasket identification marks.

11. Select the appropriate cylinder head gasket from the cylinder head gasket chart.

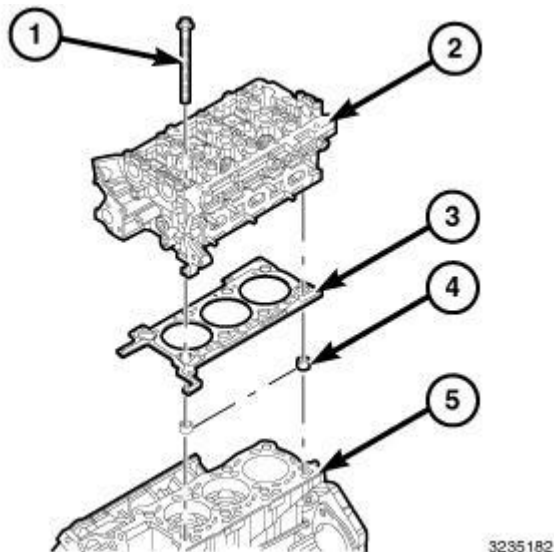


Fig. 69: Cylinder Head, Head Gasket, Engine Block & Bolts
 Courtesy of CHRYSLER GROUP, LLC

12. Install the new head gasket (3) onto the engine block (5). Be sure the coolant passages align (part number should be facing up).

13. Install the cylinder head (2) onto the engine block (5) and install the new bolts (1) finger tight.

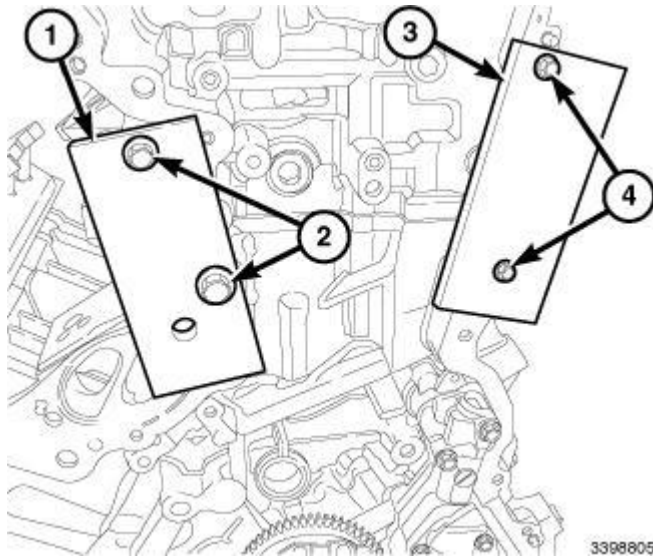


Fig. 70: Cylinder Head Alignment Tools & Bolts
Courtesy of CHRYSLER GROUP, LLC

14. Install the intake side (special tool #VM.10343A-2, Alignment Tool, Cylinder Head (Left Intake)) (1) and securely tighten bolts (2).
15. Install the exhaust side (special tool #VM.10343A-3, Alignment Tool, Cylinder Head (Left Exhaust)) (3) and securely tighten bolts (4).

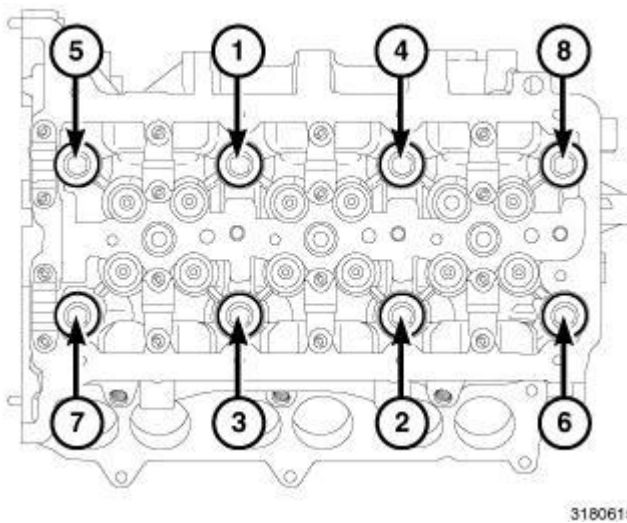


Fig. 71: Cylinder Head Bolts Tightening Sequence
Courtesy of CHRYSLER GROUP, LLC

16. Using the tighten sequence shown in illustration, tighten the cylinder head bolts to:
 - 30 N.m (22 ft. lbs.).

- Tighten bolts an additional 75° turn.
- Tighten bolts an additional 75° turn.
- Tighten bolts an additional 75° turn.

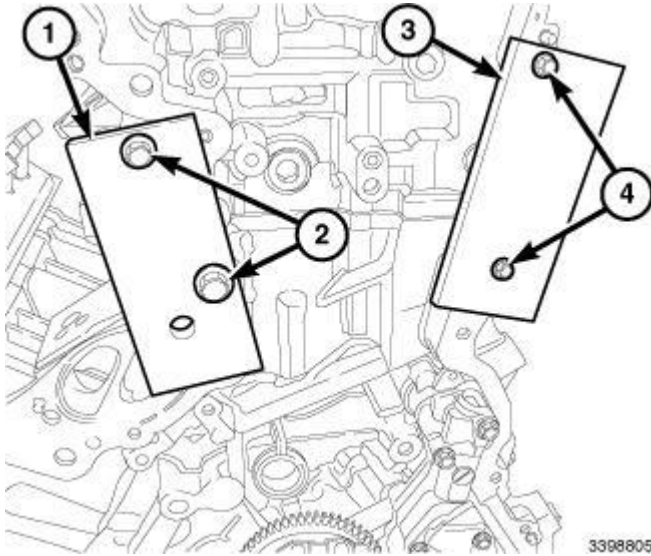


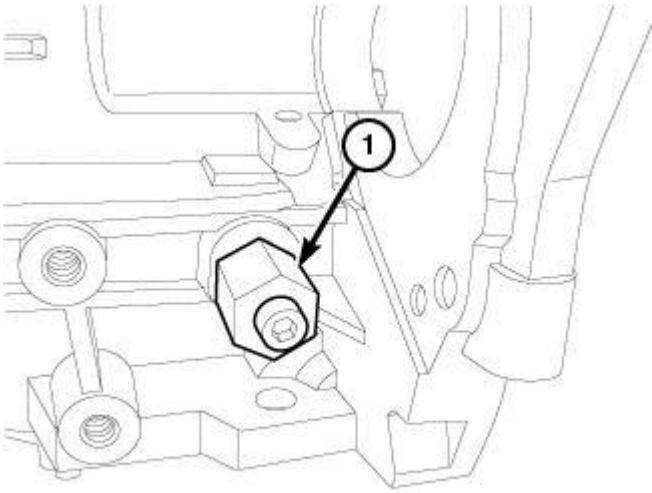
Fig. 72: Cylinder Head Alignment Tools & Bolts
Courtesy of CHRYSLER GROUP, LLC

17. Remove bolts (2) and (special tool #VM.10343A-3, Alignment Tool, Cylinder Head (Left Exhaust)) (1).
18. Remove bolts (4) and (special tool #VM.10343A-2, Alignment Tool, Cylinder Head (Left Intake)) (3).
19. Install the water pump housing assembly. Refer to **PUMP, WATER, INSTALLATION**.

NOTE: Follower and tappet assemblies must be installed in same location as when removed.

20. Install the followers and tappets into their original position as noted during removal.
21. Install the left side intake and exhaust camshafts. Refer to **CAMSHAFT, ENGINE, INSTALLATION**.
22. Install the glow plugs and tighten to 8 N.m (71 in. lbs.).
23. Install the oil cooler adapter. Refer to **ADAPTER, OIL COOLER, INSTALLATION**.
24. Install the intake manifold (4). Refer to **MANIFOLD, INTAKE, INSTALLATION**.

RIGHT CYLINDER HEAD



3192937

Fig. 73: Crankshaft Timing Tool
 Courtesy of CHRYSLER GROUP, LLC

1. Clean and inspect gasket mating surfaces. Refer to **CLEANING** .
2. Remove the (special tool #VM.10339, Tool, Crankshaft Timing) (1).

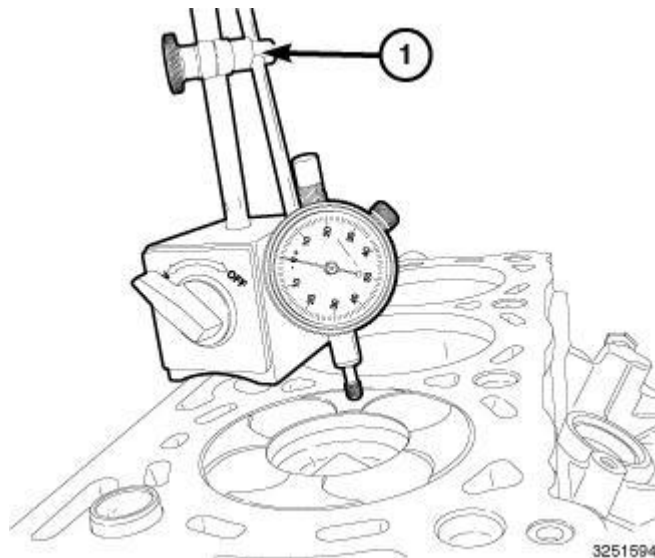


Fig. 74: Setting Number One Piston At Top Dead Center Using Dial Indicator
 Courtesy of CHRYSLER GROUP, LLC

3. Set the number one piston to top dead center (TDC).
4. Using the (special tool #C-3339A, Set, Dial Indicator) (1), assemble as illustrated.

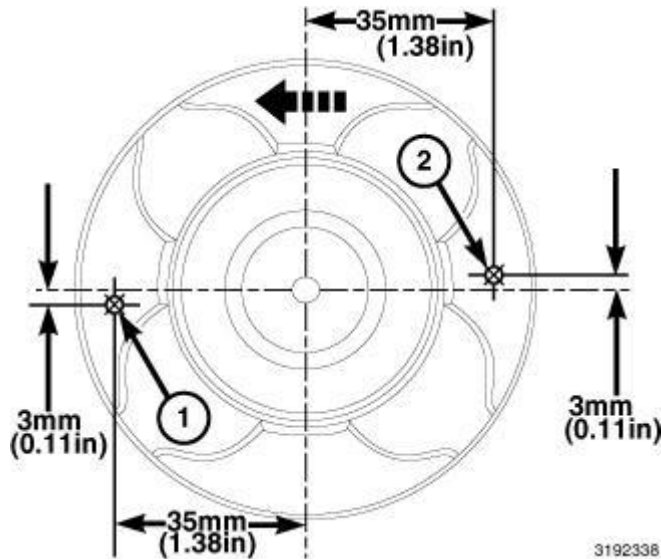


Fig. 75: Measuring Height Of The Piston At Top Dead Center
 Courtesy of CHRYSLER GROUP, LLC

5. Zero the dial indicator on the top of the piston at location (1) shown in illustration.
6. Use the dial indicator to measure the height of the piston at top dead center to the cylinder block and record measurements.
7. Zero the dial indicator on the top of the piston at location (2) shown in illustration.
8. Use the dial indicator to measure the height of the piston at top dead center to cylinder block and record measurements.
9. Repeat the procedure for each cylinder.
10. Average the 3 pistons protrusion readings to determine the required gasket thickness.

HEAD GASKET SELECTION CHART		
	Metric	Standard
PISTON CLEARANCE	0.130 - 0.220 mm	0.0051 - 0.0086 in.
CYLINDER HEAD GASKET THICKNESS	0.96 mm	0.0377 in.
GASKET IDENTIFICATION	NO HOLE	
PISTON CLEARANCE	0.221 - 0.310 mm	0.0087 - 0.0122 in.
CYLINDER HEAD GASKET THICKNESS	1.06 mm	0.0417 in.
GASKET IDENTIFICATION	ONE HOLE	
PISTON CLEARANCE	0.311 - 0.402 mm	0.0122 - 0.0158 in.
CYLINDER HEAD GASKET THICKNESS	1.16 mm	0.0456 in.
GASKET IDENTIFICATION	TWO HOLES	

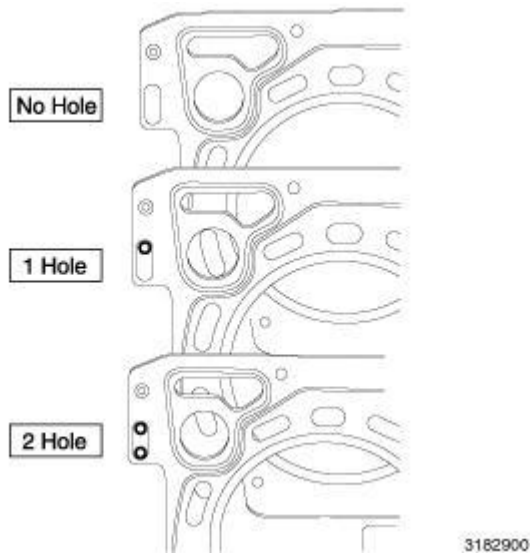


Fig. 76: Cylinder Head Gasket Identification
Courtesy of CHRYSLER GROUP, LLC

NOTE: The above illustration shows gasket identification marks.

11. Select the appropriate cylinder head gasket from the cylinder head gasket chart.

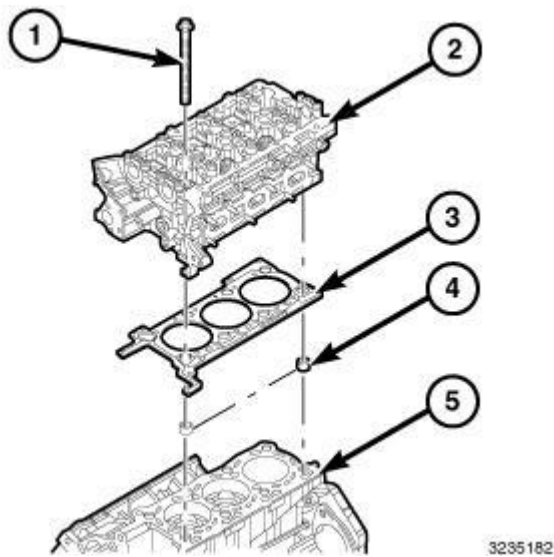


Fig. 77: Cylinder Head, Head Gasket, Engine Block & Bolts
Courtesy of CHRYSLER GROUP, LLC

12. Install the new head gasket (3) onto the engine block (5). Be sure the coolant passages align (part number should be facing up).
13. Install the cylinder head (2) onto the engine block (5) and install the new heat bolts (1) finger tight.

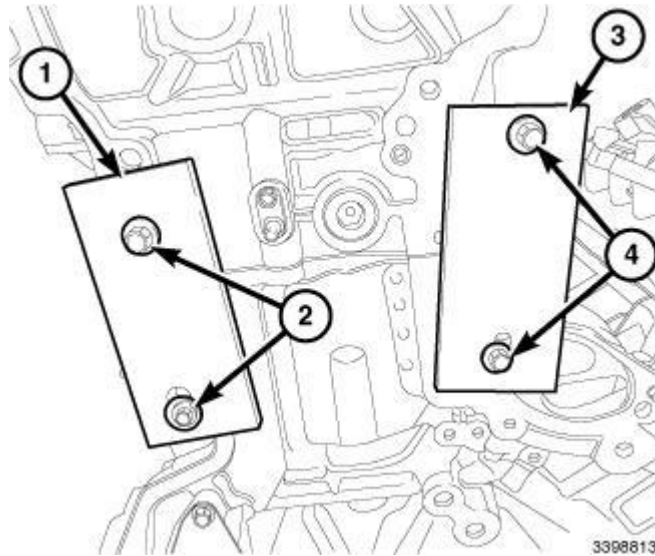


Fig. 78: Cylinder Head Alignment Tools & Bolts
Courtesy of CHRYSLER GROUP, LLC

14. Install the exhaust side (special tool #VM.10343A-4, Alignment Tool, Cylinder Head (Right Exhaust)) (1) and securely tighten bolts (2).
15. Install the intake side (special tool #VM.10343A-1, Alignment Tool, Cylinder Head (Right Intake)) (3) and securely tighten bolts (4).

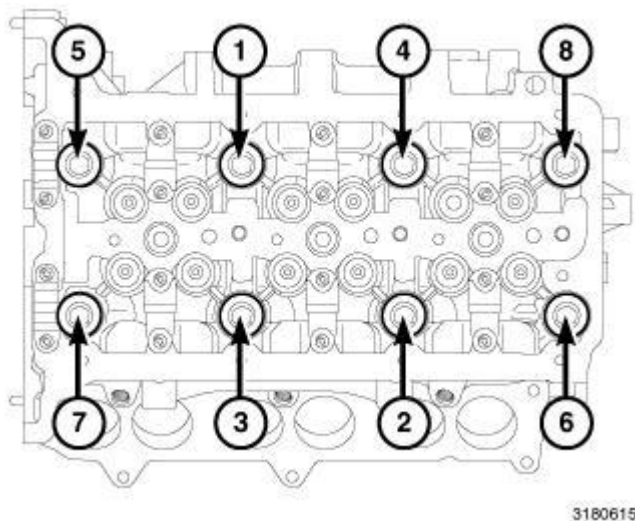


Fig. 79: Cylinder Head Bolts Tightening Sequence
Courtesy of CHRYSLER GROUP, LLC

16. Using the tighten sequence shown in illustration, tighten the cylinder head bolts to:
 - 30 N.m (22 ft. lbs.).
 - Tighten bolts an additional 75° turn.
 - Tighten bolts an additional 75° turn.

- Tighten bolts an additional 75° turn.

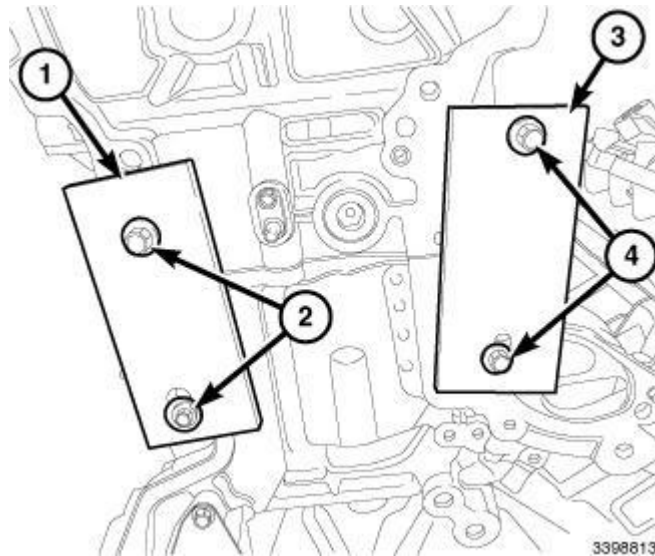


Fig. 80: Cylinder Head Alignment Tools & Bolts
Courtesy of CHRYSLER GROUP, LLC

17. Remove bolts (4) and (special tool #VM.10343A-4, Alignment Tool, Cylinder Head (Right Exhaust)) (4).
18. Remove bolts (2) and (special tool #VM.10343A-1, Alignment Tool, Cylinder Head (Right Intake)) (1).
19. Install the water pump housing assembly. Refer to **PUMP, WATER, INSTALLATION** .

NOTE: **Follower and tappet assemblies must be installed in same location as when removed.**

20. Install the followers and tappets (2) into their original position as noted during removal.
21. Install the right side intake and exhaust camshafts. Refer to **CAMSHAFT, ENGINE, INSTALLATION**.
22. Install the glow plugs and tighten to 8 N.m (71 in. lbs.).
23. Install the intake manifold. Refer to **MANIFOLD, INTAKE, INSTALLATION**.

CAMSHAFT, ENGINE

DESCRIPTION

DESCRIPTION

The camshafts are multiple-piece components with six machined lobes that are mounted to a hollow shaft with an interference fit. The cam lobes are induction hardened. Each camshaft has four bearing journals except for the right-bank intake camshaft. Due to the longer length needed to accommodate the centrifugal oil separator, the right-bank intake camshaft has five bearing journals. The camshaft journals have the same diameter and are supplied with oil pressure through lubrication passages in the cylinder head journals.

OPERATION

OPERATION

Each cylinder has two intake and two exhaust valves, and one glow plug. Valve lash is controlled by hydraulic lifter/roller finger followers inside the cylinder head, in bores under the camshafts. The finger followers transfer the camshaft lobe movement into vertical valve movement. The valve moves by the lobe of the camshaft pressing down on the finger follower roller.

The finger followers are located on top of the hydraulic lifters and the valves. The finger followers are not held rigidly into position; instead, they are held in position by resting on top of the valve and the hydraulic lifter pivoting ball.

WARNING: When the hydraulic lash adjusters are removed from the engine, they must be stored upright and in clean conditions. Install the finger followers and hydraulic lifters in the same location as removed.

WARNING: Replacement of the camshaft will also require replacement of the finger followers and hydraulic lifters.

REMOVAL

LEFT CAMSHAFT

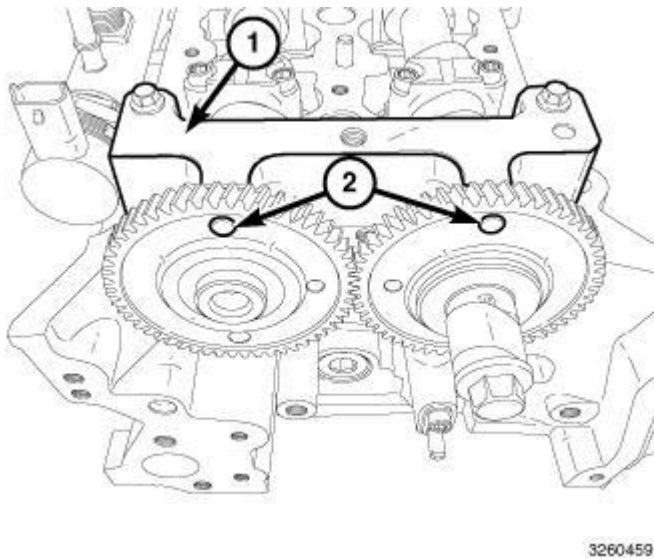


Fig. 81: Camshaft Timing Tool & Sprockets Holes - Left
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect the negative battery cable.
2. Remove the timing chain and sprockets. Refer to **CHAIN AND SPROCKETS, TIMING, REMOVAL**.
3. Remove bolts and the left (special tool #VM.10338A-2, Timing Tool, Camshaft (Left)) (1).
4. **Check the camshafts end play using (special tool #C-3339A, Set, Dial Indicator). End play should be between 0.1 mm - 0.3 mm (0.003 in. - 0.011 in.). If the camshaft endplay is not within specification, replace the cylinder head.**

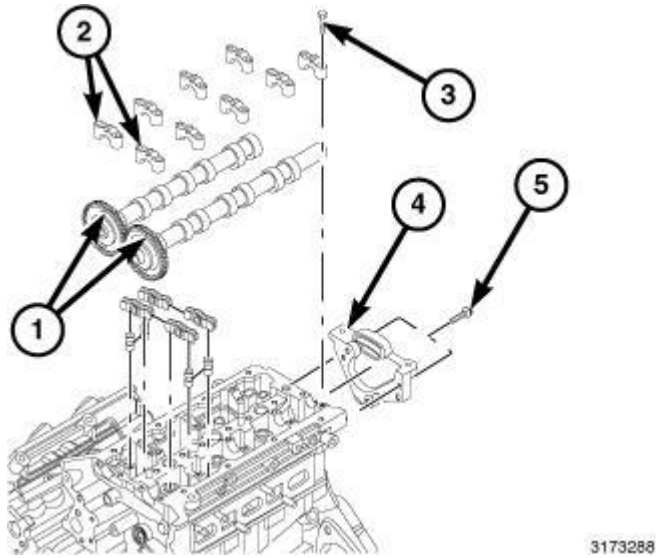


Fig. 82: Left Side Intake & Exhaust Camshaft, Camshaft Bearing Caps & Bolts
Courtesy of CHRYSLER GROUP, LLC

NOTE: Make a. Reference in the order the camshaft bearing caps were removed.

5. Remove bolts (3) and the intake and exhaust camshaft bearing caps (2).
6. Remove the left side intake and exhaust camshaft (1).

RIGHT CAMSHAFTS

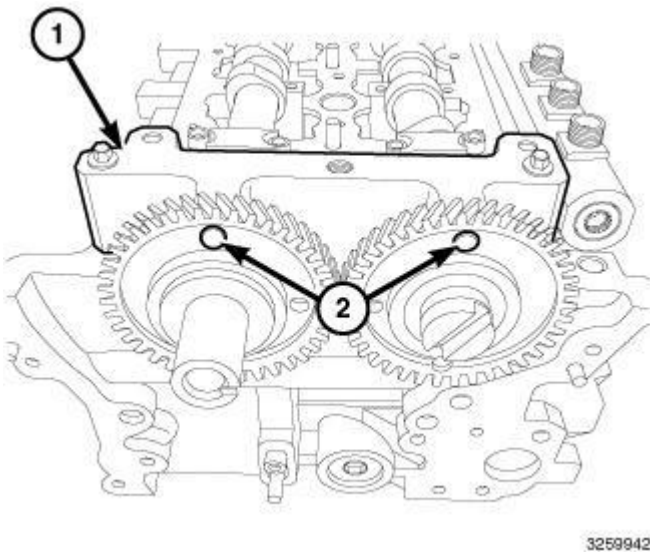


Fig. 83: Camshaft Timing Tool & Sprockets Holes - Right
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect the negative battery cable.
2. Remove the right timing chain and sprocket. Refer to **CHAIN AND SPROCKETS, TIMING, REMOVAL**.

3. Remove bolts and the right (special tool #VM.10343A-1, Alignment Tool, Cylinder Head (Right Intake)) (1).
4. **Check the camshafts end play using (special tool #C-3339A, Set, Dial Indicator). End play should be between 0.1 mm - 0.3 mm (0.003 in. - 0.011 in.). If the camshaft endplay is not within specification, replace the cylinder head.**

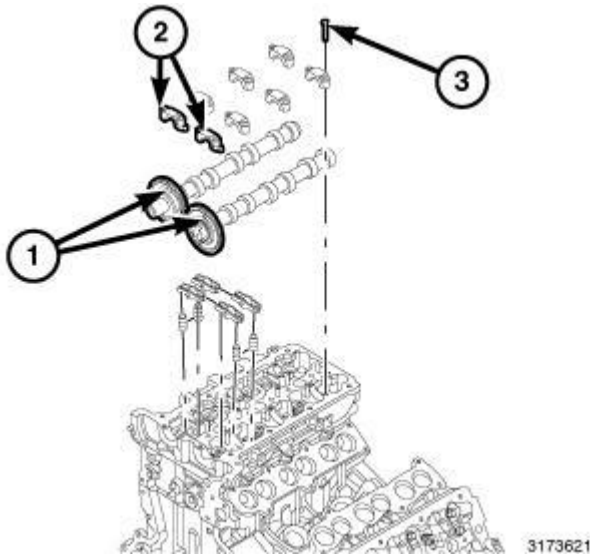


Fig. 84: Right Side Intake & Exhaust Camshaft, Camshaft Bearing Caps & Bolts
 Courtesy of CHRYSLER GROUP, LLC

NOTE: Make a. Reference in the order the camshaft bearing caps were removed.

5. Remove bolts (3) and the intake and exhaust camshaft bearing caps (2).
6. Remove the right side intake and exhaust camshaft (1).

INSTALLATION

LEFT CAMSHAFT

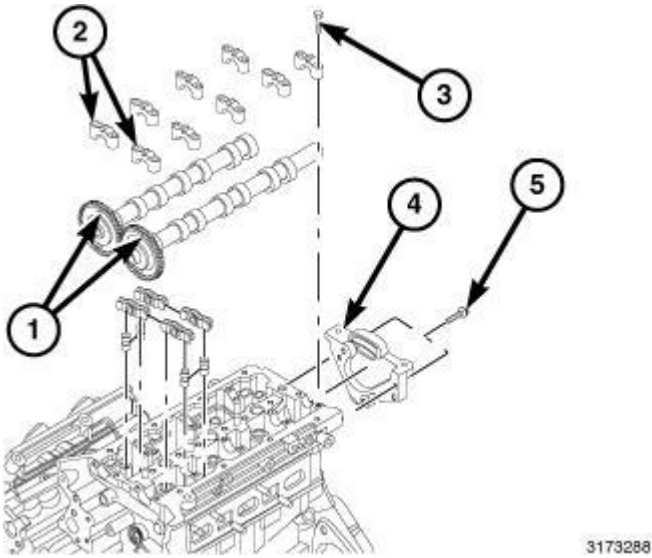


Fig. 85: Left Side Intake & Exhaust Camshaft, Camshaft Bearing Caps & Bolts
Courtesy of CHRYSLER GROUP, LLC

1. Clean all gasket sealing and mating surfaces.
2. Lubricate camshafts with Mopar® Engine Oil Supplement, or equivalent. Refer to **CAPACITIES AND RECOMMENDED FLUIDS, SPECIFICATIONS** .
3. Carefully install camshafts (1) onto cylinder head journals.

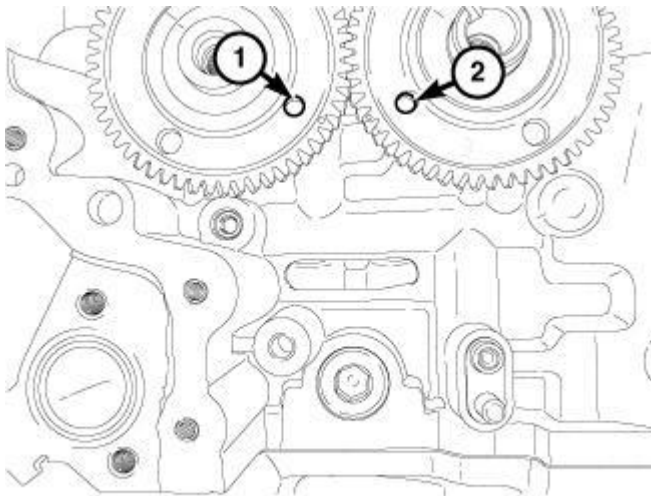


Fig. 86: Intake Camshaft Gear Timing Mark & Exhaust Camshaft Timing Gear Mark
Courtesy of CHRYSLER GROUP, LLC

4. Set the intake camshaft gear timing mark (1) at the four O'clock position and the exhaust camshaft timing gear mark (2) to the seven O'clock position.

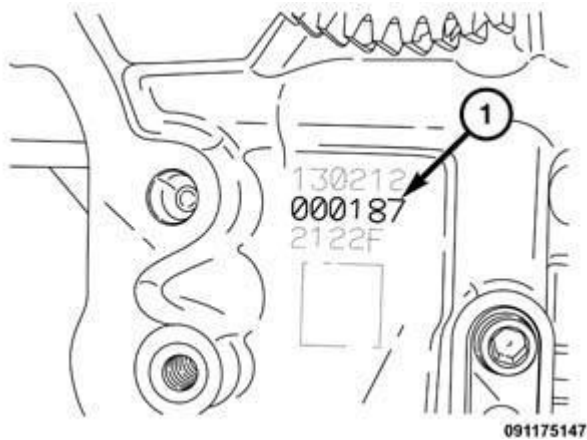


Fig. 87: Identification Number On Cylinder Head
 Courtesy of CHRYSLER GROUP, LLC

5. Verify the Identification No. (1) on front of cylinder head.

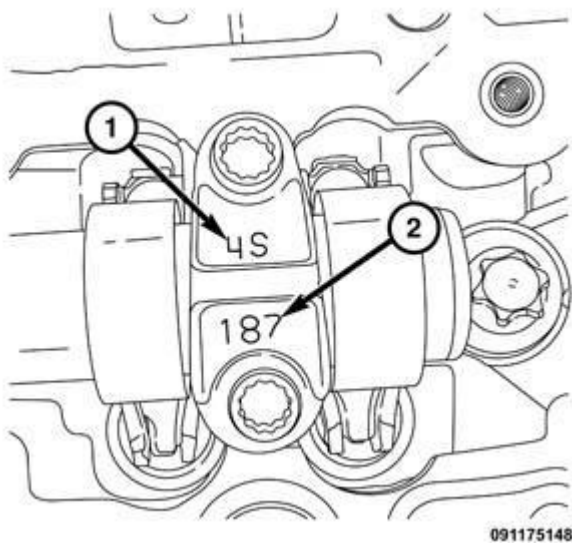
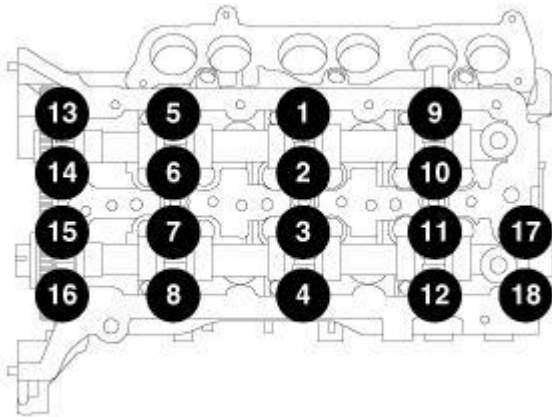


Fig. 88: Bearing Cap Identification Marks
 Courtesy of CHRYSLER GROUP, LLC

NOTE: When installing the bearing caps, be sure to install the "A" on the intake side and the "S" (1) on the exhaust side in the rightful order.

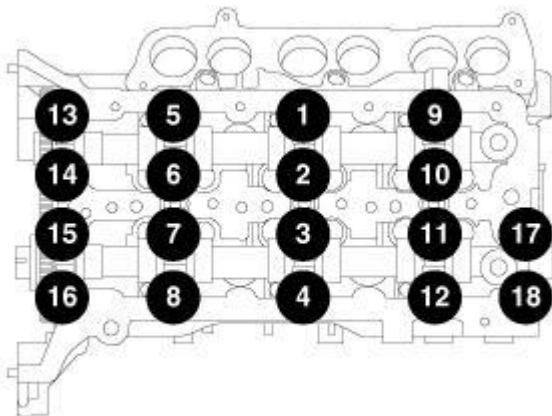
6. The identification No. (2) on the camshaft bearing cap should match the cylinder head number.



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Fig. 89: Camshaft Bearing Cap Tightening Sequence - Left
Courtesy of CHRYSLER GROUP, LLC

7. Install the camshaft bearing caps 1 through 12, 17 and 18 in the rightful order and tighten each retaining bolt finger tight.
8. Check the camshaft for proper timing. Refer to **CAMSHAFT TIMING**.



3173223

Fig. 90: Camshaft Bearing Cap Tightening Sequence - Left
Courtesy of CHRYSLER GROUP, LLC

9. Using the tightening sequence shown in illustration, tighten bolts to 11 N.m (97 in. lbs.).
10. Install the timing chain and sprocket. Refer to **CHAIN AND SPROCKETS, TIMING, INSTALLATION**.
11. Connect the negative battery cable.
12. Start engine, allow to warm, turn engine off and inspect for leaks.

LEFT CAMSHAFT

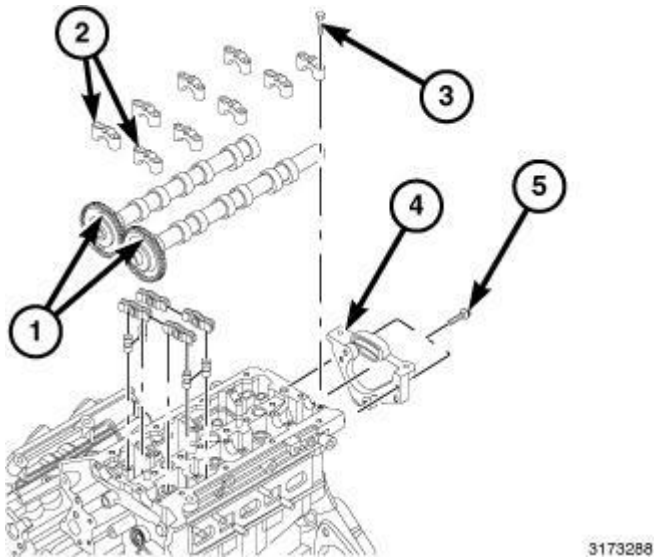


Fig. 91: Left Side Intake & Exhaust Camshaft, Camshaft Bearing Caps & Bolts
Courtesy of CHRYSLER GROUP, LLC

1. Clean all gasket sealing and mating surfaces.
2. Lubricate camshafts with Mopar® Engine Oil Supplement, or equivalent. Refer to **CAPACITIES AND RECOMMENDED FLUIDS, SPECIFICATIONS**.
3. Carefully install camshafts (1) onto cylinder head journals.

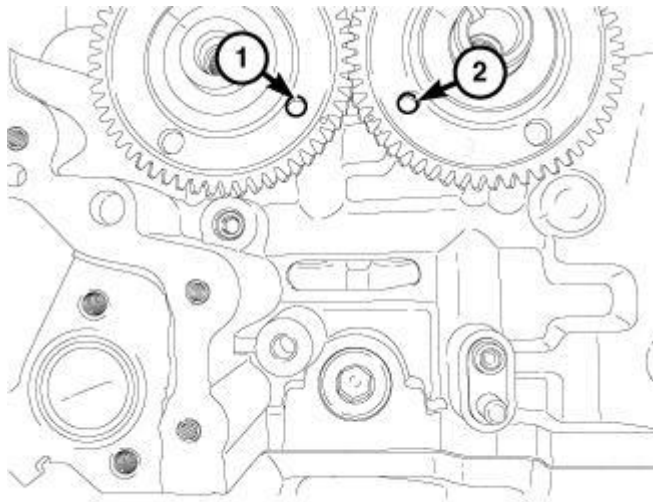


Fig. 92: Intake Camshaft Gear Timing Mark & Exhaust Camshaft Timing Gear Mark
Courtesy of CHRYSLER GROUP, LLC

4. Set the intake camshaft gear timing mark (1) at the four O'clock position and the exhaust camshaft timing gear mark (2) to the seven O'clock position.

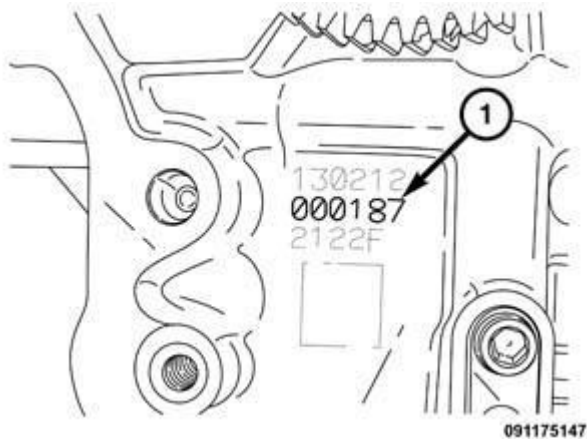


Fig. 93: Identification Number On Cylinder Head
 Courtesy of CHRYSLER GROUP, LLC

5. Verify the Identification No. (1) on front of cylinder head.

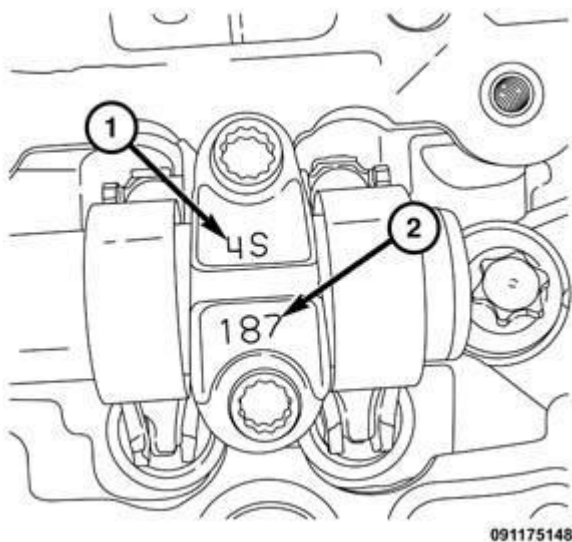
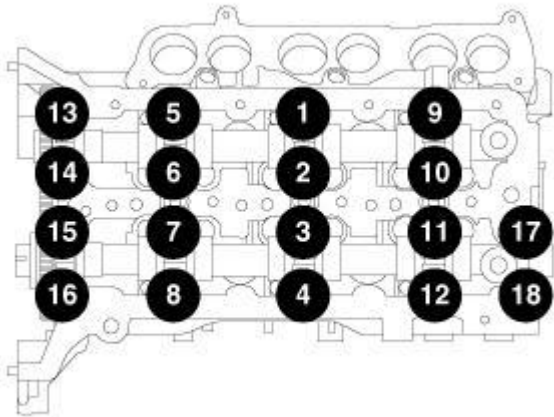


Fig. 94: Bearing Cap Identification Marks
 Courtesy of CHRYSLER GROUP, LLC

NOTE: When installing the bearing caps, be sure to install the "A" on the intake side and the "S" (1) on the exhaust side in the rightful order.

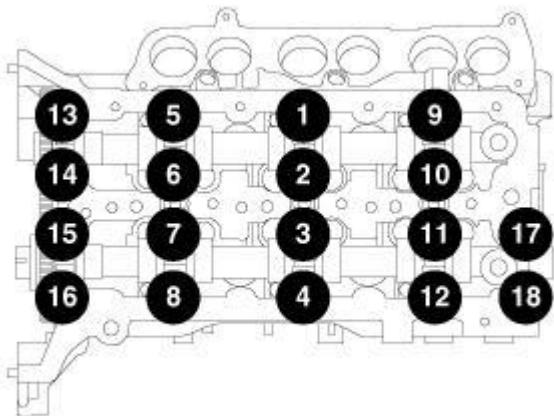
6. The identification No. (2) on the camshaft bearing cap should match the cylinder head number.



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Fig. 95: Camshaft Bearing Cap Tightening Sequence - Left
Courtesy of CHRYSLER GROUP, LLC

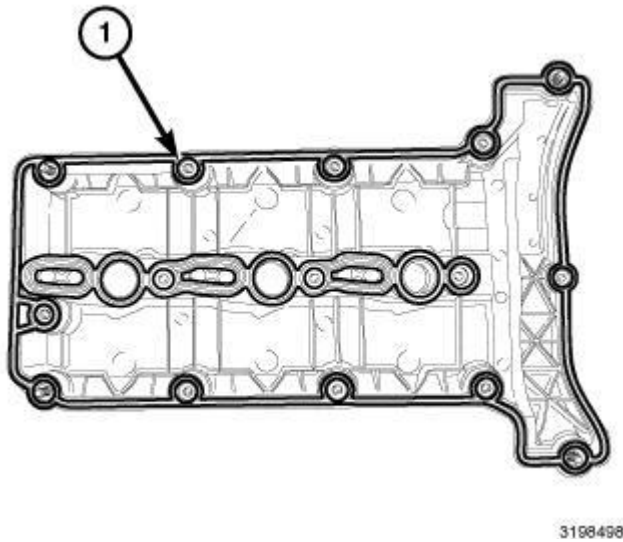
7. Install the camshaft bearing caps 1 through 12, 17 and 18 in the rightful order and tighten each retaining bolt finger tight.
8. Check the camshaft for proper timing. Refer to **CAMSHAFT TIMING**.



3173223

Fig. 96: Camshaft Bearing Cap Tightening Sequence - Left
Courtesy of CHRYSLER GROUP, LLC

9. Using the tightening sequence shown in illustration, tighten bolts to 11 N.m (97 in. lbs.).
10. Install the timing chain and sprocket. Refer to **CHAIN AND SPROCKETS, TIMING, INSTALLATION**.
11. Connect the negative battery cable.
12. Start engine, allow to warm, turn engine off and inspect for leaks.

COVER(S), CYLINDER HEAD**DESCRIPTION****DESCRIPTION****Fig. 97: Cylinder Head Cover Gasket****Courtesy of CHRYSLER GROUP, LLC**

The 3.0L cylinder head cover is made of an injection molded composite and is used to cover the camshafts, lifters and followers.

The cylinder head cover gasket (1) is not serviceable, if the gasket is found to be defective then a new cylinder head cover must be installed.

REMOVAL**RIGHT BANK**

1. Disconnect the negative battery cable.
2. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
3. Remove the lower engine oil dipstick bolt.
4. Drain the cooling system. Refer to **STANDARD PROCEDURE** .
5. Lower the vehicle.



Fig. 98: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

6. Remove the engine cover (1).
7. Disconnect the Charge Air Cooler (CAC) hose at resonator (3)
8. Remove the CAC hose (2) from the turbocharger.
9. Remove the generator. Refer to **GENERATOR, REMOVAL** .
10. Remove nut and the engine oil dip stick.

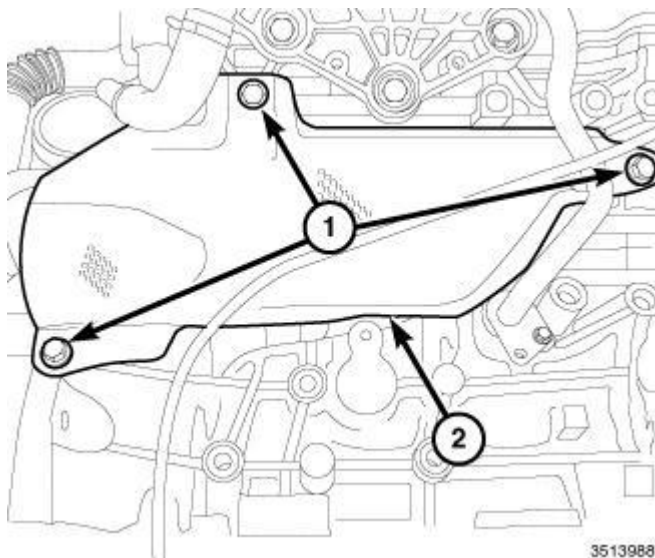


Fig. 99: Right Exhaust Manifold Heat Shield & Bolts
Courtesy of CHRYSLER GROUP, LLC

11. Remove bolts (1) and the right exhaust manifold heat shield (2).



Fig. 100: EGR Valve Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

12. Disconnect the EGR valve wire harness connector (1).

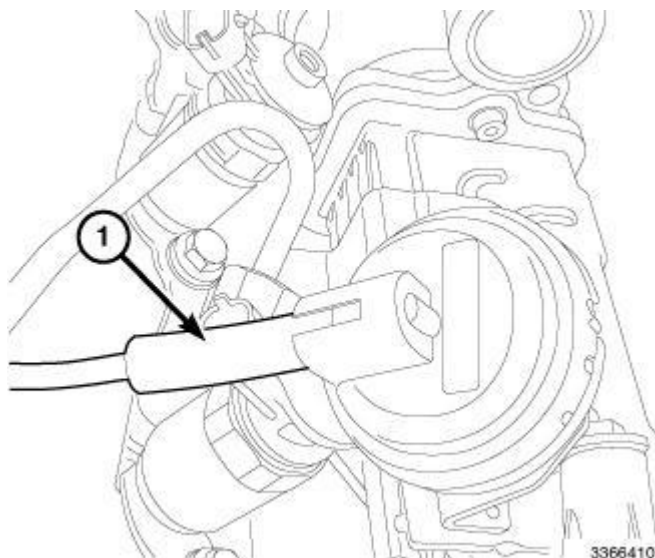


Fig. 101: EGR Cooler Vacuum Bypass Hose
Courtesy of CHRYSLER GROUP, LLC

13. Disconnect the EGR cooler vacuum bypass hose (1).
14. Remove the EGR tube. Refer to **TUBE, EXHAUST GAS RECIRCULATION (EGR), REMOVAL**.

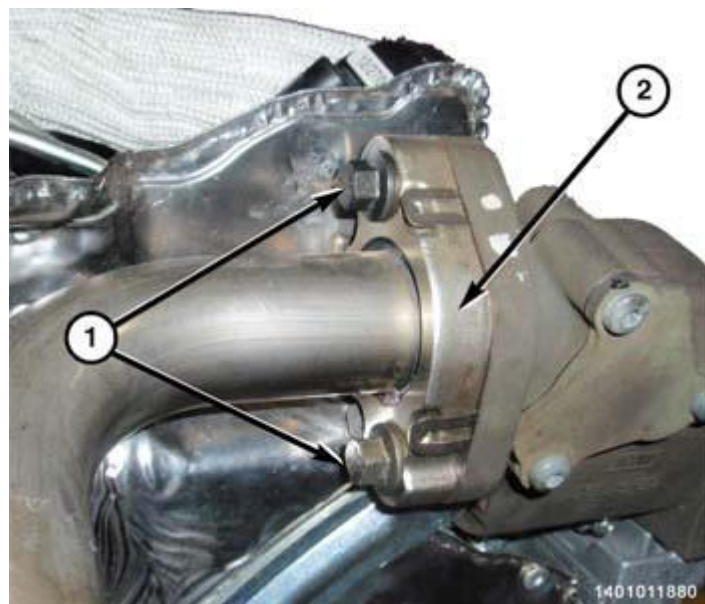


Fig. 102: Turbocharger-To-EGR Cooler Tube Bolts
Courtesy of CHRYSLER GROUP, LLC

15. Remove the turbocharger-to-EGR cooler tube bolts (1).

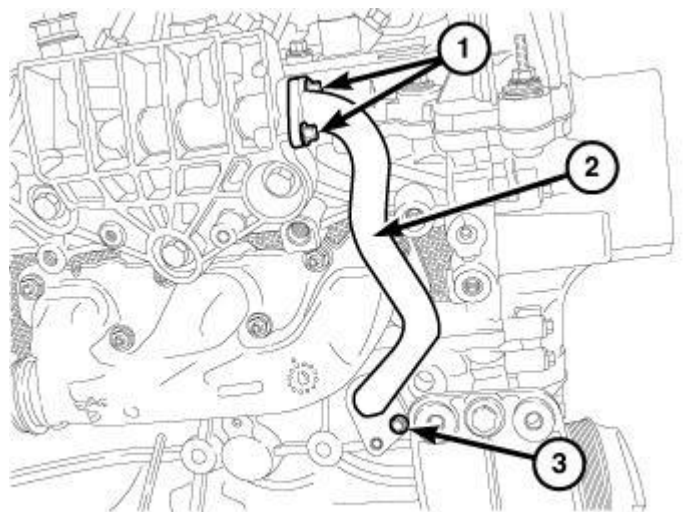


Fig. 103: EGR Cooler Coolant Tube & Bolts
Courtesy of CHRYSLER GROUP, LLC

16. Remove bolts (1 and 3) and the EGR cooler coolant tube (2).

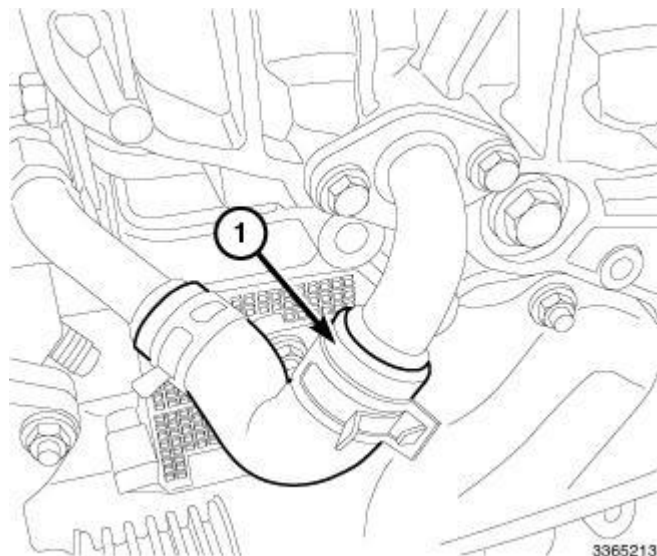


Fig. 104: EGR Cooler Supply Hose
Courtesy of CHRYSLER GROUP, LLC

17. Disconnect the EGR cooler supply hose (1).

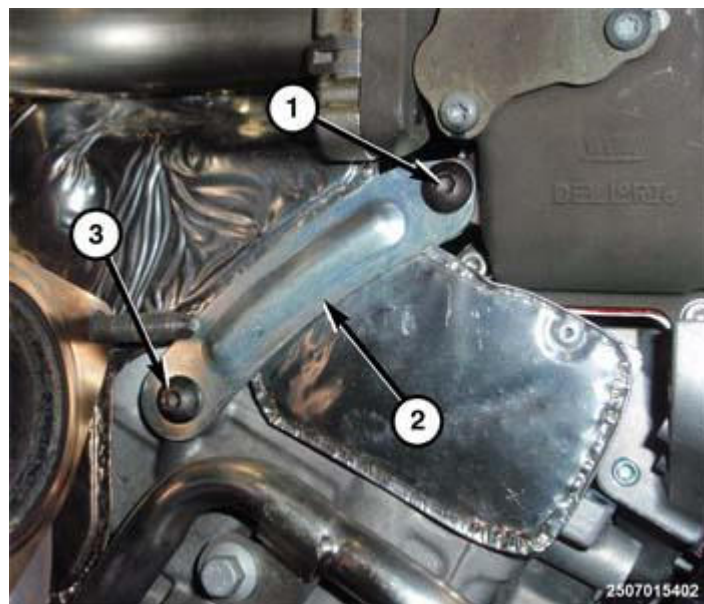


Fig. 105: EGR Cooler Bypass Valve Support Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

18. Loosen bolt (1) securing EGR cooler bypass valve support bracket (2).
19. Remove bolt (3) at the rear EGR cooler bypass valve support bracket (2).

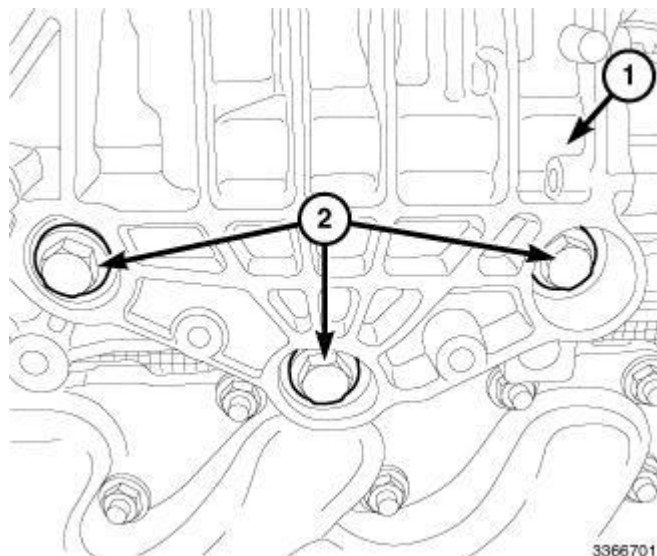


Fig. 106: Cooler Assembly Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

20. Remove bolts (2) and the EGR and cooler assembly bracket (1).

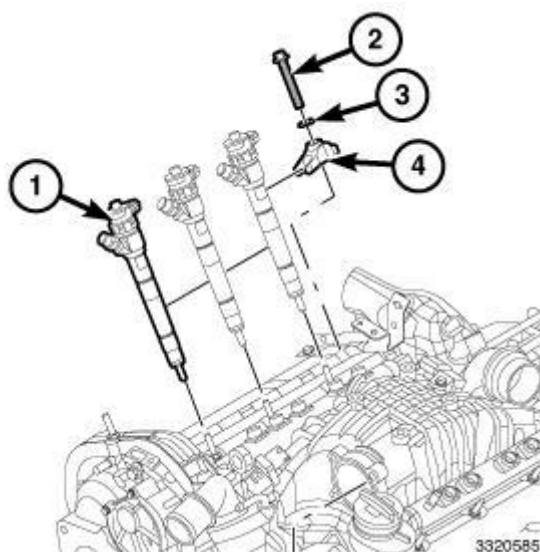


Fig. 107: Fuel Injector, Hold Down Bolt, Washer & Retaining Claw
Courtesy of CHRYSLER GROUP, LLC

21. Remove the right side fuel injectors. Refer to **INJECTOR(S), FUEL, REMOVAL** .

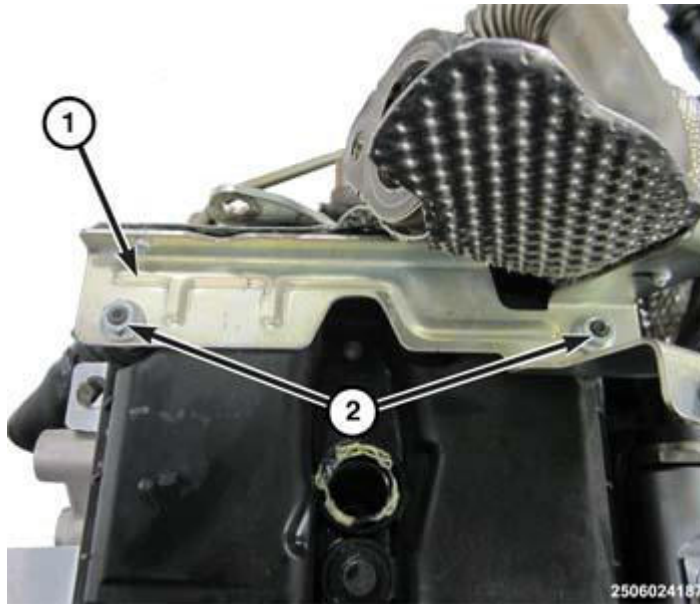


Fig. 108: Turbocharger-To-EGR Supply Tube Heat Shield & Nuts
Courtesy of CHRYSLER GROUP, LLC

22. Remove nuts (2) and the turbocharger-to-EGR supply tube heat shield (1).

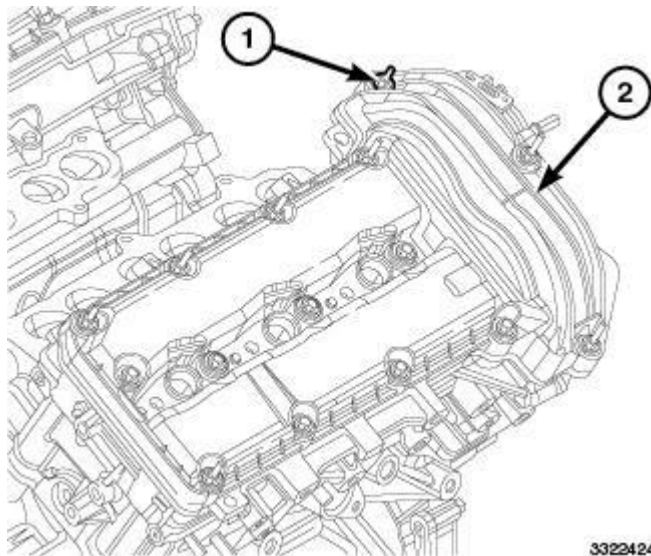


Fig. 109: Cylinder Head Cover & Bolts
Courtesy of CHRYSLER GROUP, LLC

23. Remove bolts (1) and the cylinder head cover (2).

LEFT BANK

1. Disconnect the negative battery cable.
2. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
3. Drain the cooling system. Refer to **STANDARD PROCEDURE** .

4. Lower the vehicle.



Fig. 110: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

5. Remove the engine cover (1).
6. Disconnect the Charge Air Cooler (CAC) hose at resonator (3).
7. Remove the CAC hose (2) from the turbocharger.
8. Release clips (1) and remove the charge air resonator (3).
9. Remove air cleaner body and intake air tube. Refer to **BODY, AIR CLEANER, REMOVAL**.

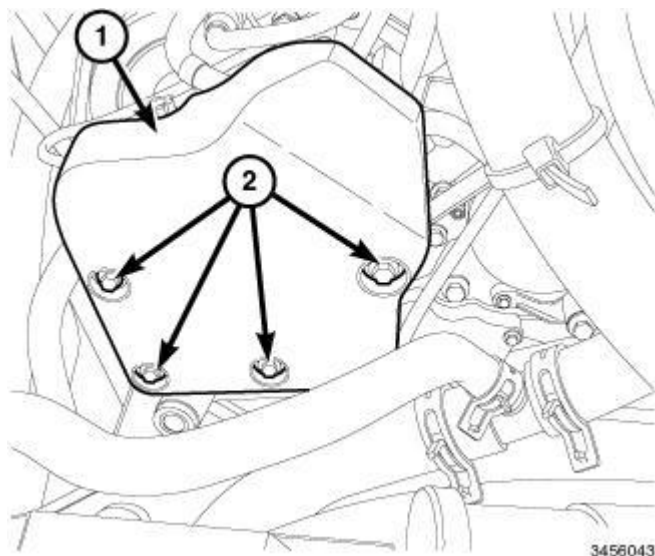


Fig. 111: High Pressure Pump Blocker Shield & Bolts
Courtesy of CHRYSLER GROUP, LLC

10. Remove bolts (2) and the fuel injection pump blocker shield (1).

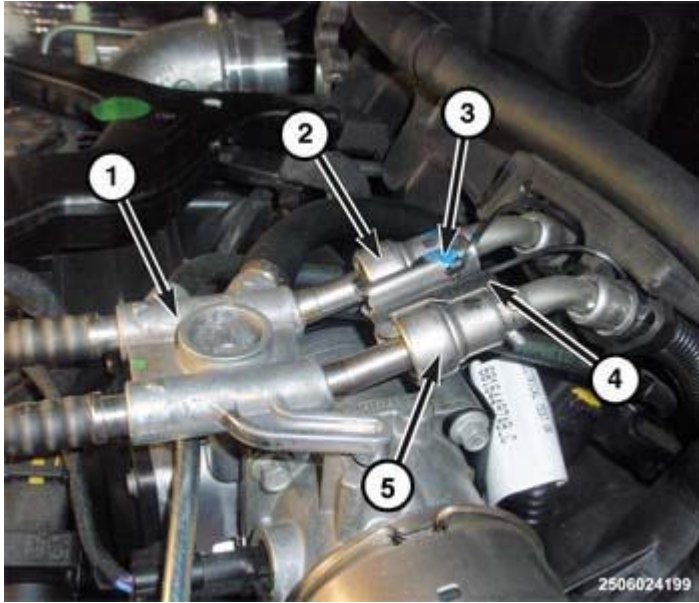


Fig. 112: Low Pressure Supply Line, Return Line & Clips
Courtesy of CHRYSLER GROUP, LLC

11. Remove safety clips (3, 4) and disconnect the low pressure supply (5) and return (2) lines at manifold. Refer to **FITTING, QUICK CONNECT**.
12. Remove bolt securing the coolant tube-to fuel line bracket.
13. Remove nuts and the low pressure supply (2) and return (1) line bracket from cylinder head cover.
14. Disconnect the brake booster vacuum hose.
15. Disconnect the two heater hoses at bulk head.

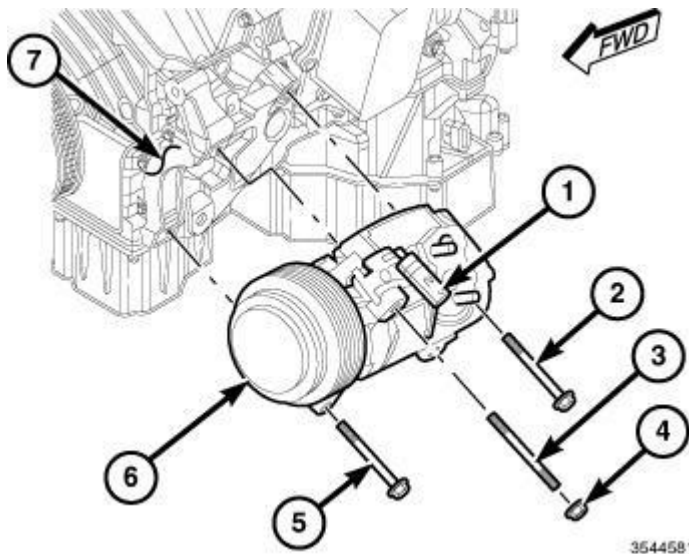


Fig. 113: bolts, A/C Clutch Electrical Connector, A/C Compressor & Bracket
Courtesy of CHRYSLER GROUP, LLC

16. Remove the serpentine belt. Refer to **BELT, SERPENTINE, REMOVAL** .
17. Raise and support the vehicle.

NOTE: **Removal of the A/C compressor does not require the refrigerant to be evacuated.**

18. Remove the bolts (2 and 5) that secure the A/C compressor (6) to the A/C compressor bracket (7).
19. Lower the vehicle.
20. Disconnect the A/C clutch wire harness connector (1).
21. Support the A/C compressor, remove the nut (4) and stud (3) that secures the A/C compressor to the bracket and position aside the compressor.

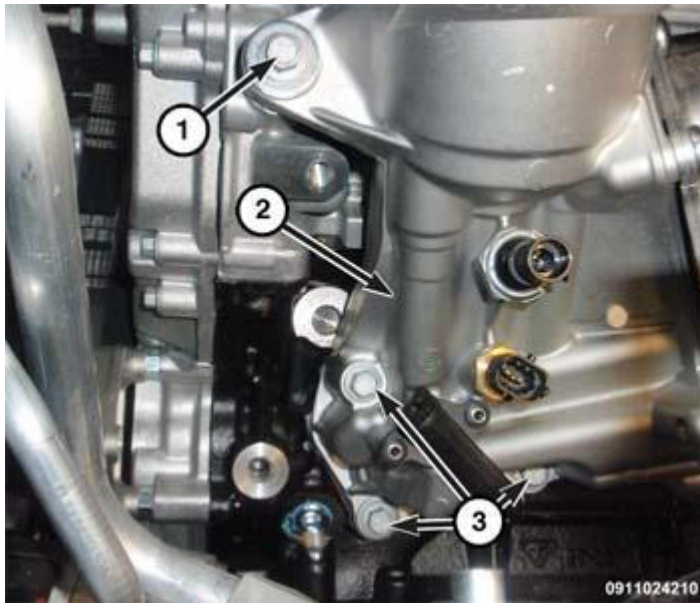


Fig. 114: Remove/Install Oil Cooler Assembly
Courtesy of CHRYSLER GROUP, LLC

22. Remove the oil cooler assembly. Refer to **ADAPTER, OIL COOLER, REMOVAL**.

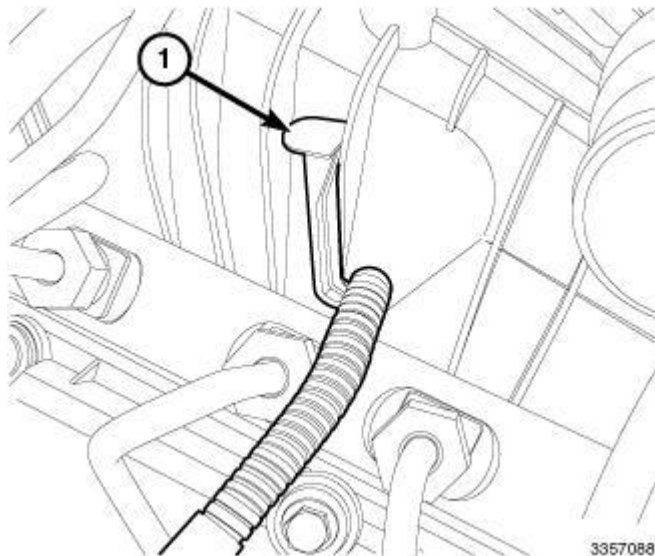


Fig. 115: Glow Plug Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

23. Disconnect glow plug wire harness connector (1).

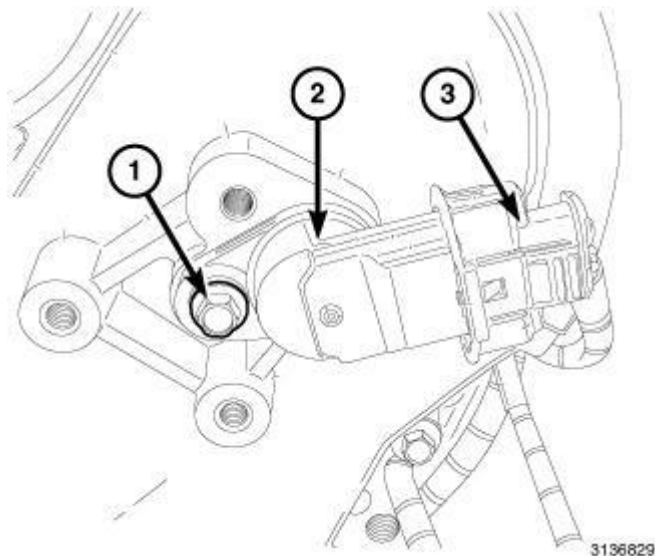
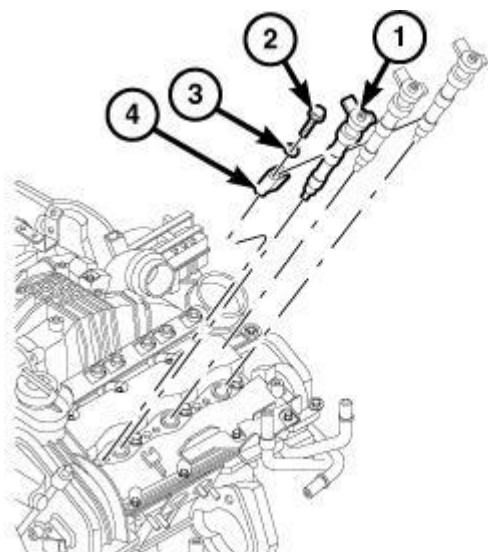


Fig. 116: Camshaft Position Sensor, Connector & Bolt
Courtesy of CHRYSLER GROUP, LLC

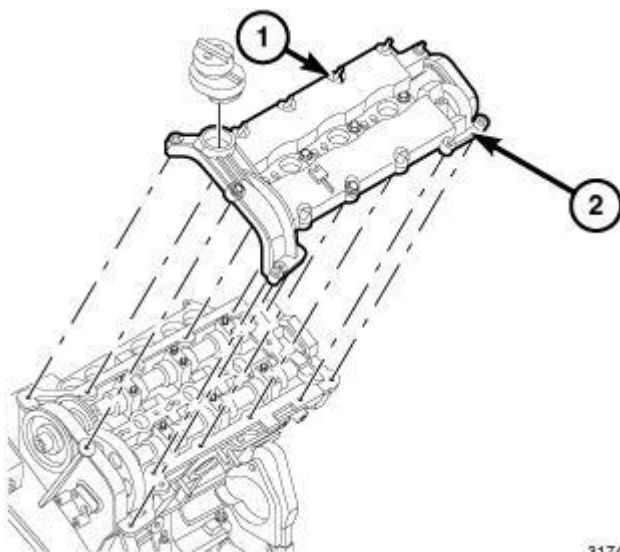
24. Disconnect the Camshaft Position (CMP) sensor wire harness connector (3).



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Fig. 117: Fuel Injector, Hold Down Bolt, Washer & Retaining Claw
 Courtesy of CHRYSLER GROUP, LLC

25. Remove the fuel injectors. Refer to **INJECTOR(S), FUEL, REMOVAL** .



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Fig. 118: Left Cylinder Head Cover & Bolts
 Courtesy of CHRYSLER GROUP, LLC

26. Loosen bolts (1) and remove the left cylinder head cover (2).

INSTALLATION

RIGHT BANK

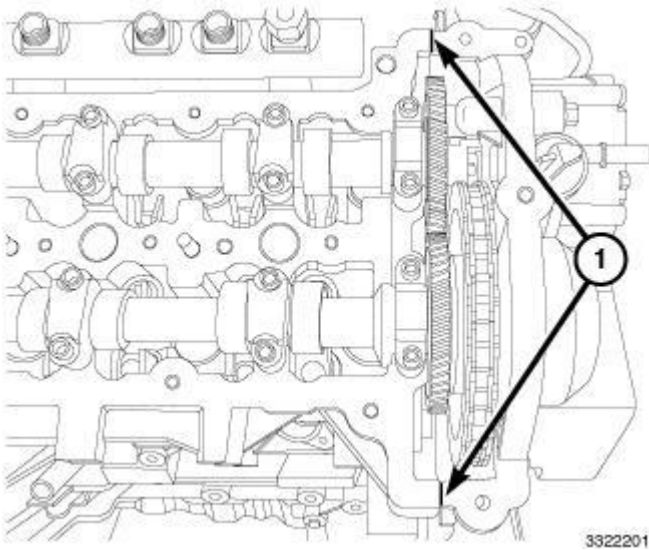


Fig. 119: RTV Sealant At The T-Joints
Courtesy of CHRYSLER GROUP, LLC

NOTE: The cylinder head cover gasket is not serviceable, if the gasket is found to be defective then a new cylinder head cover must be installed.

1. Clean and inspect all sealing surfaces and the gasket for damage and replace the cylinder head cover with a new one if the gasket is found to be defective. Refer to **ENGINE GASKET SURFACE PREPARATION**.
2. Apply a 3 mm wide bead of Mopar® Threebond Engine RTV Sealant at the T-joint (1).

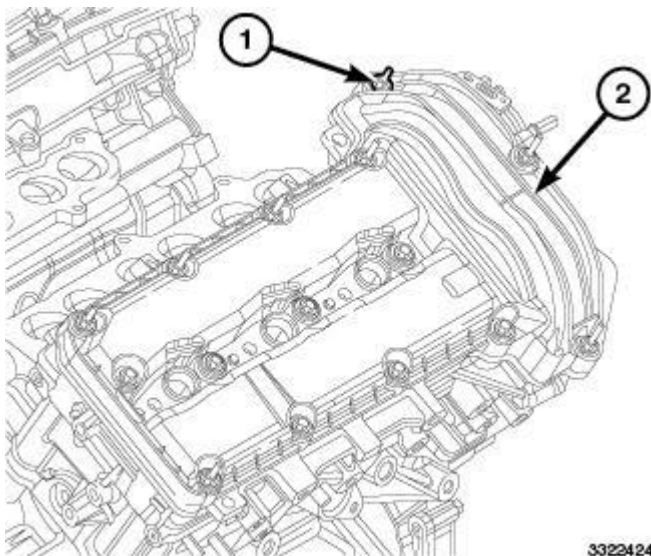
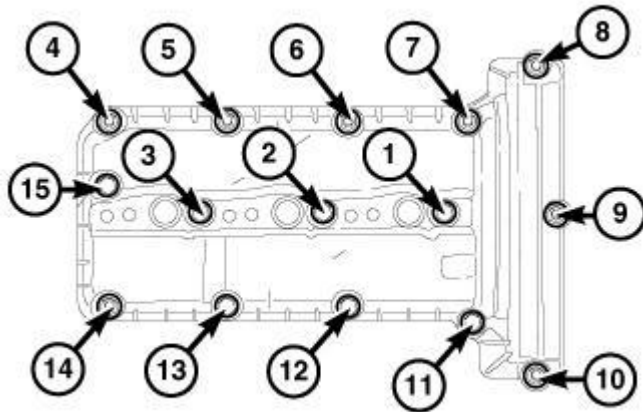


Fig. 120: Cylinder Head Cover & Bolts
Courtesy of CHRYSLER GROUP, LLC

3. Install the cylinder head cover (2) and tighten bolts finger tight (1).



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Fig. 121: Cylinder Head Cover Bolt Tightening Sequence - Right
Courtesy of CHRYSLER GROUP, LLC

4. Using the tightening sequence shown in illustration, tighten bolts to:
 - Tighten 8 N.m (71 in. lbs.).
 - Loosen each bolt 90°
 - Tighten 10 N.m (89 in. lbs.).

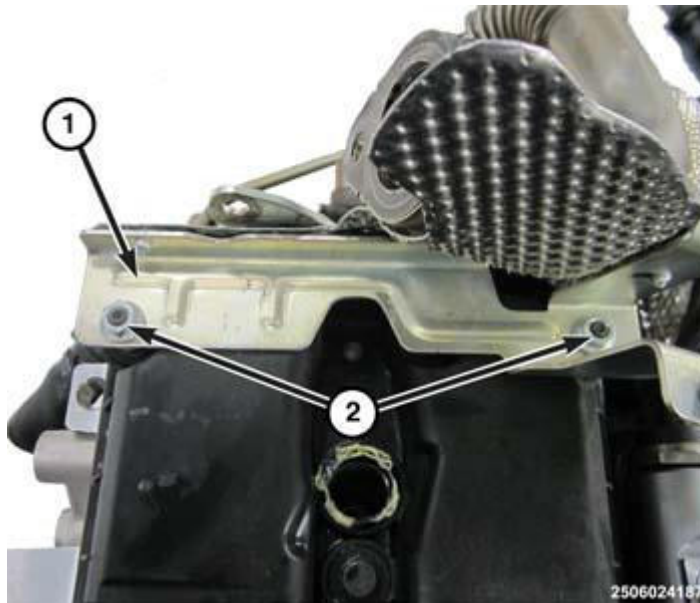


Fig. 122: Turbocharger-To-EGR Supply Tube Heat Shield & Nuts
Courtesy of CHRYSLER GROUP, LLC

5. Install the turbocharger-to-EGR supply tube heat shield (1). Tighten nuts (2) to 11 N.m (97 in. lbs.).

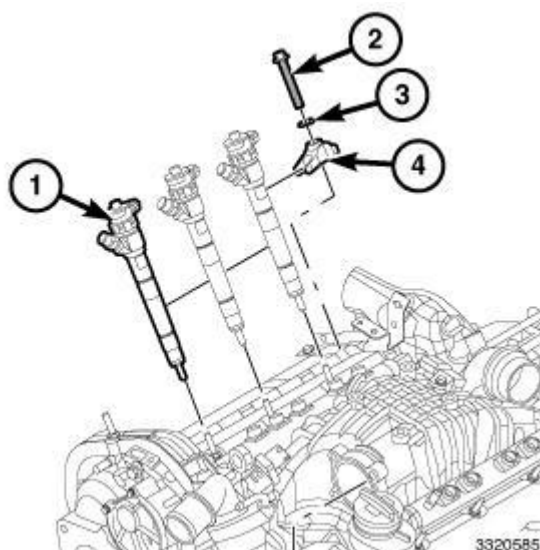


Fig. 123: Fuel Injector, Hold Down Bolt, Washer & Retaining Claw
 Courtesy of CHRYSLER GROUP, LLC

6. Install the fuel injector. Refer to INJECTOR(S), FUEL, INSTALLATION .

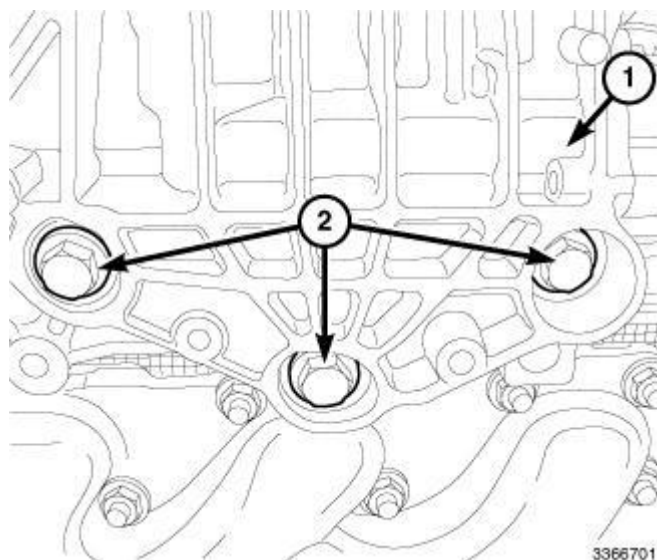


Fig. 124: Cooler Assembly Bracket & Bolts
 Courtesy of CHRYSLER GROUP, LLC

7. Install the EGR and cooler assembly bracket (2). Tighten bolts to 45 N.m (33 ft. lbs.).

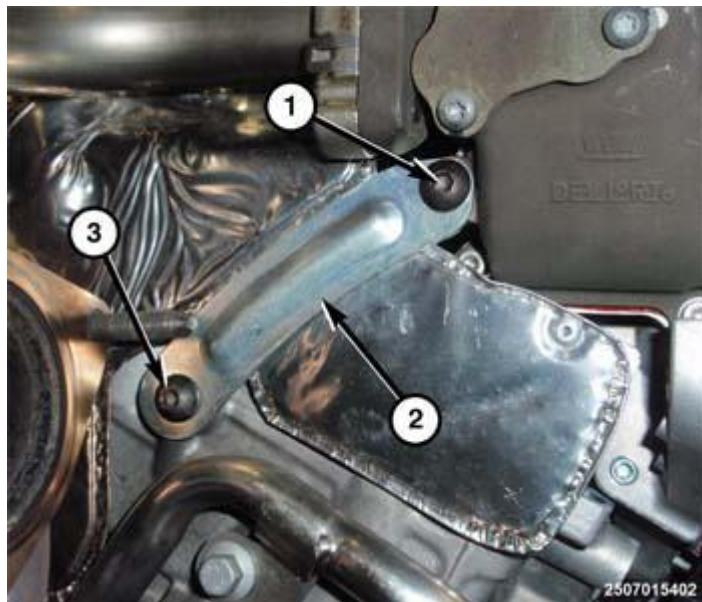


Fig. 125: EGR Cooler Bypass Valve Support Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

8. Install bolt (3) at the rear EGR cooler bypass valve support bracket (2) and tighten to 25 N.m (18 ft. lbs.).
9. Tighten bolt (1) securing EGR cooler bypass valve support bracket (2) to 25 N.m (18 ft. lbs.).

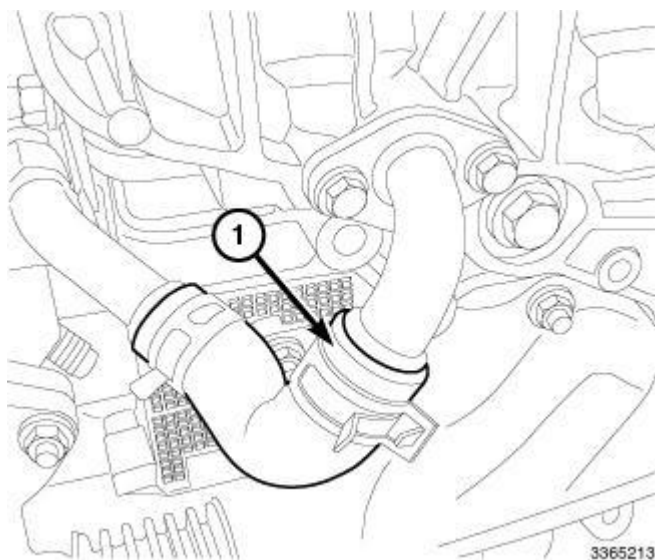


Fig. 126: EGR Cooler Supply Hose
Courtesy of CHRYSLER GROUP, LLC

10. Connect the EGR cooler supply hose (1).

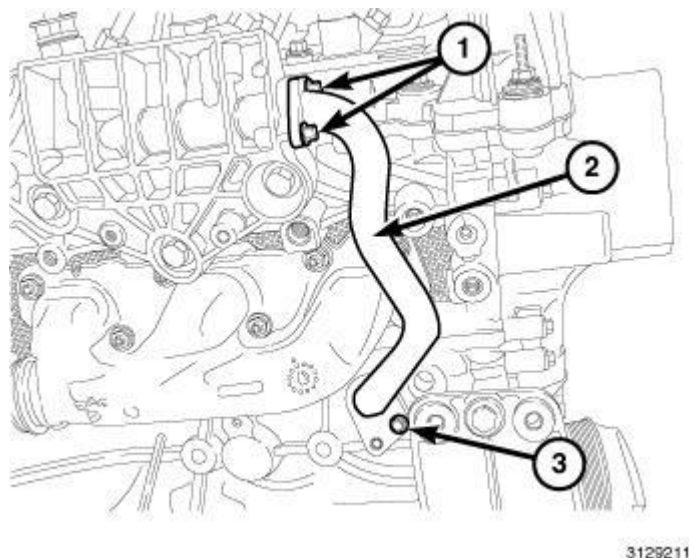


Fig. 127: EGR Cooler Coolant Tube & Bolts
Courtesy of CHRYSLER GROUP, LLC

11. Using a new O-ring seal and gasket, install the EGR cooler coolant tube (2). Tighten bolts (1 and 3) to 18 N.m (159 in. lbs.).

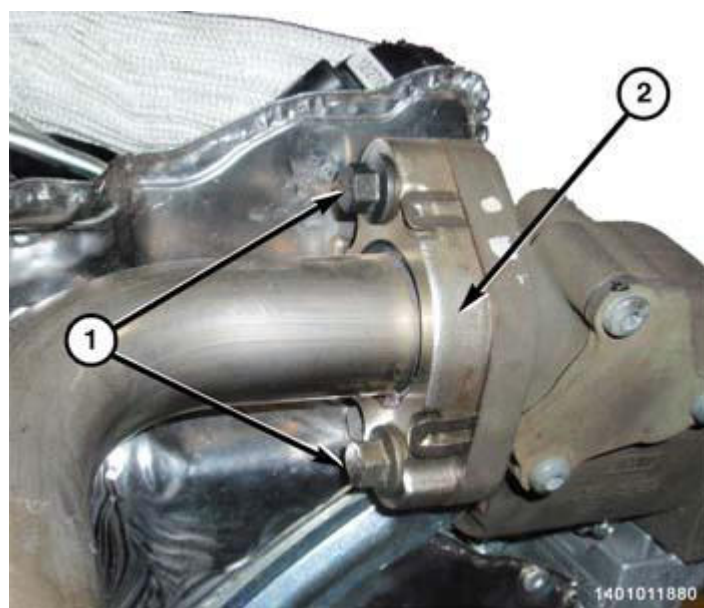


Fig. 128: Turbocharger-To-EGR Cooler Tube Bolts
Courtesy of CHRYSLER GROUP, LLC

12. Using a new gasket, install the turbocharger-to-EGR cooler tube (2). Tighten bolts (1) to 25 N.m (18 ft. lbs.).
13. Install the EGR tube. Refer to **TUBE, EXHAUST GAS RECIRCULATION (EGR), INSTALLATION**.

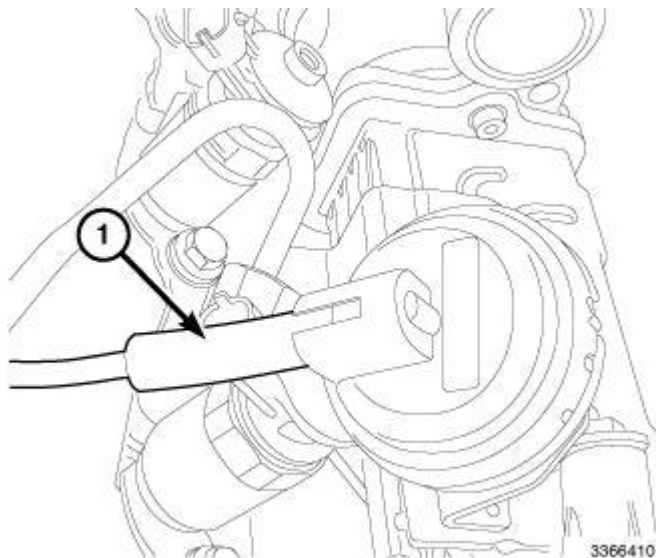


Fig. 129: EGR Cooler Vacuum Bypass Hose
Courtesy of CHRYSLER GROUP, LLC

14. Connect the EGR cooler vacuum bypass hose (1).



Fig. 130: EGR Valve Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

15. Connect the EGR valve wire harness connector (1).

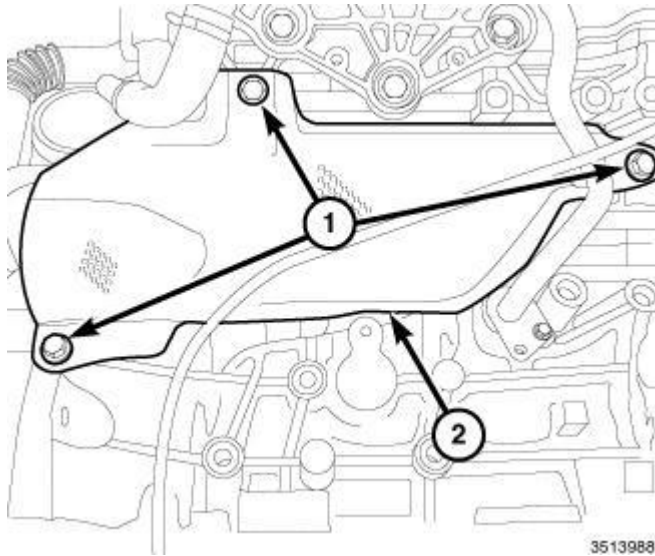


Fig. 131: Right Exhaust Manifold Heat Shield & Bolts
 Courtesy of CHRYSLER GROUP, LLC

16. Install the right exhaust manifold heat shield (2). Tighten bolts (1) to 15 N.m (133 in. lbs.).
17. Install the engine oil dip stick. Tighten nut to 11 N.m (97 in. lbs.).
18. Install the generator. Refer to **GENERATOR, INSTALLATION** .
19. Install the Charge Air Cooler (CAC) hose (2) to the turbocharger.
20. Connect the CAC hose at resonator (3).
21. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
22. Install the lower engine oil dipstick bolt. Tighten bolt to 11 N.m (97 in. lbs.).
23. Lower the vehicle.
24. Fill the cooling system. Refer to **STANDARD PROCEDURE** .
25. Start the engine, allow to warm, turn engine off and inspect for leaks.



Fig. 132: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

26. Install the engine cover (1).

LEFT BANK

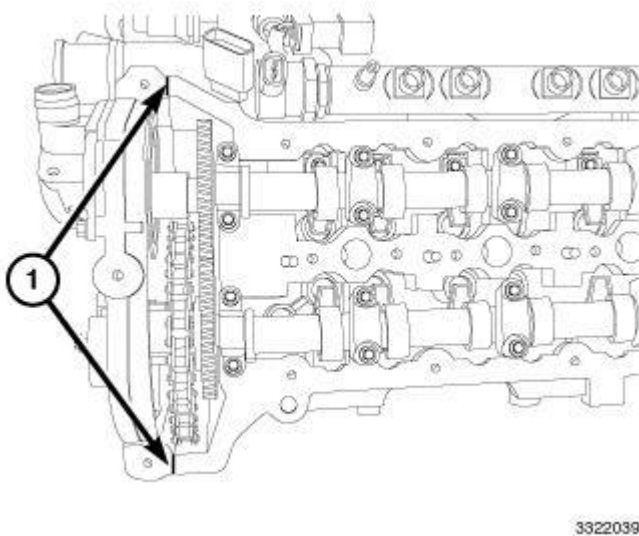


Fig. 133: Left Upper Timing Cover Excess RTV Sealant Locations
Courtesy of CHRYSLER GROUP, LLC

NOTE: The cylinder head cover gasket is not serviceable, if the gasket is found to be defective then a new cylinder head cover must be installed.

1. Clean and inspect all sealing surfaces and the gasket for damage and replace the cylinder head cover with a new one if the gasket is found to be defective. Refer to **ENGINE GASKET SURFACE**

PREPARATION .

2. Apply a 3 mm wide bead of Mopar® Threebond Engine RTV Sealant at the T-joint (1).

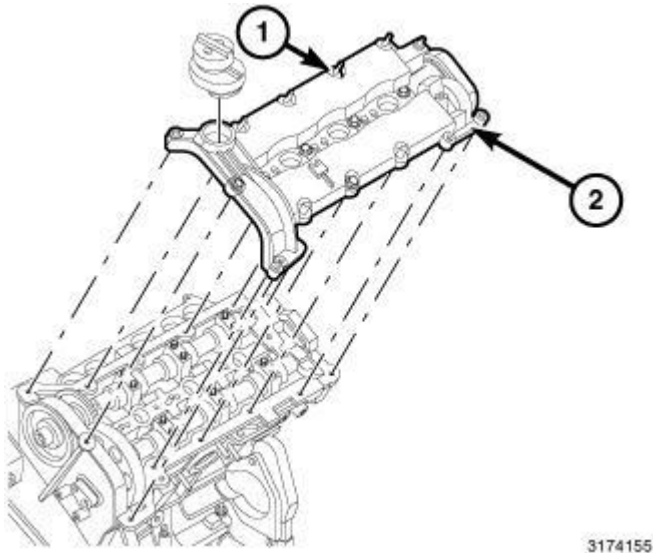


Fig. 134: Left Cylinder Head Cover & Bolts
 Courtesy of CHRYSLER GROUP, LLC

3. Install the cylinder head cover (2) and tighten bolts (1) finger tight.

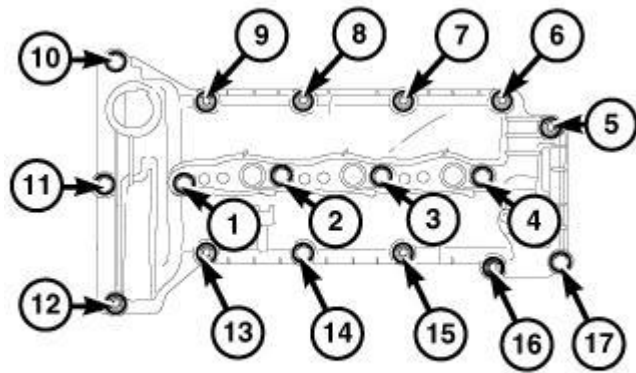
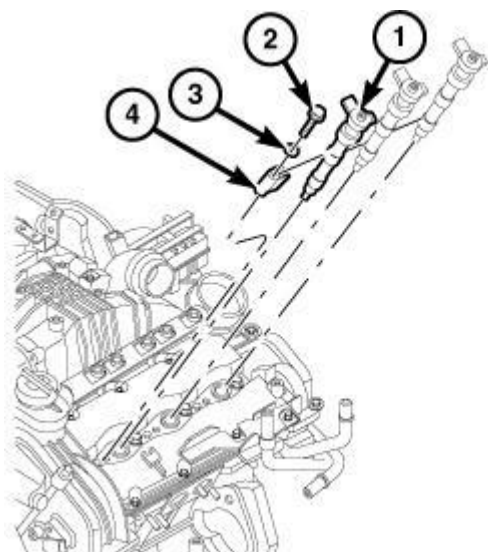


Fig. 135: Cylinder Head Cover Bolt Tightening Sequence - Left
 Courtesy of CHRYSLER GROUP, LLC

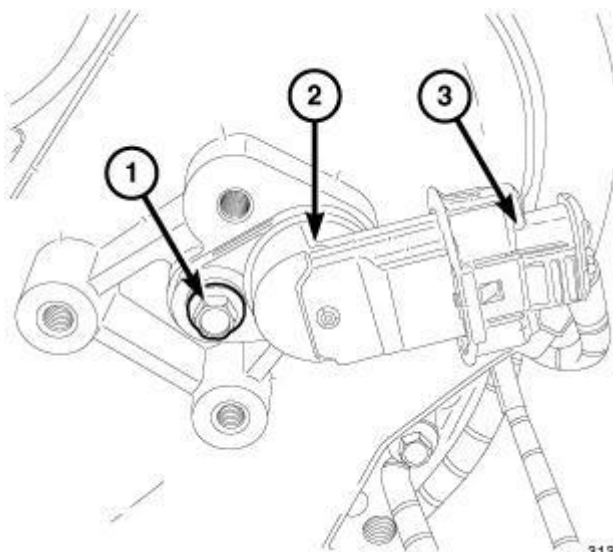
4. Using the tightening sequence shown in illustration, tighten bolts to:
 - Tighten 8 N.m (71 in. lbs.).
 - Loosen each bolt 90°
 - Tighten 10 N.m (89 in. lbs.).



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Fig. 136: Fuel Injector, Hold Down Bolt, Washer & Retaining Claw
 Courtesy of CHRYSLER GROUP, LLC

5. Install the fuel injectors. Refer to **INJECTOR(S), FUEL, INSTALLATION** .



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Fig. 137: Camshaft Position Sensor, Connector & Bolt
 Courtesy of CHRYSLER GROUP, LLC

6. Connect the Camshaft Position (CMP) sensor wire harness connector (3).

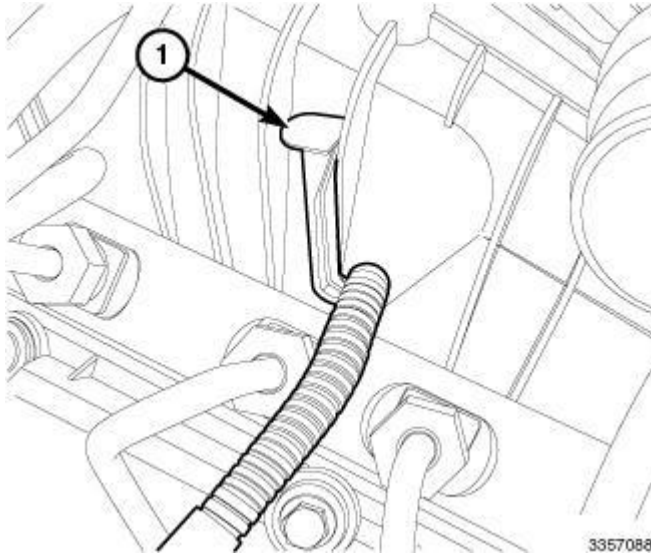


Fig. 138: Glow Plug Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

7. Connect the glow plug wire harness connector (1).

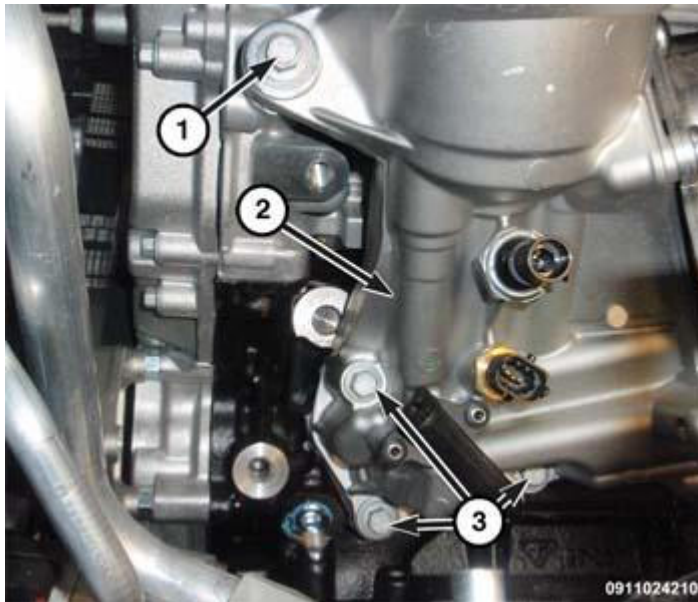


Fig. 139: Remove/Install Oil Cooler Assembly
Courtesy of CHRYSLER GROUP, LLC

8. Install the oil cooler assembly (2). Refer to **ADAPTER, OIL COOLER, INSTALLATION**.

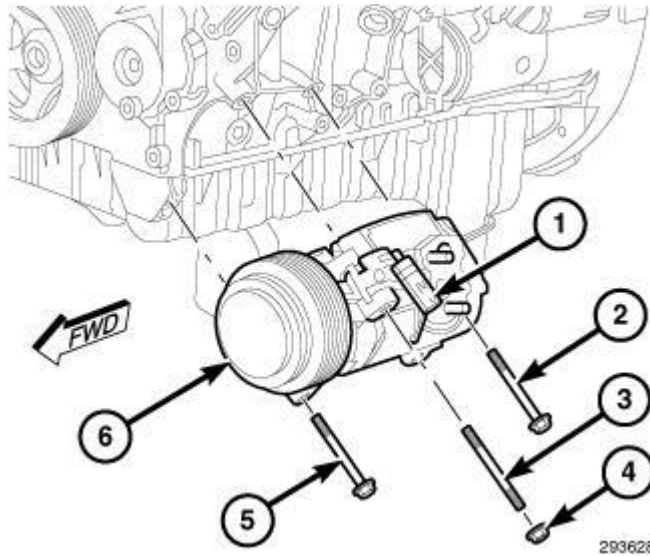


Fig. 140: Identifying Wire Harness Connector, Bolts & A/C Compressor
 Courtesy of CHRYSLER GROUP, LLC

9. Position the A/C compressor to the A/C compressor bracket (7) and install the stud (3). Tighten the stud to 10 N.m (89 in. lbs.).
10. Install and hand tighten the nut (4) that secures the A/C compressor to the bracket.
11. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
12. Install and the two bolts (2 and 5) that secure A/C compressor to the bracket finger tighten.
13. Tighten the two bolts to 30 N.m (22 ft. lbs.) using the following sequence:
 - Bolt at rear of compressor.
 - Bolt at front of compressor.
14. Lower the vehicle.
15. Tighten the nut at the front of the A/C compressor to 30 N.m (22 ft. lbs.).
16. Connect the A/C clutch wire harness connector (1).
17. Install the serpentine belt. Refer to **BELT, SERPENTINE, INSTALLATION** .

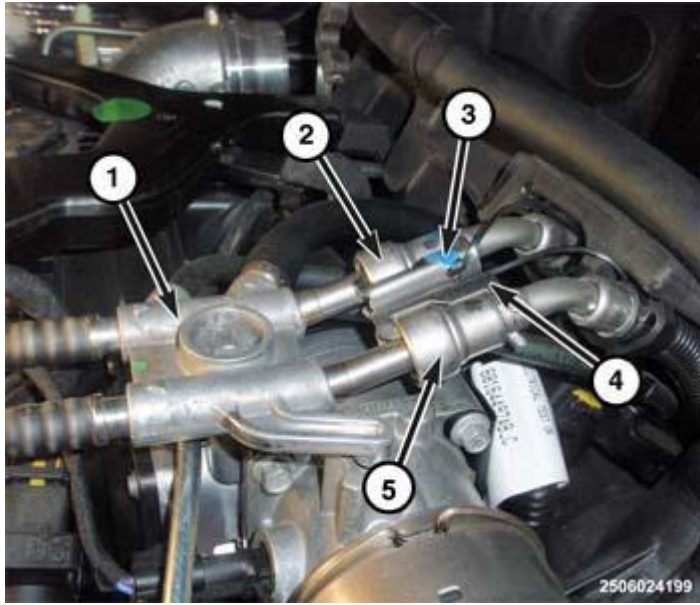


Fig. 141: Low Pressure Supply Line, Return Line & Clips
Courtesy of CHRYSLER GROUP, LLC

18. Connect the two heater hoses at bulk head.
19. Connect the brake booster vacuum hose.
20. Install the low pressure supply and return line bracket to the cylinder head cover Tighten nuts to 11 N.m (97 in. lbs.).
21. Install bolt securing the coolant tube-to fuel line bracket and tighten to 25 N.m (18 ft. lbs.).
22. Connect the low pressure supply (5) and return (2) lines to manifold and install safety clips (3, 4).

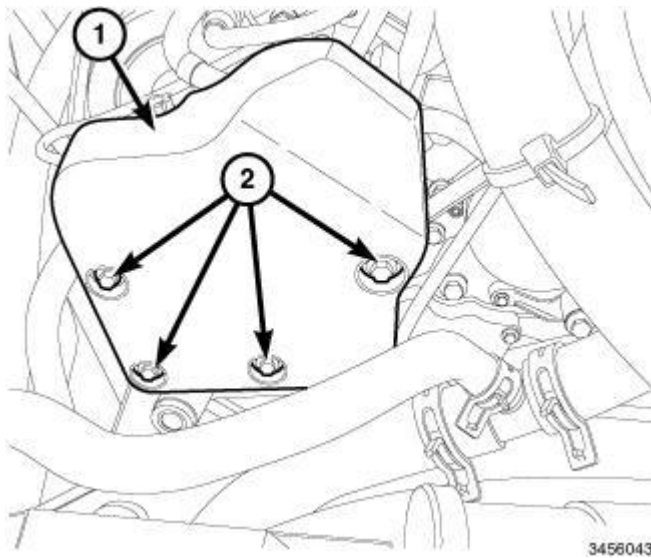


Fig. 142: High Pressure Pump Blocker Shield & Bolts
Courtesy of CHRYSLER GROUP, LLC

23. Install the fuel injection pump blocker shield. Tighten bolts to 25 N.m (18 ft. lbs.).

24. Install air cleaner body and turbocharger inlet hose. Refer to **BODY, AIR CLEANER, INSTALLATION**.
25. Install the charge air resonator (3) and attach the clips (1).
26. Install the CAC hose (2) from the turbocharger.
27. Connect the CAC hose to resonator (3).
28. Raise and support the vehicle.
29. Install bolt securing the power steering supply line and securely tighten.
30. Install the front suspension skid plate. Refer to **PLATE, SKID, FRONT, INSTALLATION**.
31. Install the front skid plate. Refer to **PLATE, SKID, FRONT, INSTALLATION**.
32. Lower the vehicle.
33. Fill the cooling system. Refer to **STANDARD PROCEDURE**.
34. Connect the negative battery cable.
35. Start the engine, run until warm, turn engine off and inspect for leaks).



Fig. 143: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

36. Install the engine cover (1).

LIFTER(S), HYDRAULIC

DESCRIPTION

DESCRIPTION

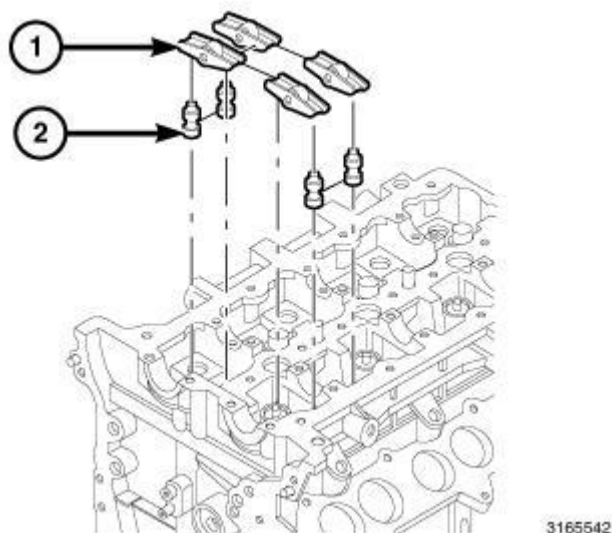


Fig. 144: Rocker Arms & Hydraulic Lifters
Courtesy of CHRYSLER GROUP, LLC

Valve lash is controlled by hydraulic lifters located inside the cylinder head, in tappet bores below the camshafts.

REMOVAL

REMOVAL

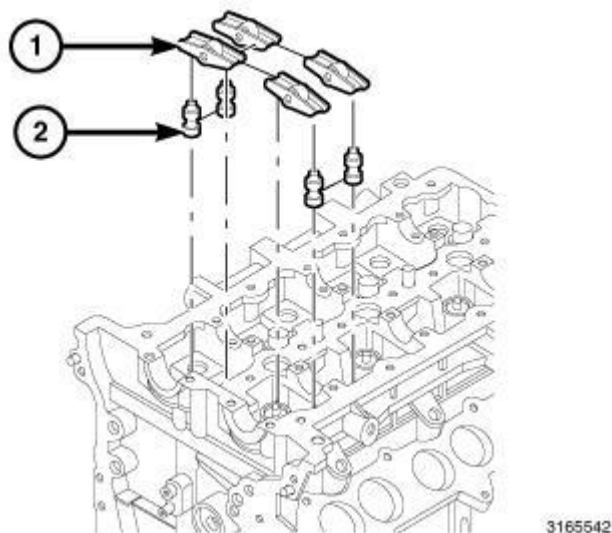


Fig. 145: Rocker Arms & Hydraulic Lifters
Courtesy of CHRYSLER GROUP, LLC

1. Remove the appropriate camshafts. Refer to CAMSHAFT, ENGINE, REMOVAL.

NOTE: When the lifters are removed from the engine, they must be stored upright

and in clean conditions.

2. Remove the rocker arm (1) and lifter (2) assembly.

INSPECTION

INSPECTION

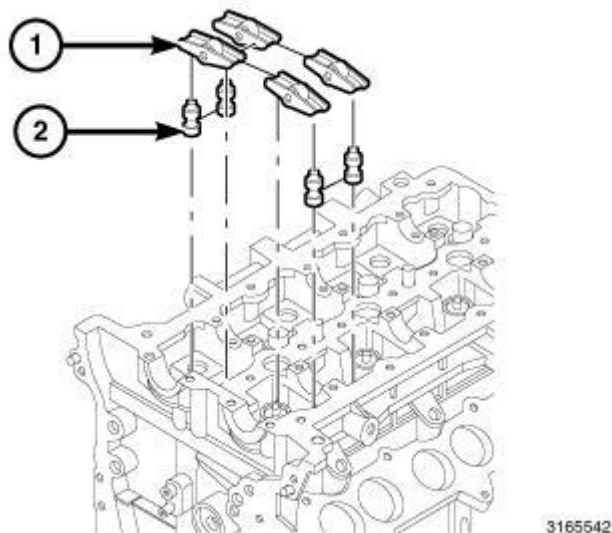


Fig. 146: Rocker Arms & Hydraulic Lifters
Courtesy of CHRYSLER GROUP, LLC

1. Clean each lifter assembly in cleaning solvent to remove all varnish and sludge deposits. Inspect for indications of scuffing on the side and base of each lifter body (2).
2. Squeeze the lifter and be sure that the spring returns the lifter to its correct position.
3. Inspect the rocker arm (1) roller for damage or excessive wear.
4. Replace any worn or damaged components.

INSTALLATION

INSTALLATION

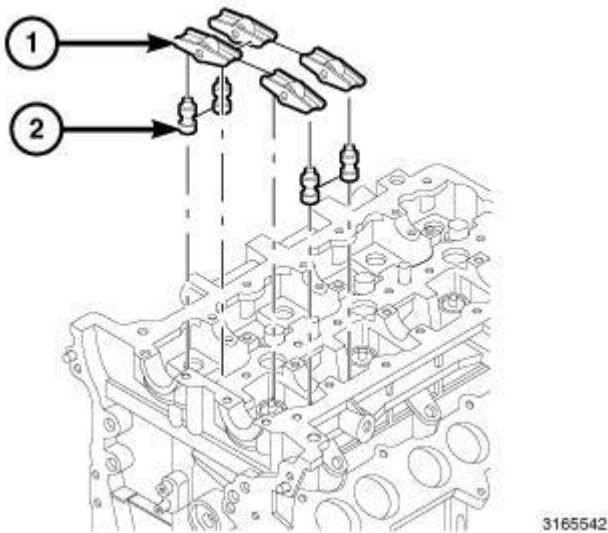


Fig. 147: Rocker Arms & Hydraulic Lifters
Courtesy of CHRYSLER GROUP, LLC

CAUTION: When the lifters are removed from the engine, they must be stored upright and in clean conditions. Install the rocker arms and lifters in the same location as when removed.

CAUTION: Replacement of the camshaft will also require replacement of the rocker arms and lifters.

NOTE: Rocker arms and lifters must be installed in the same location as when removed.

1. Install the lifter (2) and the rocker arm (1) in the same location as noted during removal.
2. Install the camshaft(s). Refer to CAMSHAFT, ENGINE, INSTALLATION.

ROCKER ARM, VALVE

DESCRIPTION

DESCRIPTION

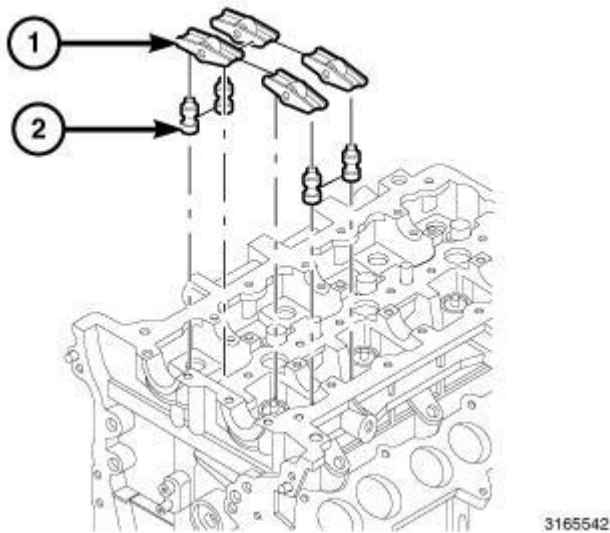


Fig. 148: Rocker Arms & Hydraulic Lifters
Courtesy of CHRYSLER GROUP, LLC

The rocker arms (1) are located on the top of the hydraulic lifters (2) and the valves. The rocker arms are held in position by resting on top of the valve and the hydraulic lifter pivoting ball. There is a spring clip that holds the rocker arm to the hydraulic lifters pivoting ball.

OPERATION

OPERATION

The rocker arms are used as a link between the camshaft and valves. As the camshaft rotates, the lobes of the camshafts apply downward pressure on the rocker arms. This pressure is then transmitted to the valves which causes the valves to open.

REMOVAL

REMOVAL

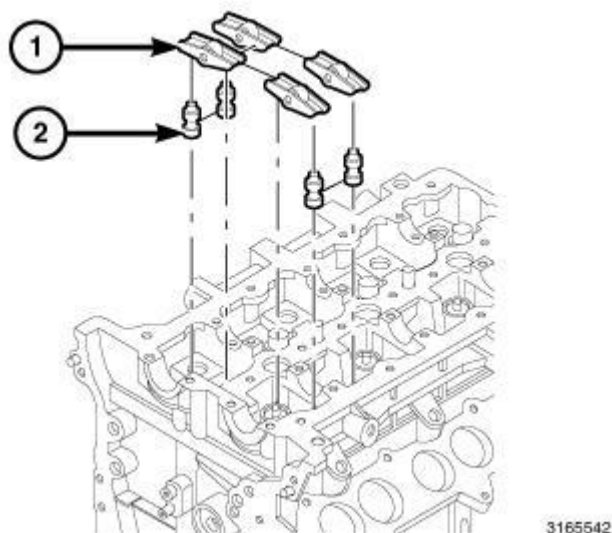


Fig. 149: Rocker Arms & Hydraulic Lifters

Courtesy of CHRYSLER GROUP, LLC

1. Remove the appropriate camshafts. Refer to CAMSHAFT, ENGINE, REMOVAL.

NOTE: Rocker arms and lifters must be installed in the same location as when removed and stored in the up right position.

2. Remove the rocker arm (1) and lifter (2) assembly.

INSTALLATION

INSTALLATION

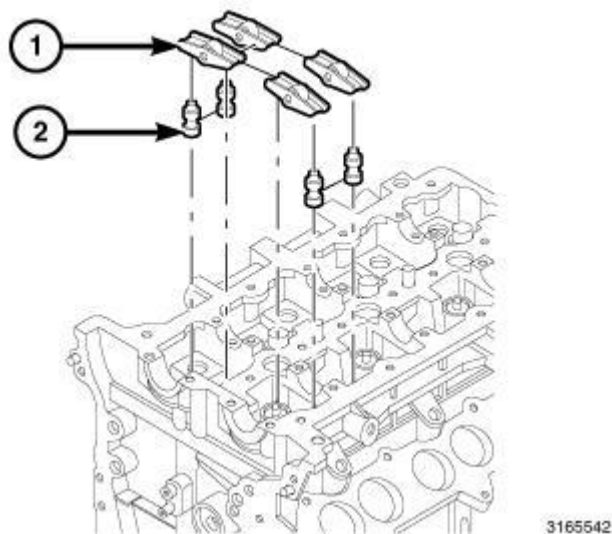


Fig. 150: Rocker Arms & Hydraulic Lifters

Courtesy of CHRYSLER GROUP, LLC

NOTE: **Rocker arms and lifters must be installed in the same location as when removed.**

1. Install the rocker arm (1) and lifter (2) assembly in the same location as noted during removal.
2. Install the camshaft. Refer to **CAMSHAFT, ENGINE, INSTALLATION**.

SEAL(S), CAMSHAFT

REMOVAL

REMOVAL



Fig. 151: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

1. Remove the engine cover (1).

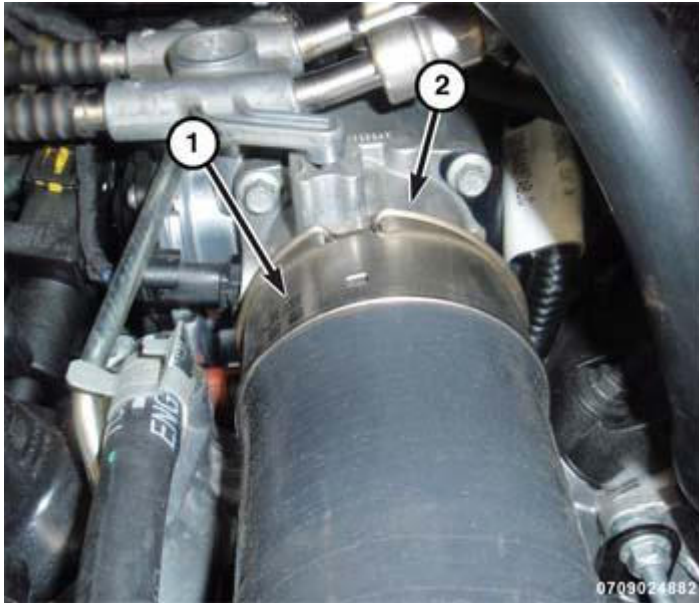


Fig. 152: CAC Hose & EGR Air Flow Control Valve
Courtesy of CHRYSLER GROUP, LLC

2. Disconnect the Charge Air Cooler (CAC) hose (1) from the EGR air flow control valve (2).
3. Remove the electric vacuum pump. Refer to **PUMP, ELECTRIC VACUUM, REMOVAL** .
4. Remove the crankcase pressure sensor. Refer to **SENSOR, CRANKCASE PRESSURE, REMOVAL** .
5. Disconnect the CCV hose (1) from oil breather/camshaft seal housing.

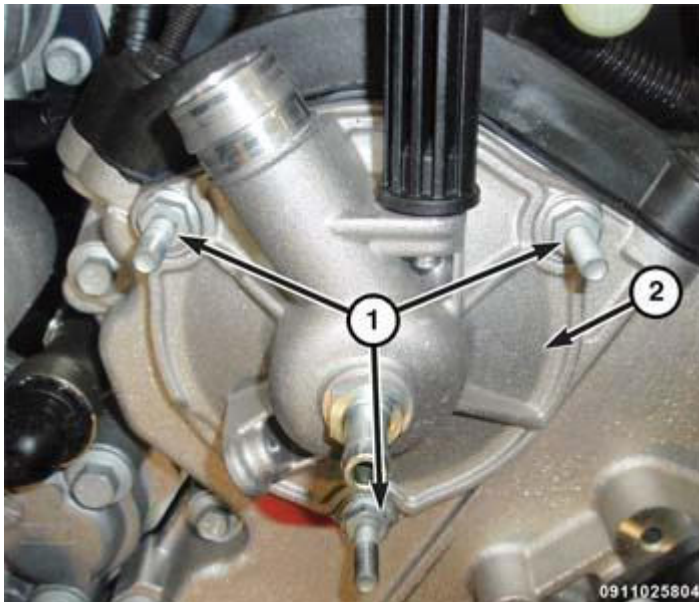
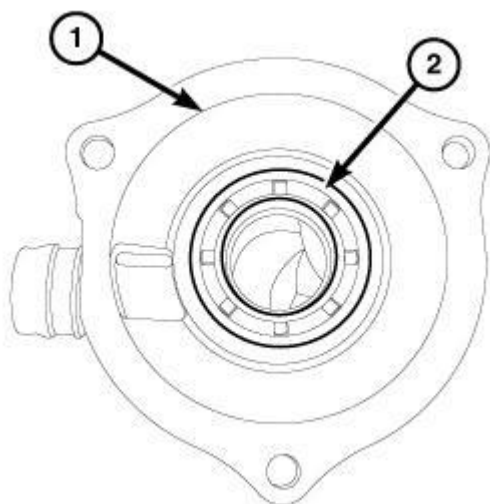


Fig. 153: Oil Breather/Camshaft Seal Housing & Bolts
Courtesy of CHRYSLER GROUP, LLC

6. Remove bolts (1) and the oil breather/camshaft seal housing (2).
7. Remove and discard gasket.



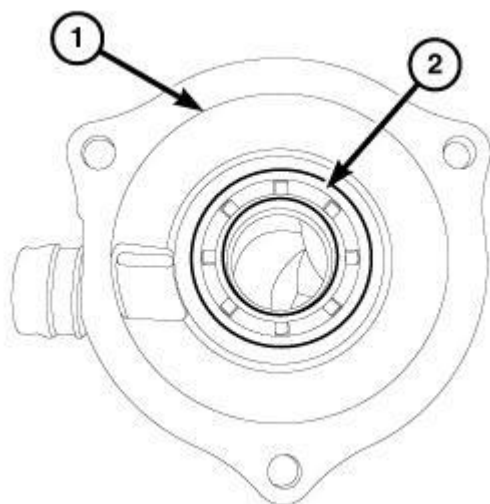
3404443

Fig. 154: Oil Breather/Camshaft Seal Housing & Camshaft Seals
Courtesy of CHRYSLER GROUP, LLC

8. Using a suitable tool remove the camshaft oil seal (2).

INSTALLATION

INSTALLATION



3404443

Fig. 155: Oil Breather/Camshaft Seal Housing & Camshaft Seals
Courtesy of CHRYSLER GROUP, LLC

1. Clean all gasket sealing mating surfaces.
2. Install the camshaft seals (2) into oil breather/camshaft seal housing (1).

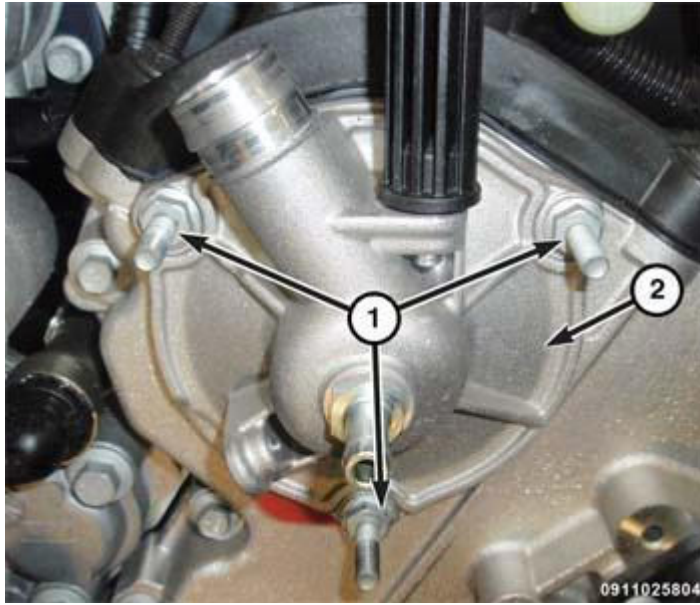


Fig. 156: Oil Breather/Camshaft Seal Housing & Bolts
Courtesy of CHRYSLER GROUP, LLC

3. Using a new gasket, install the oil breather/camshaft seal housing (2). Tighten bolts (1) to 14 N.m (124 in. lbs.).
4. Connect the CCV hose to the oil breather/camshaft seal housing.
5. Install the crankcase pressure sensor. Refer to **SENSOR, CRANKCASE PRESSURE, INSTALLATION**.
6. Install the electric vacuum pump. Refer to **PUMP, ELECTRIC VACUUM, INSTALLATION**.

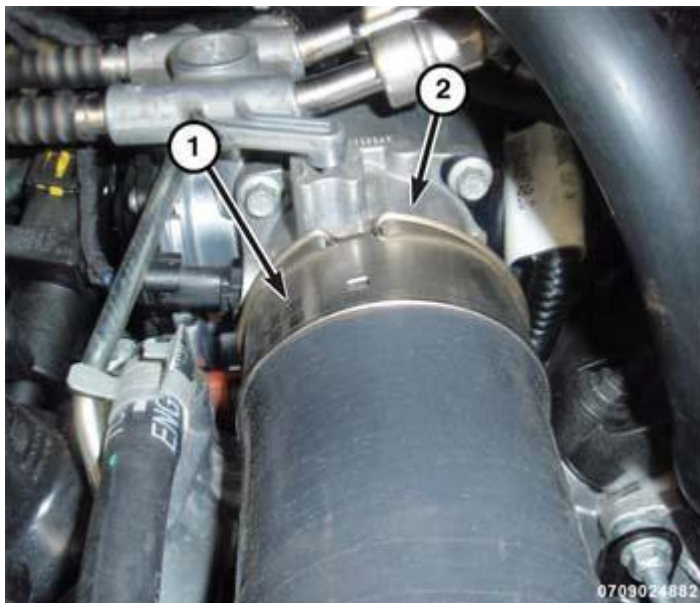


Fig. 157: CAC Hose & EGR Air Flow Control Valve
Courtesy of CHRYSLER GROUP, LLC

7. Connect the CAC hose (1) to the EGR air flow control valve (2).



Fig. 158: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

8. Install the engine cover.

VALVES, INTAKE AND EXHAUST

STANDARD PROCEDURE

VALVE SEALS

1. Disconnect the negative battery cable.
2. Remove the cylinder head and place on work bench. Refer to **CYLINDER HEAD, REMOVAL**.

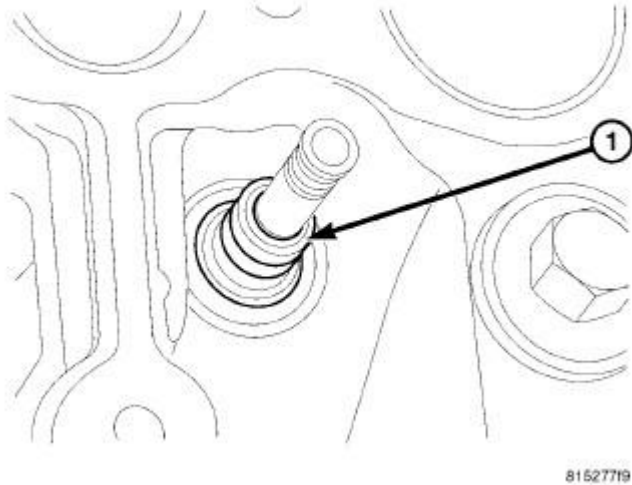


Fig. 159: Valve Seal

Courtesy of CHRYSLER GROUP, LLC

3. Use Valve Spring Compressor Tool (special tool #C-3422-D, Compressor, Valve Spring) and Valve Spring Compressor Adapter (special tool #10224, Adapter, Valve Spring) and compress each valve spring.
4. Remove the valve locks, retainers, and springs.
5. Remove the valve seal (1).
6. Repeat this procedure for all cylinders.

VALVE SERVICE

This procedure is done with the engine cylinder head removed from the block.

DISASSEMBLY

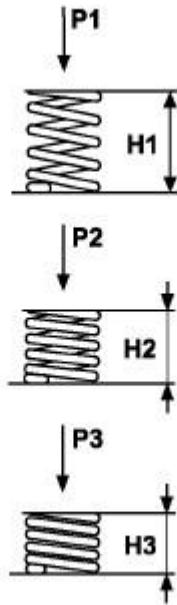
1. Remove the engine cylinder head from the cylinder block. Refer to **CYLINDER HEAD, REMOVAL**.
2. Use Valve Spring Compressor Tool (special tool #C-3422-D, Compressor, Valve Spring) and Valve Spring Compressor Adapter (special tool #10224, Adapter, Valve Spring) and compress each valve spring.
3. Remove the valve locks, retainers, and springs.
4. Use a smooth stone or a jewelers file to remove any burrs on the top of the valve stem, especially around the groove for the locks.
5. Remove the valves, and place them in a rack in the same order as removed.

VALVE CLEANING

1. Clean all carbon deposits from the combustion chambers, valve ports, valve stems, valve stem guides and head.

- Clean all residue and gasket material from the engine cylinder head machined gasket surface.

INSPECTION



81202782

Fig. 160: Valve Spring Chart
Courtesy of CHRYSLER GROUP, LLC

DESCRIPTION	Load Kg	HEIGHT mm	STATE
P1			
H1	0 Kg	44.1 mm (1.736 in.)	Free Length
P2			
H2	24 Kg	34 mm (1.338 in.)	Closed Valve
P3			
H3	46 Kg	25.5 mm (1.003 in.)	Valve Open

- Inspect for cracks in the combustion chambers and valve ports.
- Inspect for cracks on the exhaust seat.
- Inspect for cracks in the gasket surface at each coolant passage.
- Inspect valves for burned, cracked or warped heads.
- Inspect for scuffed or bent valve stems.
- Replace valves displaying any damage.
- Use the above table for check valve spring height.

VALVE SEAT REFACING

1. Install a pilot of the correct size in the valve guide bore. Reface the valve seat to the specified angle with a good dressing stone. Remove only enough metal to provide a smooth finish.
2. Use tapered stones to obtain the specified seat width when required.

VALVE GUIDES

Valve Guides Stem Clearance	Min	Max
Intake Valve Guide Stem Clearance	0.382 mm (0.150 in.)	0.6 mm (0.023 in.)
Exhaust Valve Guide Stem Clearance	0.382 mm (0.150 in.)	0.6 mm (0.023 in.)

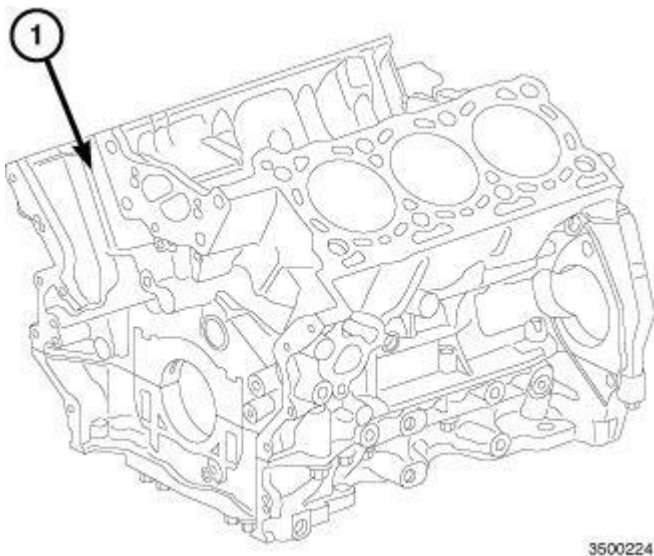
VALVE STEM-TO-GUIDE CLEARANCE MEASUREMENT

1. Measure and record internal diameter of valve guides. Valve guide internal diameter is 6.0 to 6.012 mm (0.2362 to 0.2366 in.).
2. Measure valve stems and record diameters. Intake valve stem diameter 5 mm (0.1968 in.). Exhaust valve stem diameter 5 mm (0.1968 in.).
3. Subtract diameter of valve stem from internal diameter of its respective valve guide to obtain valve stem clearance in valve guide. Clearance of inlet valve stem in valve guide is 0.03 to 0.06 mm (.0011 to .0023 in). Clearance of exhaust valve stem in valve guide is 0.04 to 0.07 mm (.0015 to .0027 in).
4. If valve stem clearance in valve guide exceeds tolerances, new valve guides must be installed.

ENGINE BLOCK

DESCRIPTION

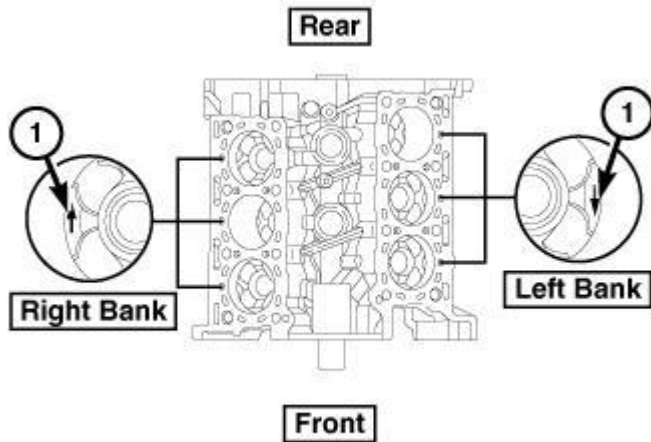
DESCRIPTION



3500224

Fig. 161: 3.0L Engine Block
Courtesy of CHRYSLER GROUP, LLC

The 3.0L engine utilizes a cast Iron cylinder block (1) with a bedplate design. The cylinder angle is 60 degrees V block design. The cylinder block has increased rigidity that reduces structural flexing, plus a fractured connecting rod cap design that can not distort connecting rod cap fit.



3457191

Fig. 162: Arrow Stamped On Piston Crown
Courtesy of CHRYSLER GROUP, LLC

Cylinders are numbered front to back, beginning with the right bank. The right bank cylinders are numbered 1, 2, 3. The left bank cylinders 4, 5, 6. The injection order of the engine is 1-4-2-5-3-6.

STANDARD PROCEDURE

STANDARD PROCEDURE - BEARING SELECTION CHARTS

CONNECTING ROD BEARINGS - LARGE END

Connecting Rod Journal Diameter - Connecting Rod Large End	Bearing Half	Connecting Rod Journal Diameter - Crankshaft		
		A	B	C
		67.500 - 67.494 mm	67.494 - 67.488 mm	67.488 - 67.482 mm
A 71.000 - 71.006 mm	Upper Bearing Shell	Red	Red	Blue
	Lower Bearing Shell	Red	Blue	Blue
B 71.006 - 71.012 mm	Upper Bearing Shell	Red	Blue	Blue
	Lower Bearing Shell	Blue	Blue	Yellow

2014 RAM 1500 Laramie

2014 ENGINE 3.0L Diesel - Service Information - Ram Pickup

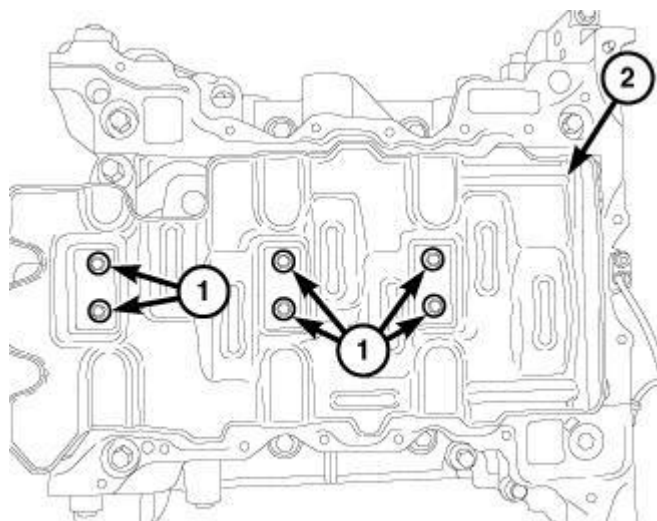
C 71.012 - 71.018 mm	Upper Bearing Shell	Blue	Blue	Yellow
	Lower Bearing Shell	Blue	Yellow	Yellow

CRANKSHAFT BEARINGS

Cylinder Block Seat Diameter (Bed Plate)	Bearing Half	Crankshaft Main Journal Diameter		
		A	B	C
		73.958 - 73.952 mm	73.952 - 73.946 mm	73.946 - 73.940 mm
A 78.000 - 78.006 mm	Upper Bearing Shell	Red	Red	Blue
	Lower Bearing Shell	Red	Blue	Blue
B 78.006 - 78.012 mm	Upper Bearing Shell	Red	Blue	Blue
	Lower Bearing Shell	Blue	Blue	Yellow
C 78.012 - 78.018 mm	Upper Bearing Shell	Blue	Blue	Yellow
	Lower Bearing Shell	Blue	Yellow	Yellow

BEARING(S), CONNECTING ROD**REMOVAL****REMOVAL**

1. Disconnect negative battery cable.
2. Remove the engine from vehicle. Refer to **REMOVAL**.
3. Remove the oil pump pickup tube. Refer to **PICK-UP, OIL PUMP, REMOVAL**.

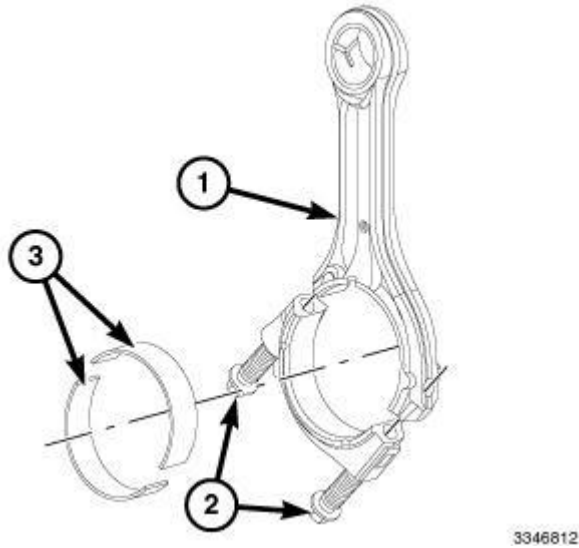


3356114

Fig. 163: Windage Tray & Bolts

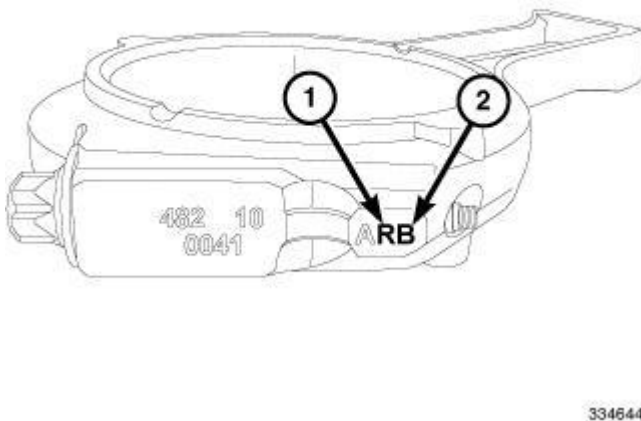
Courtesy of CHRYSLER GROUP, LLC

4. Remove bolts (1) and the windage tray (2).

**Fig. 164: Connecting Rod, Bearings & Bolts**

Courtesy of CHRYSLER GROUP, LLC

5. Remove the connecting rod bearing caps one at a time and discard bolts (2).
6. Carefully remove the upper half and lower bearing half (3) from the connecting rod.

INSTALLATION**INSTALLATION****Fig. 165: Connecting Rod Shaft & Class Identification Mark**

Courtesy of CHRYSLER GROUP, LLC

NOTE: If the connecting rod has to be replaced only use connecting rod of the same weight, recognizable by a letter stamped on connecting rod shaft (1).

NOTE: Connecting rods can only be replace in sets of six, not individually.

1. Each connecting rod has its own letter class identification mark (2) on connecting rod for bearing selection.

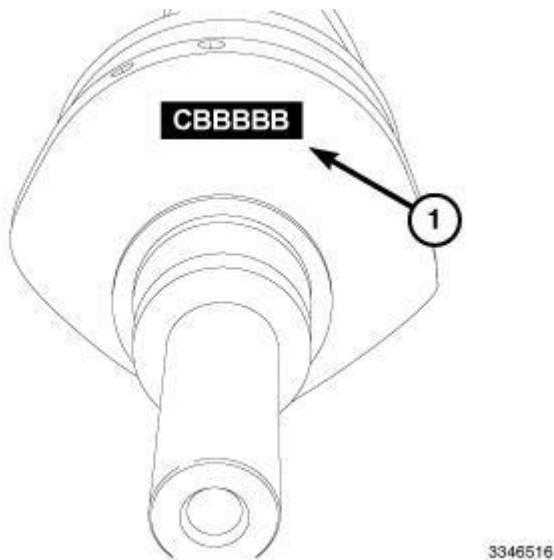


Fig. 166: Letters Stamped Into Crankshaft
Courtesy of CHRYSLER GROUP, LLC

2. Letter class identification mark on crankshaft (1).

Cylinder No.	1	2	3	4	5	6
Crankshaft Letter	C	B	B	B	B	B
Connecting Rod Letter	B	B	A	A	A	A

3. Choose the correct connecting rod bearings size from the above table. To determine the correct bearing size for each cylinder, each connecting rod "letter class" (letter stamped on each connecting rod) must be matched with crankshaft "letter class" (6 digits letters stamped on the first crankshaft counter weight). The letters stamped on the crankshaft are in the same orders as the cylinders. The first letter correspond to the first cylinder (timing system side), the second letter to the second one, etc. See bearing selection chart. Refer to **STANDARD PROCEDURE - BEARING SELECTION CHARTS**.

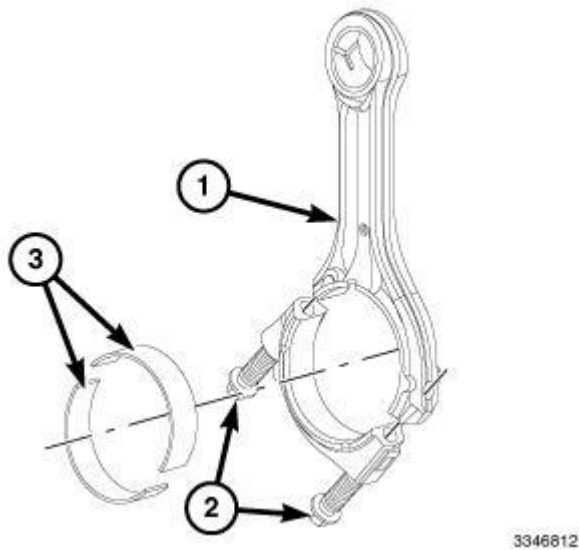


Fig. 167: Connecting Rod, Bearings & Bolts
 Courtesy of CHRYSLER GROUP, LLC

4. Assemble connecting rod bearings (3) and bearing caps to their respective connecting rods (2) ensuring that the serrations on the cap and. Reference marks are aligned.
5. Using new bolts, tighten the connecting rod cap bolts to:
 - Step 1: Tighten to 10 N.m (88 in. lbs.).
 - Step 2: Tighten each bolt to 25 N.m (18 ft. lbs.).
 - Step 3: Tighten each bolt an additional 75 degrees turn.
 - Step 4: With the torque wrench set at 50 N.m (37 ft. lbs.) to check the tightening of each bolt.

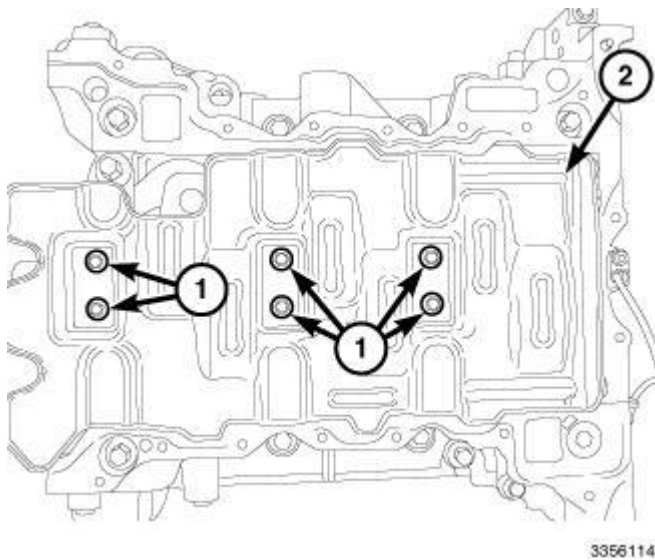


Fig. 168: Windage Tray & Bolts
 Courtesy of CHRYSLER GROUP, LLC

6. Install the windage tray (2). Tighten bolts (1) to 11 N.m (97 in. lbs.).

7. Install the oil pump pickup tube. Refer to **PICK-UP, OIL PUMP, INSTALLATION**.
8. Install the engine into vehicle. Refer to **INSTALLATION**.
9. Connect the negative battery cable.

BEARING(S), CRANKSHAFT, MAIN

DESCRIPTION

DESCRIPTION

The bottom of the cylinder block has provisions for mounting the bedplate and the oil jets. The bedplate houses the other half of the main bearing shell. The bedplate is made of cast iron and bolts to the cylinder block. There is twenty six M12 mounting bolts, and three M8 mounting bolts.

The number four main bearing serves as the thrust washer location.

The upper main bearings have a oil supply holes and center grooves for lubrication of the main journals. The lower main bearings provide strength where it is needed.

The upper main bearings are available in three different thicknesses bearings. A color coded mark on the side of the bearing is used to identify it's thickness. Each color coded bearing is matched to it's respective journal. The select fit is obtained by matching the color coded bearings to grade identification marks on the cylinder block and crankshaft. Letters marked on the cylinder block identify the color of each upper-half main bearing, while letters marked on the front end of the crankshaft indicate the color of each lower half main bearing.

REMOVAL

REMOVAL

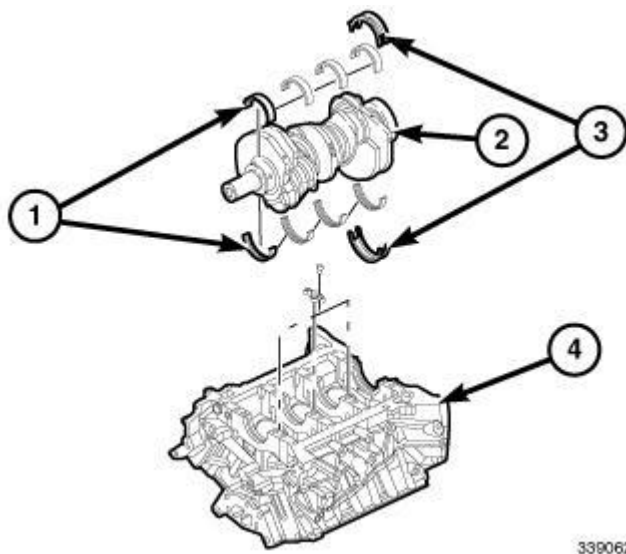


Fig. 169: Crankshaft, Bearings, Thrust Bearing & Engine Block
Courtesy of CHRYSLER GROUP, LLC

1. Remove the crankshaft (2). Refer to **CRANKSHAFT, REMOVAL**.

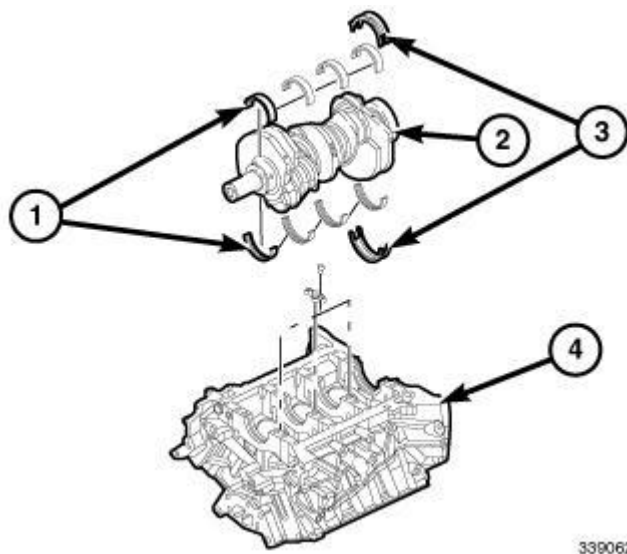
INSTALLATION**INSTALLATION**

Fig. 170: Crankshaft, Bearings, Thrust Bearing & Engine Block
Courtesy of CHRYSLER GROUP, LLC

1. Install the crankshaft (2). Refer to **CRANKSHAFT, INSTALLATION**.

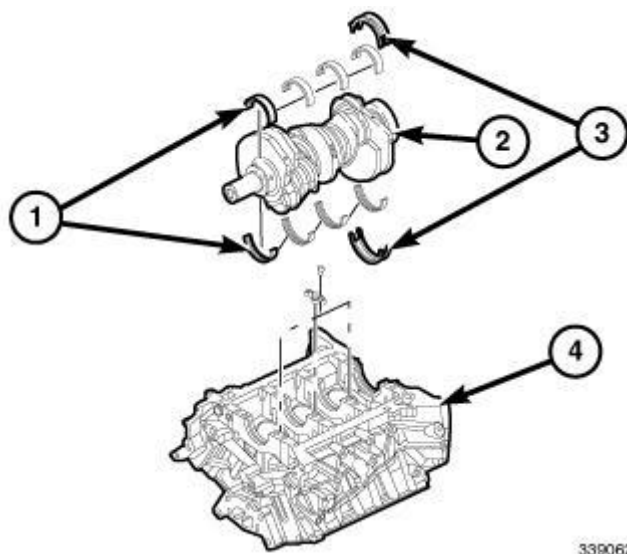
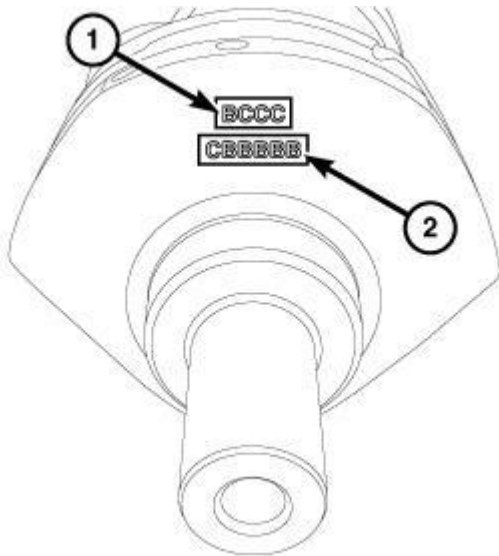
CRANKSHAFT**DESCRIPTION****DESCRIPTION**

Fig. 171: Crankshaft, Bearings, Thrust Bearing & Engine Block
 Courtesy of CHRYSLER GROUP, LLC

The crankshaft (1) for the 3.0L is a forged steel type design with four main bearing journals. The fourth crankshaft support controls crankshaft thrust.



3390754

Fig. 172: Bearing Identification & Letters Stamped Into Crankshaft
 Courtesy of CHRYSLER GROUP, LLC

The bearing identification for the upper crankshaft main journals is etched into the lower right side of engine block and the proper lower bearing selection can be found etched in the front of the crankshaft (1).

OPERATION

OPERATION

The crankshaft transfers force generated by combustion within the cylinder bores to the flexibility. The crankshaft has six separate throws arranged at different angles (splayed) to reduce second order free movements of inertia. Following the injection order 1-4-2-5-3-6, the crankshaft throw angles alternate between 48° and 192°.

In the injection order, together with the splayed throws and the 72° V-block, produce injection intervals of 120° (even fire). After ignition TDC of cylinder number 1, the crankshaft turns 120° to reach TDC of cylinder number 4. The 120° angle (even fire) is the result of the 48° throw angle plus the 72° cylinder block angle.

STANDARD PROCEDURE

MEASURE CRANKSHAFT AND BLOCK JOURNALS

NOTE: After any bearing damage occurred, remove all debris which is present in the main oil gallery, connecting rod bores, and in the crankshaft and oil galleries.

1. Remove crankshaft.
2. Clean all engine parts thoroughly.
3. Inspect crankshaft, replace as necessary.
4. Inspect crankcase for damage.
5. Inspect crankshaft main bearing bedplate for damage.
6. Install the crankshaft main bearing caps and check for out of round. Replace as necessary.
7. Remove the main bearing caps and install the crankshaft with the correct selected bearings.

NOTE: Radial mounting of the main bearings of standard size crankshaft is possible by assigning the color-coded bearing shells. The upper main bearings can be identified by the four digit mark etched on the engine block below the high pressure pump. The lower main bearings can be identified by the code etched on the front of the crankshaft hub.

8. Select the correct bearing shells based upon the crankcase and crankshaft identification marks.
9. Mount crankshaft axially using the thinnest thrust washer.
10. Inspect crankshaft end play. If the crankshaft end play is out of specification, remove the crankshaft and install the larger thrust shim. repeat the procedure until crankshaft end play is within specification.
11. Mount the crankshaft axially again and check each main bearing oil clearance with plasti-gauge. For bearing clearance specifications. Refer to ENGINE SPECIFICATIONS DIESEL .

ASSIGNING CRANKSHAFT MAIN BEARING SHELLS

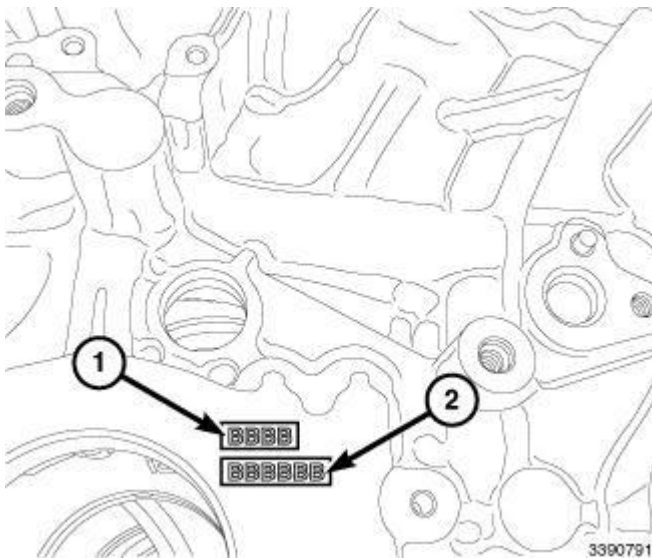
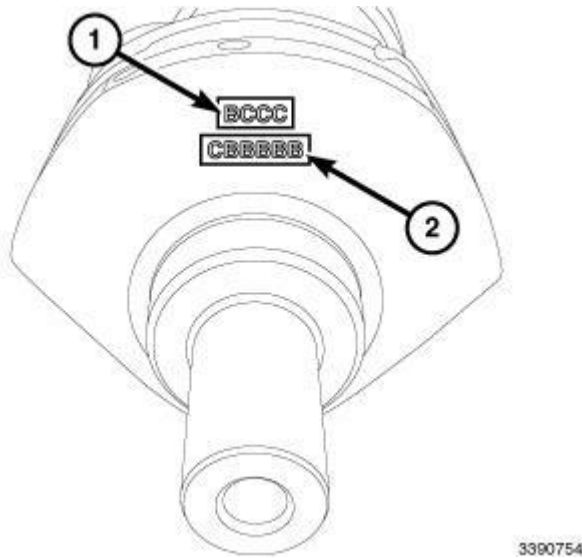


Fig. 173: Upper Main Bearing Identification
Courtesy of CHRYSLER GROUP, LLC

The upper main bearings can be identified by the four digit mark etched in the block (1) next to the oil pump.



3390754

Fig. 174: Bearing Identification & Letters Stamped Into Crankshaft
 Courtesy of CHRYSLER GROUP, LLC

The lower main bearings can be identified by the code etched on the front of the crankshaft counter weight (1). This color code indicates which bearing shell halves are to be used.

CHECKING CRANKSHAFT END PLAY

1. Mount a dial indicator to a stationary point at rear of engine. Locate the probe perpendicular against the rear of the crankshaft.
2. Move the crankshaft all the way to the front of its travel.
3. Zero the dial indicator.
4. Move the crankshaft all the way to the rear of its travel and record the reading on the dial indicator. For crankshaft end play clearances. Refer to the engine specification chart. Refer to **ENGINE SPECIFICATIONS DIESEL** .

REMOVAL

REMOVAL

1. Remove the engine from the vehicle. Refer to **REMOVAL**.
2. Mount the engine to a suitable engine stand.
3. Remove both cylinder heads. Refer to **CYLINDER HEAD, REMOVAL**.
4. Remove the flywheel. Refer to **FLEXPLATE, REMOVAL**.
5. Check the crankshaft end play. Refer to **CHECKING CRANKSHAFT END PLAY** .
6. Remove the oil pump. Refer to **PUMP, ENGINE OIL, REMOVAL**.

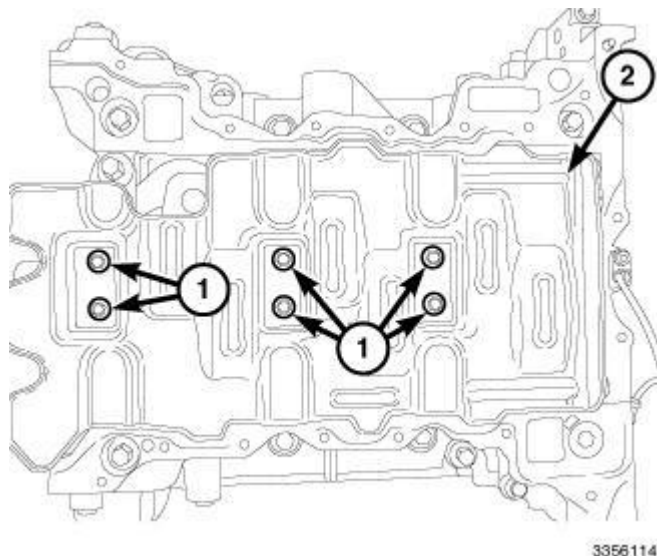


Fig. 175: Windage Tray & Bolts
Courtesy of CHRYSLER GROUP, LLC

7. Remove bolts (1) and the windage tray (2).

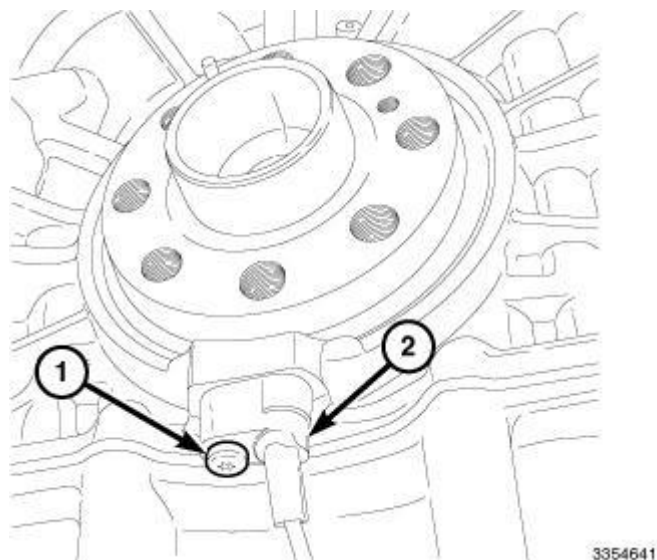
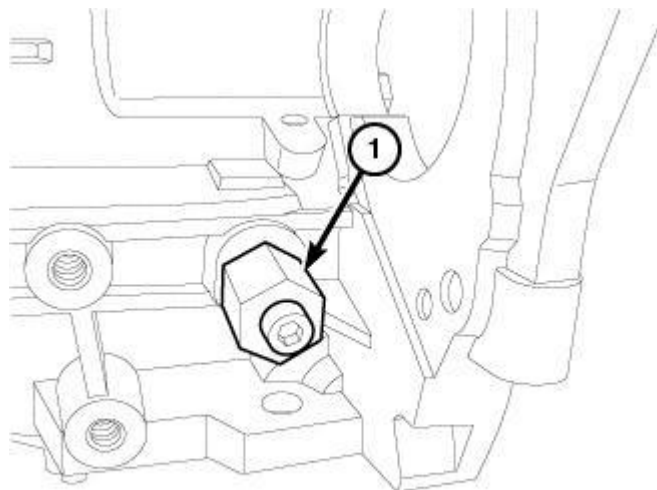


Fig. 176: Crankshaft Position Sensor & Bolt
Courtesy of CHRYSLER GROUP, LLC

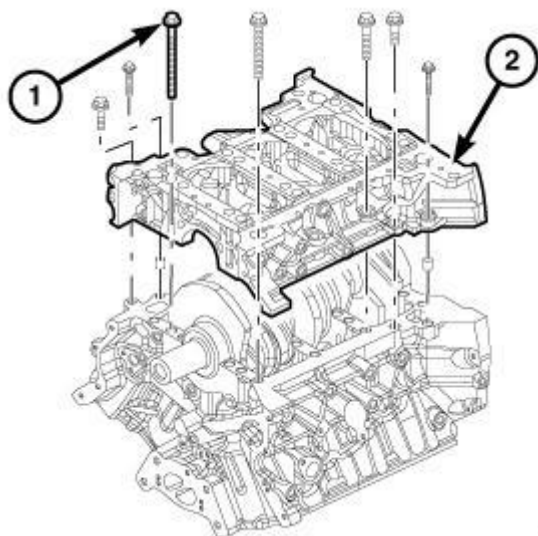
8. Remove bolt (1) and the Crankshaft Position Sensor (CKP) (2).



3192937

Fig. 177: Crankshaft Timing Tool
 Courtesy of CHRYSLER GROUP, LLC

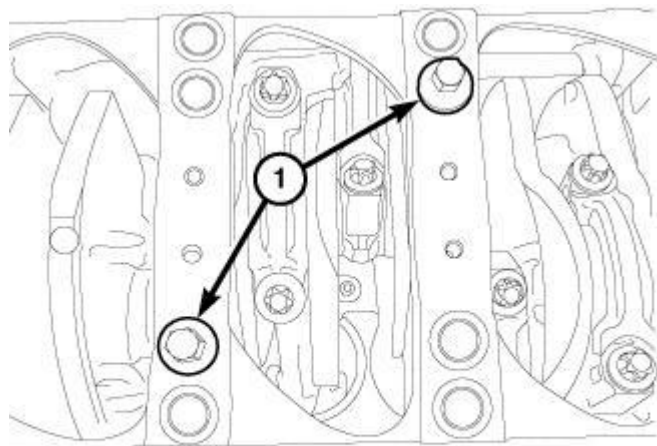
9. Remove the (special tool #VM.10339, Tool, Crankshaft Timing) (1).



3390460

Fig. 178: Bed Plate & Bolts
 Courtesy of CHRYSLER GROUP, LLC

10. Remove bolts (1) securing the bed plate (2) to engine block.

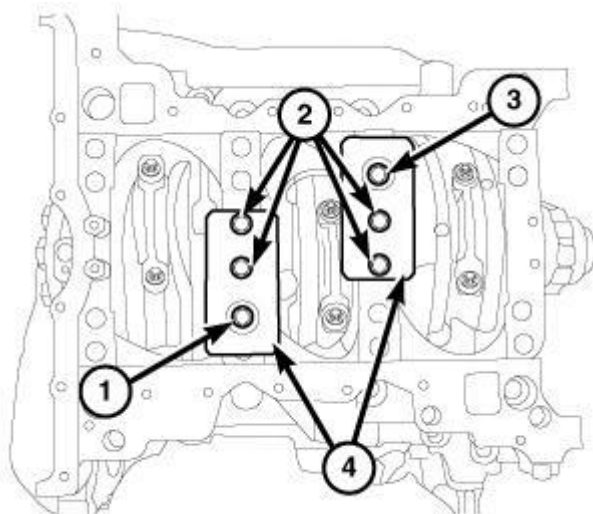


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Fig. 179: Bed Plate Bolts

Courtesy of CHRYSLER GROUP, LLC

11. Install two bed plate bolts (1) finger tight.



3645060

Fig. 180: Bedplate Removal Tools & Bolts

Courtesy of CHRYSLER GROUP, LLC

12. Install the (special tool #VM.10362A, Tool, Bedplate Removal) (4) and securely tighten bolts (2).
13. Loosen bolts (1 and 3) in half turn increments until seal is broken.
14. Removal bolts (2) and the (special tool #VM.10362A, Tool, Bedplate Removal) (4).
15. Remove bolts (1 and 3) and the bed plate.

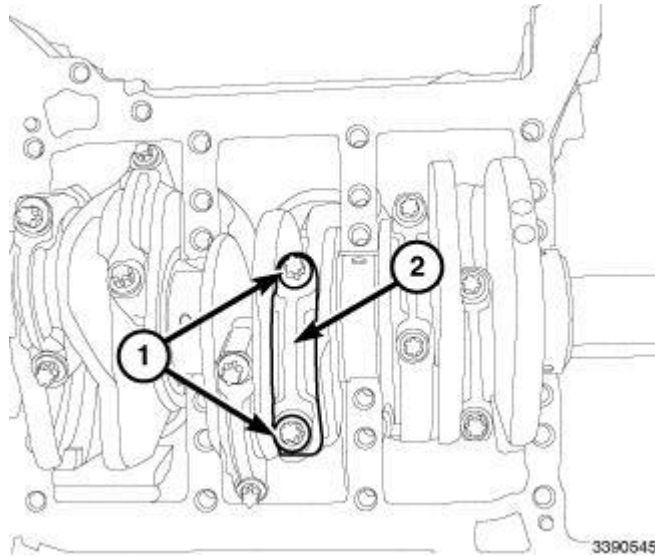


Fig. 181: Connecting Rods Bearing Cap & Bolts
Courtesy of CHRYSLER GROUP, LLC

CAUTION: Do not allow the connecting rods to nick or score the crankshaft during assembly or disassembly.

CAUTION: Do not allow the connecting rod to bend or dent the oil jet. Serious engine damage may result from a misaligned oil jet.

16. Remove bolts (1) and the connecting rods bearing cap (2).

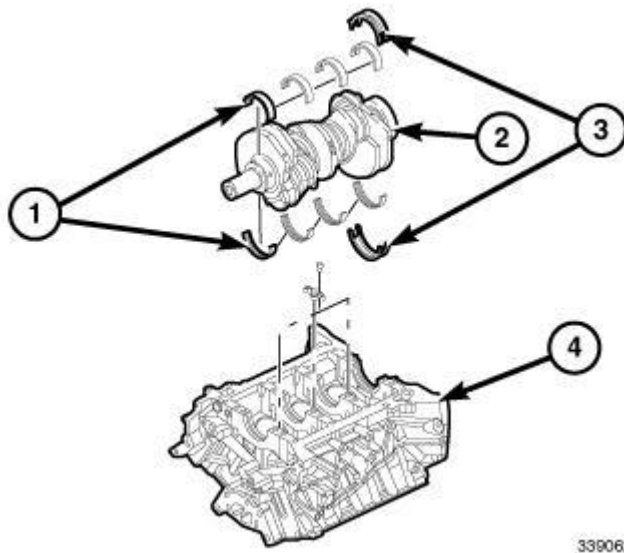


Fig. 182: Crankshaft, Bearings, Thrust Bearing & Engine Block
Courtesy of CHRYSLER GROUP, LLC

17. Remove the crankshaft (2).

18. Remove the thrust washer (3).
19. Remove the crankshaft bearings (1).

INSTALLATION

INSTALLATION

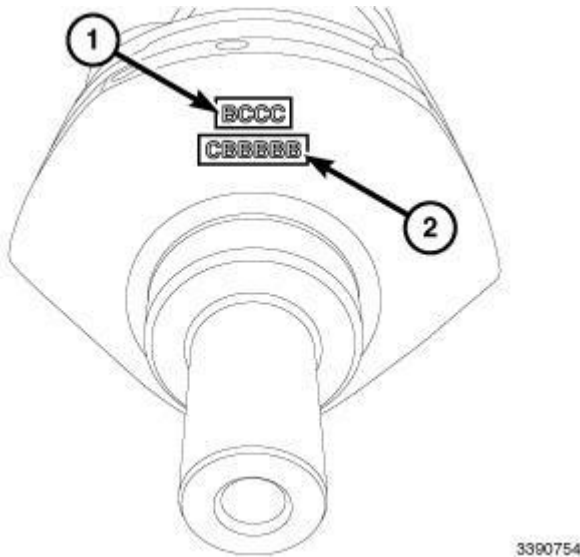


Fig. 183: Bearing Identification & Letters Stamped Into Crankshaft
Courtesy of CHRYSLER GROUP, LLC

1. Clean all sealing and mating surfaces. Be sure that the sealing and mating surfaces are free of oil and debris. Refer to ENGINE GASKET SURFACE PREPARATION.

NOTE: If any bearing damage has occurred, remove all debris from the connecting rod bores, crankshaft, and oil galleries. Remove the steel ball from the main oil gallery before cleaning.

2. Clean and inspect the crankshaft and bearings journals. Replace the bearings as necessary.
3. Locate the crankshaft journal letter class (1) stamp on the crankshaft weight.

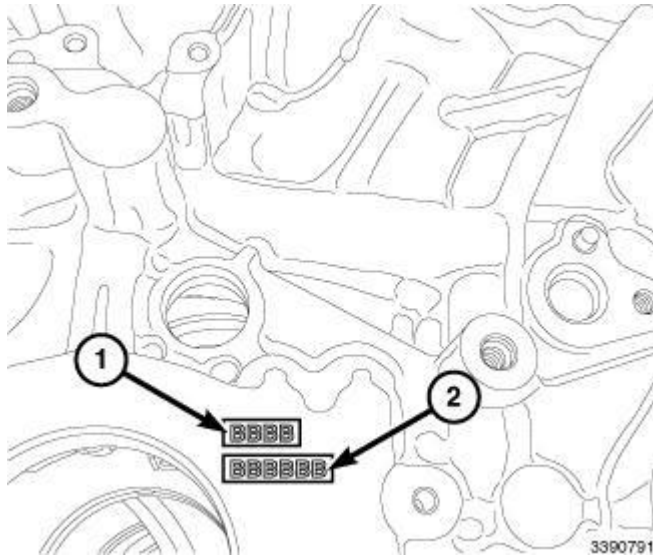


Fig. 184: Upper Main Bearing Identification
Courtesy of CHRYSLER GROUP, LLC

4. Locate the engine block crankshaft journal letter class stamp on the engine block (1).

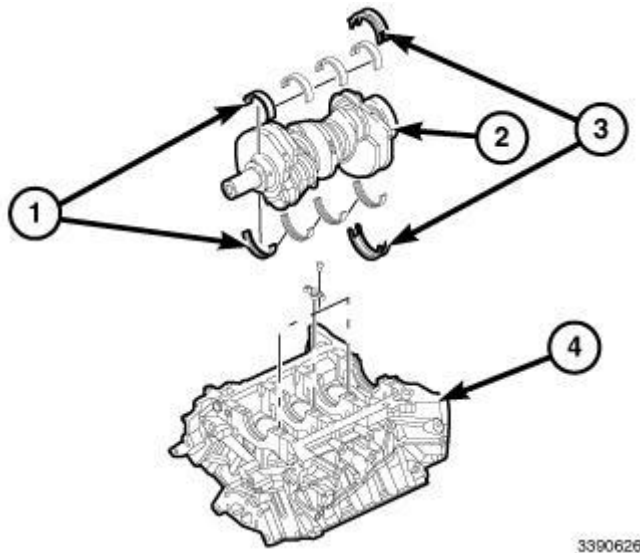


Fig. 185: Crankshaft, Bearings, Thrust Bearing & Engine Block
Courtesy of CHRYSLER GROUP, LLC

5. To determine the correct crankshaft journal letter class, each cylinder block seat diameter letter class must be matched with the crankshaft main journal diameter letter class. Both letter classes stamped on the cylinder block as well as on the crankshaft weight are in a progressive order starting from the front of the engine. The first letter corresponds to the first cylinder, the second to the second, etc. Use the crankshaft bearing selection chart to determine the half shell color. Refer to **MEASURE CRANKSHAFT AND BLOCK JOURNALS**.
6. Select the correct and install top half of the crankshaft bearings (1) and the top half of the crankshaft thrust bearing (3) into engine block (4).

7. Using the bearing selection chart from step five, select the correct bearing and install lower half of the crankshaft bearings (1) and the lower half of the crankshaft thrust bearing (3) into bed plate.

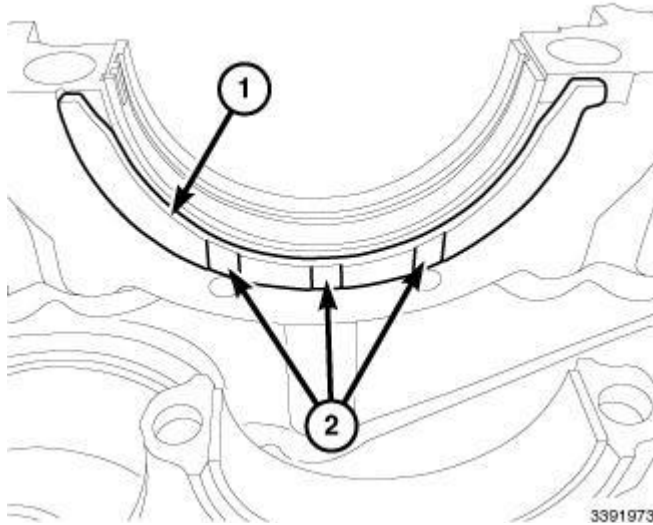


Fig. 186: Thrust Bearings & Oil Discharge Grooves
Courtesy of CHRYSLER GROUP, LLC

8. When installing the thrust bearings (1) in the engine block and bed plate, make sure the oil discharge grooves (2) face towards the crankshaft.

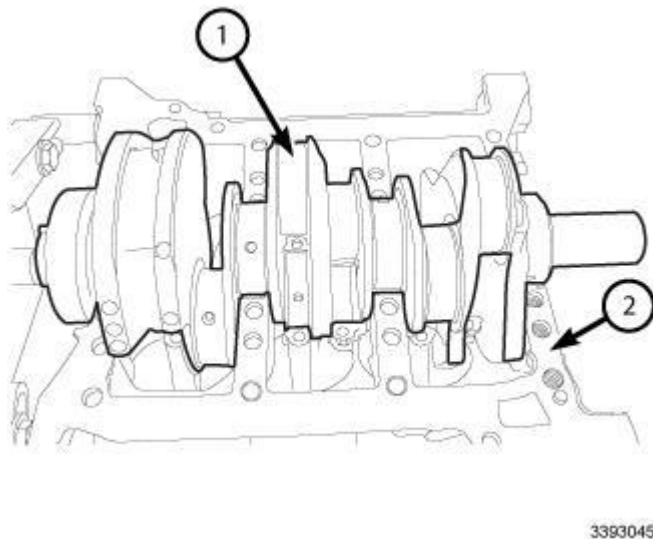


Fig. 187: Crankshaft & Engine Block
Courtesy of CHRYSLER GROUP, LLC

CAUTION: Do not allow the connecting rods to nick or score the crankshaft during assembly or disassembly.

9. Set the crankshaft (2) into the engine block.

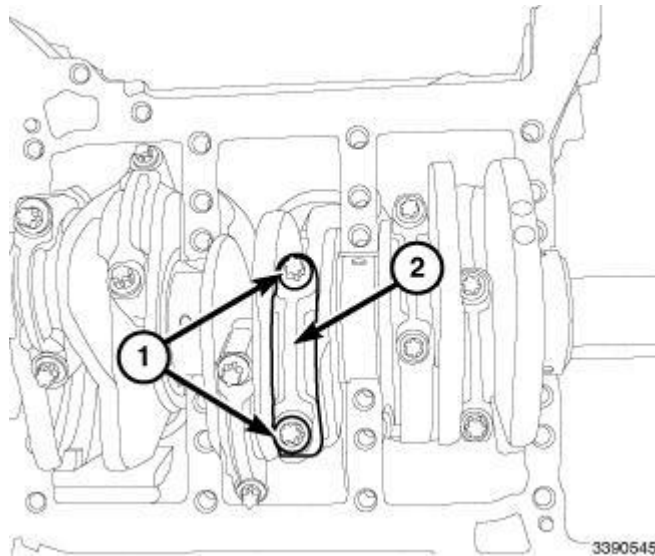


Fig. 188: Connecting Rods Bearing Cap & Bolts
Courtesy of CHRYSLER GROUP, LLC

CAUTION: Do not allow the connecting rod to bend or dent the oil jet. Serious engine damage may result from a misaligned oil jet.

10. Using new connecting rod bearings and bolts (1), install the connecting rod bearing caps (2). Refer to **BEARING(S), CONNECTING ROD, INSTALLATION**.
11. Install the lower half of the crankshaft bearings and the lower half of the crankshaft thrust bearing into bed plate.

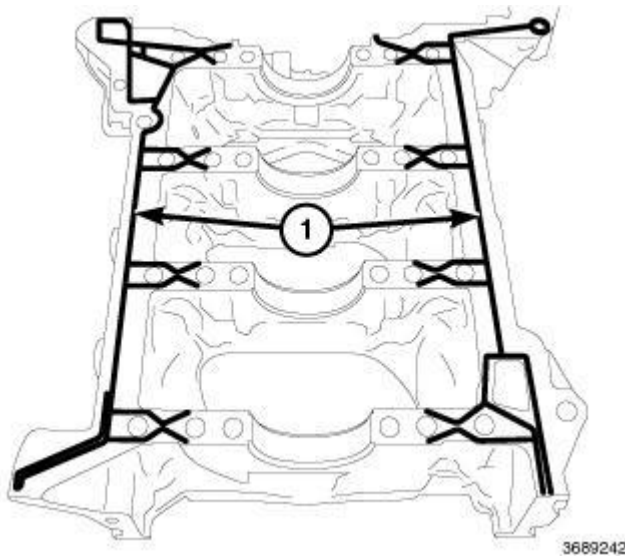


Fig. 189: RTV Sealant Compound On Bed Plate
Courtesy of CHRYSLER GROUP, LLC

12. Clean the gasket sealing surfaces. Refer to ENGINE GASKET SURFACE PREPARATION .

NOTE: Do not let the bed plate sit for longer then 10 minutes after applying sealing compound.

13. Using Mopar® Threebond Engine RTV Sealant, apply a 1.5 mm thick bead of sealing compound to bed plate as illustrated (1) and **DO NOT** spread the sealing bead.

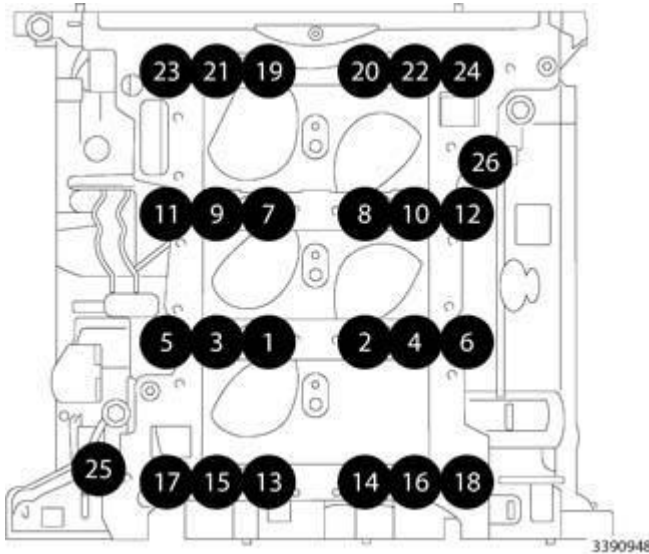


Fig. 190: Bed Plate Onto Engine Block Tightening Sequence
Courtesy of CHRYSLER GROUP, LLC

14. Install the bed plate onto the engine block.
15. Using new bolts, install the twenty six M12 bolts (1 - 26) and the three M8 bolts finger tight.
16. Using the tightening shown in illustration, tighten all M12 bolts to 45 N.m (33 ft. lbs.).

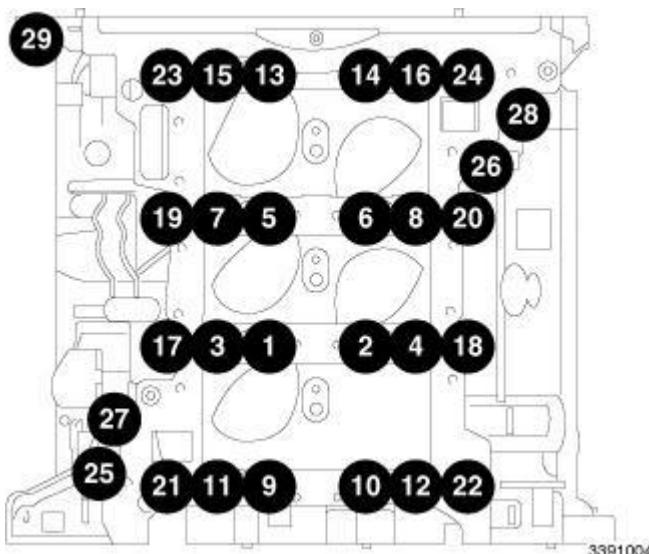


Fig. 191: Bed Plate Tightening Sequence
Courtesy of CHRYSLER GROUP, LLC

17. Using the tighten sequence shown in illustration to the following torque values:
 - Step 1: Using a torque angle gauge, tight the internal bed plate bolts (1 - 16) an additional 110 degrees turn.
 - Step 2: Tight the external bed plate bolts (17 - 26) to 120 N.m (89 ft. lbs.).
 - Step 3: Tighten the three M8 bolts (27 - 29) to 30 N.m 22 ft. lbs.).
 - Step 4: Check the torque of the M12 bolts (1 - 26) in a counterclockwise direction with the torque wrench set at 115 N.m (85 ft. lbs.).
18. The crankshaft should turn freely. If the crankshaft does not turn freely loosen and re-torque the bearing caps.

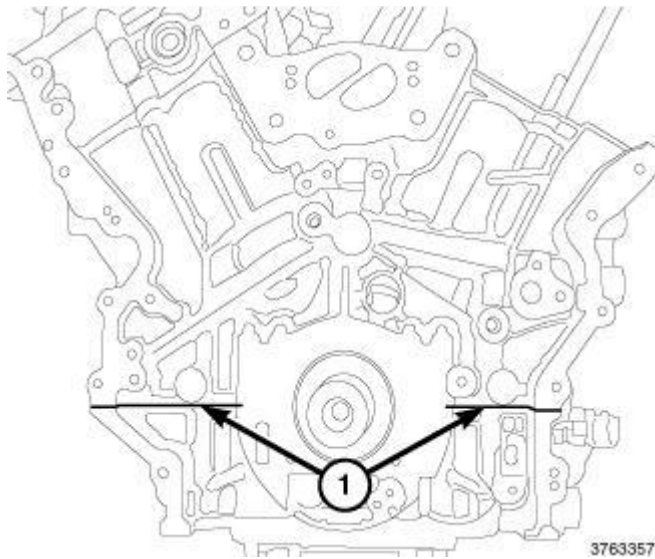


Fig. 192: RTV Sealant Excess Locations
Courtesy of CHRYSLER GROUP, LLC

19. Remove any excess Mopar® Threebond Engine RTV Sealant (1) that may have squeezed out in the front of engine.

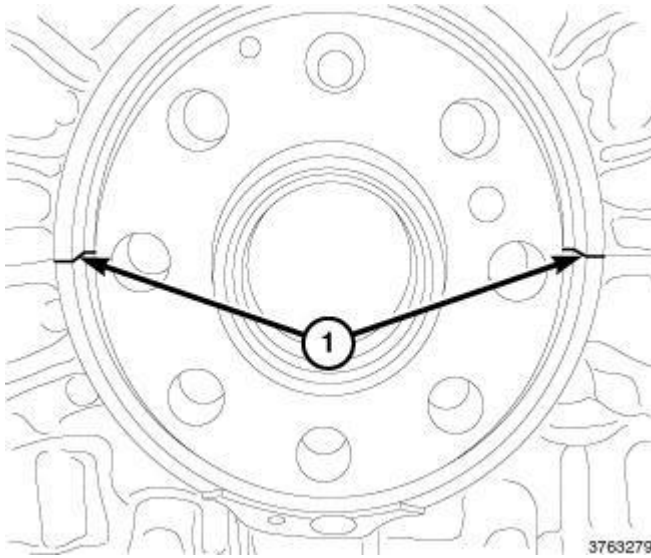


Fig. 193: Rear Oil Seal Excess RTV Sealant Locations
 Courtesy of CHRYSLER GROUP, LLC

20. Remove any excess Mopar® Threebond Engine RTV Sealant (1) that may have squeezed out in rear oil seal bay.
21. Check the crankshaft end play. Refer to **CHECKING CRANKSHAFT END PLAY** .

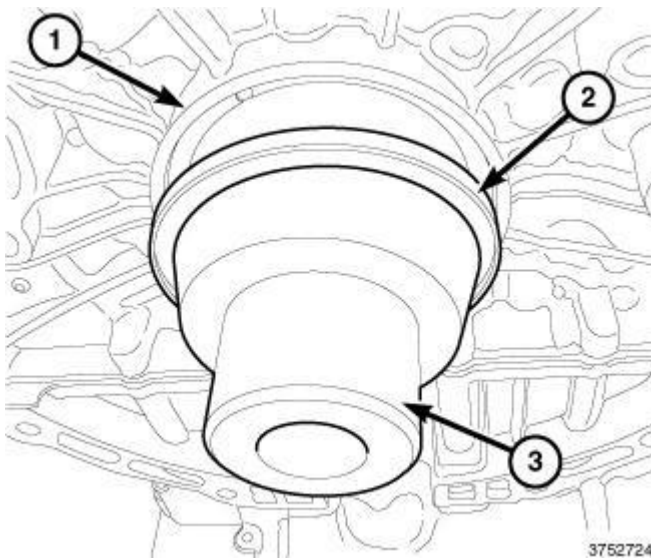


Fig. 194: Rear Seal Guide, Rear Oil Seal & Crankshaft
 Courtesy of CHRYSLER GROUP, LLC

22. Install the (special tool #VM.10341-1, Guide, Rear Seal) (3) and slide the rear oil seal (2) onto the crankshaft.
23. Remove the (special tool #VM.10341-1, Guide, Rear Seal).

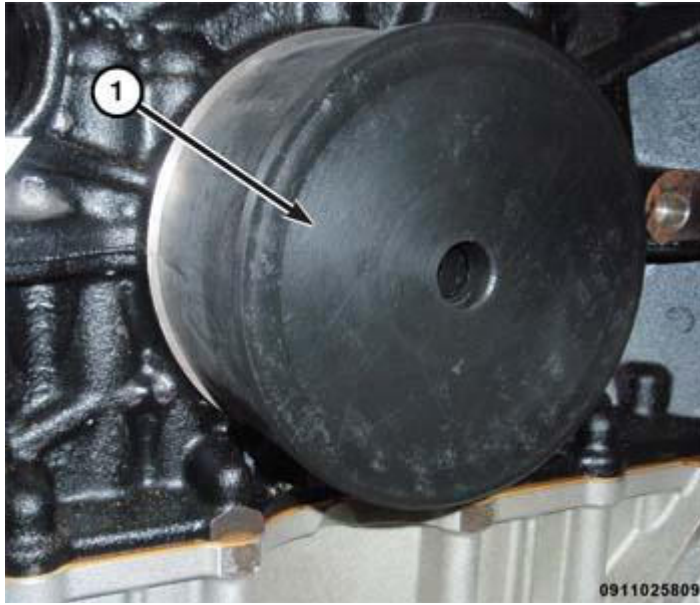


Fig. 195: Rear Seal Installer

Courtesy of CHRYSLER GROUP, LLC

NOTE: Position the flat portion of the Rear Seal Installer should be facing down giving you clearance by the Crankshaft Position Sensor (CKP) boss.

24. Using the (special tool #VM.10341-2, Installer Tool, Rear Seal) (1) install the rear main oil seal into the engine block.

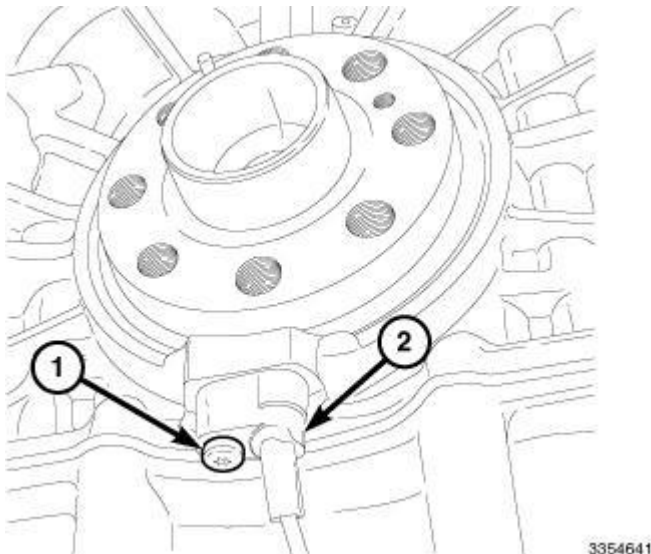


Fig. 196: Crankshaft Position Sensor & Bolt

Courtesy of CHRYSLER GROUP, LLC

25. Install the Crankshaft Position Sensor (CKP) (2). Tighten bolt (1) to 6 N.m (53 in. lbs.).

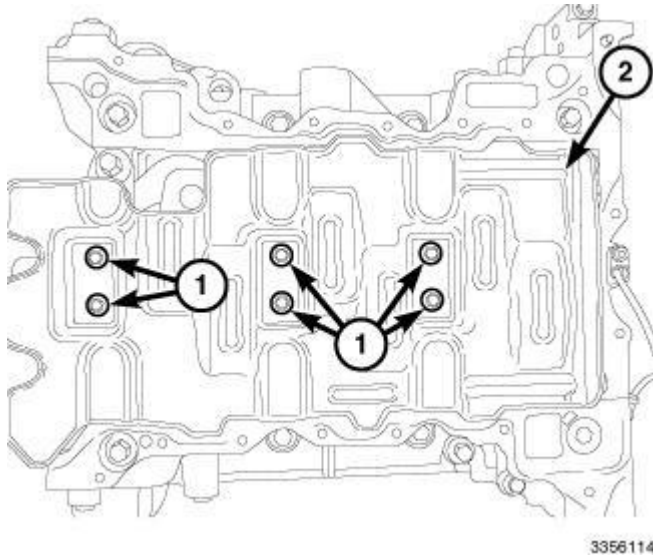


Fig. 197: Windage Tray & Bolts
Courtesy of CHRYSLER GROUP, LLC

26. Install the windage tray (2). Tighten bolts (1) to 11 N.m (97 in. lbs.).
27. Install the oil pump. Refer to **PUMP, ENGINE OIL, INSTALLATION**.

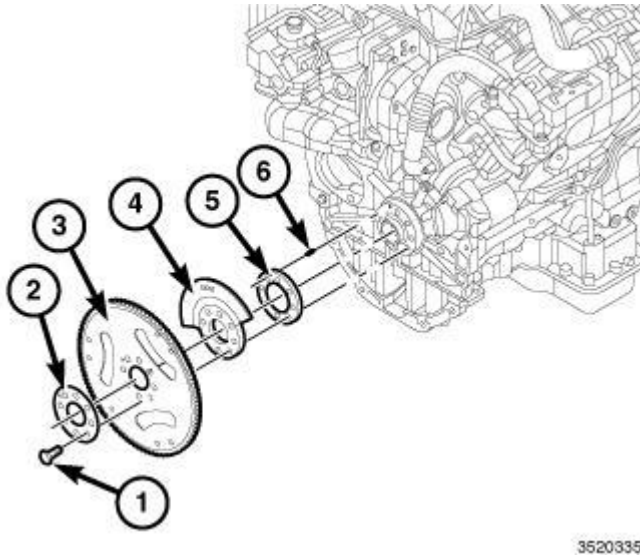


Fig. 198: Flex Plate, Counter Weight, Tone Wheel & Bolts
Courtesy of CHRYSLER GROUP, LLC

28. Install the tone wheel (5), counter weight (4), and the flex plate (3). Refer to **FLEXPLATE, INSTALLATION**.
29. Install both cylinder heads. Refer to **CYLINDER HEAD, INSTALLATION**.
30. Install the engine into vehicle. Refer to **INSTALLATION**.

DAMPER, VIBRATION

REMOVAL**REMOVAL**

Fig. 199: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

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

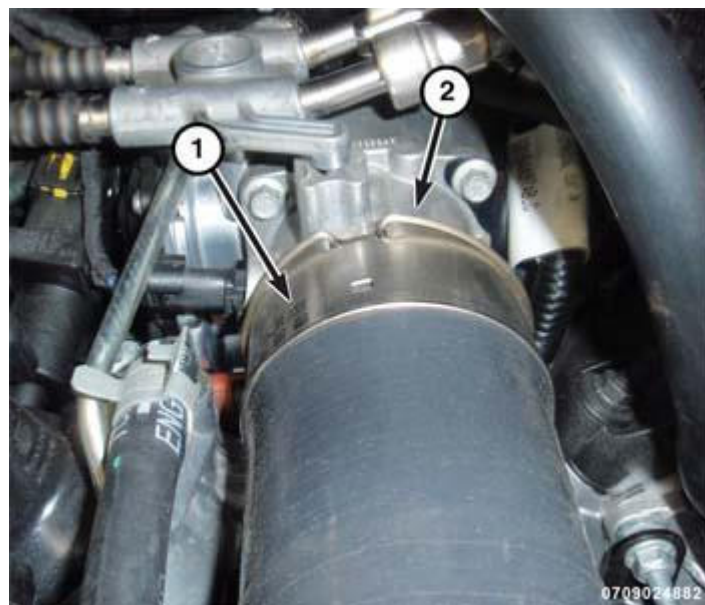
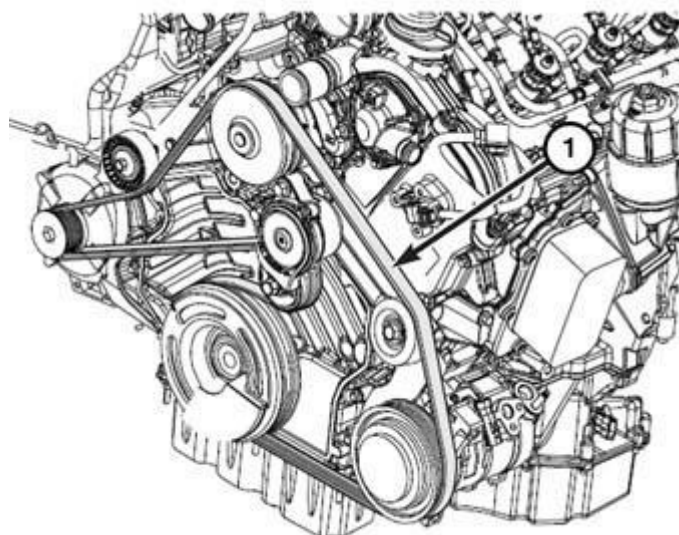


Fig. 200: CAC Hose & EGR Air Flow Control Valve
Courtesy of CHRYSLER GROUP, LLC

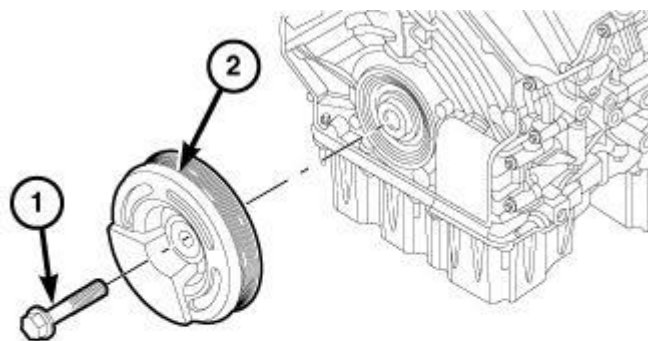
3. Disconnect the CAC hose (1) from the EGR air flow control valve (2) and position aside.



0709024875

Fig. 201: Identifying Belt Tensioner & Belt Routing
Courtesy of CHRYSLER GROUP, LLC

4. Remove the accessory drive belt. Refer to **BELT, SERPENTINE, REMOVAL** .
5. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
6. Lock the engine 30 degrees ATDC. Refer to **LOCKING ENGINE 30 DEGREES AFTER TDC** .



3155678

Fig. 202: Vibration Damper & Bolt
Courtesy of CHRYSLER GROUP, LLC

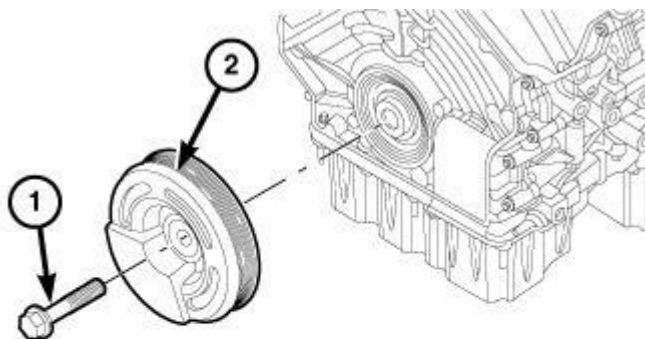
7. Lower the vehicle.

NOTE: The crankshaft damper bolt is a left hand thread.

8. Remove bolt (1) and the vibration damper (2).

INSTALLATION

INSTALLATION

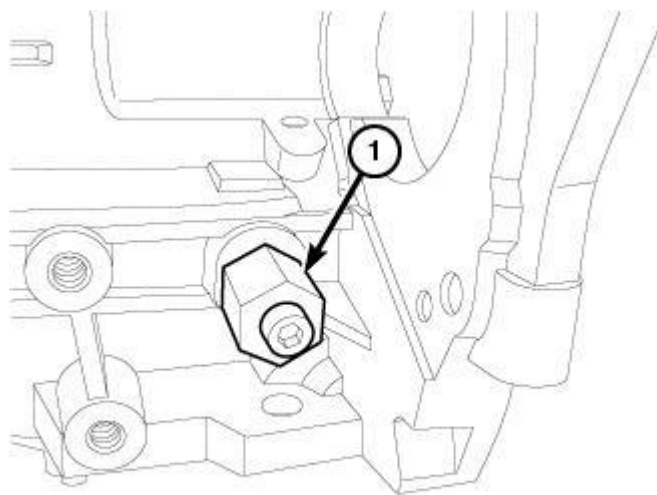


3155678

Fig. 203: Vibration Damper & Bolt
Courtesy of CHRYSLER GROUP, LLC

NOTE: The crankshaft damper bolt is a left hand thread.

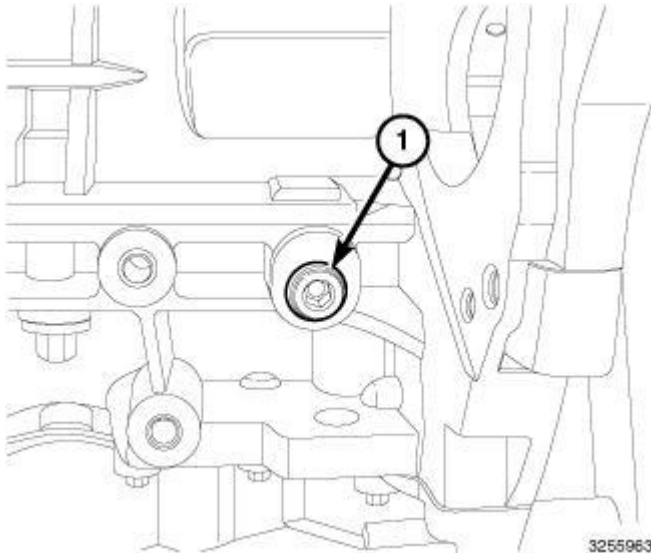
1. Install the vibration damper (2). Tighten bolt (1) to 100 N.m (74 ft. lbs.) plus an additional 125 degrees turn.



3192937

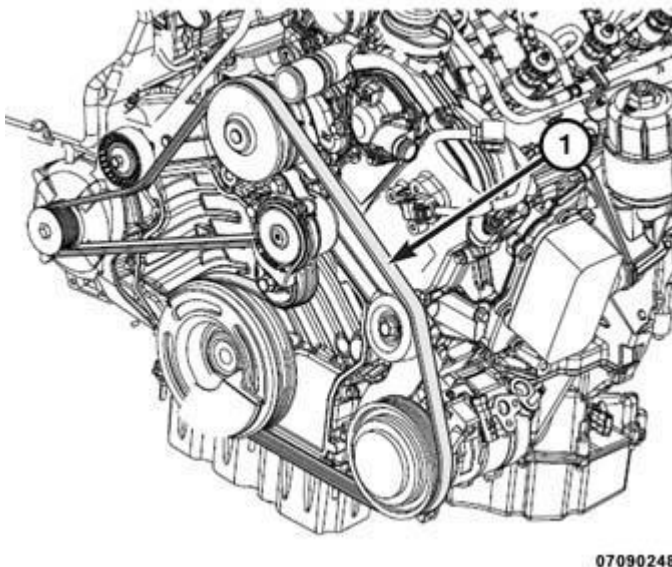
Fig. 204: Crankshaft Timing Tool
Courtesy of CHRYSLER GROUP, LLC

2. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
3. Remove Crankshaft Locking Tool (special tool #VM.10339, Tool, Crankshaft Timing) (1).

**Fig. 205: Engine Block Plug**

Courtesy of CHRYSLER GROUP, LLC

4. Install engine block plug (1). Tighten 30 N.m (22 ft. lbs.).
5. Lower the vehicle.

**Fig. 206: Identifying Belt Tensioner & Belt Routing**

Courtesy of CHRYSLER GROUP, LLC

6. Installed the accessory drive belt. Refer to **BELT, SERPENTINE, INSTALLATION** .

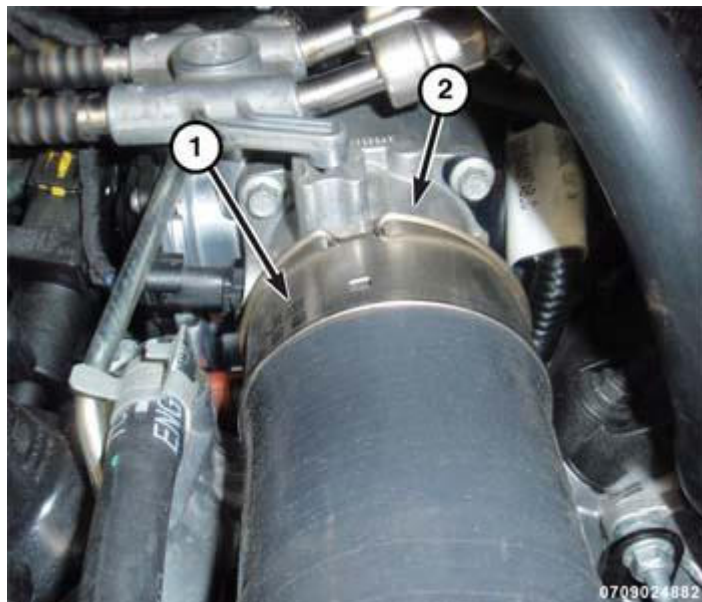


Fig. 207: CAC Hose & EGR Air Flow Control Valve
Courtesy of CHRYSLER GROUP, LLC

7. Connect the Charge Air Cooler (CAC) hose (1) to the EGR air flow control valve (2).



Fig. 208: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

8. Install the engine cover (1).
9. Connect negative battery cable.

FLEXPLATE

DESCRIPTION

DESCRIPTION

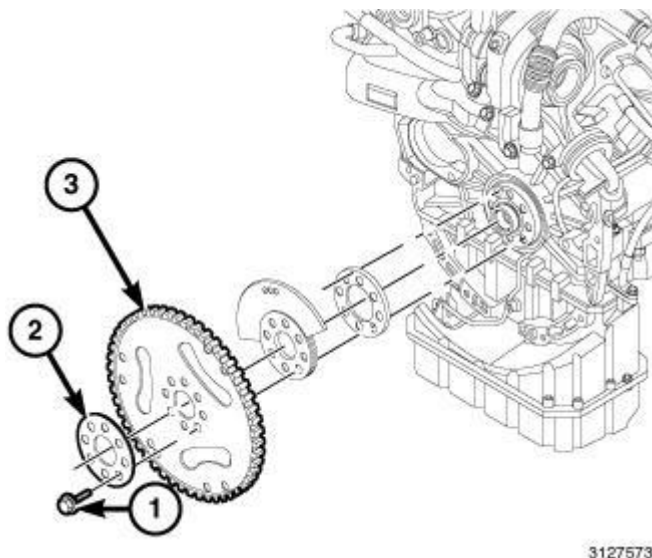


Fig. 209: Flex Plate, Counter Weight, Tone Wheel & Bolts
Courtesy of CHRYSLER GROUP, LLC

The flex plate is fastened to the crankshaft and can only be installed one way. The crankshaft has a dowel locating pin that is used to align the magnetic tone wheel and the counter weight. The stamped-steel flex plate has a segment ring to provide engine speed and crankshaft position information to the Power Control Module (PCM). The crankshaft position sensor is mounted next to the segment ring and sends electrical pulses to the PCM.

REMOVAL

REMOVAL

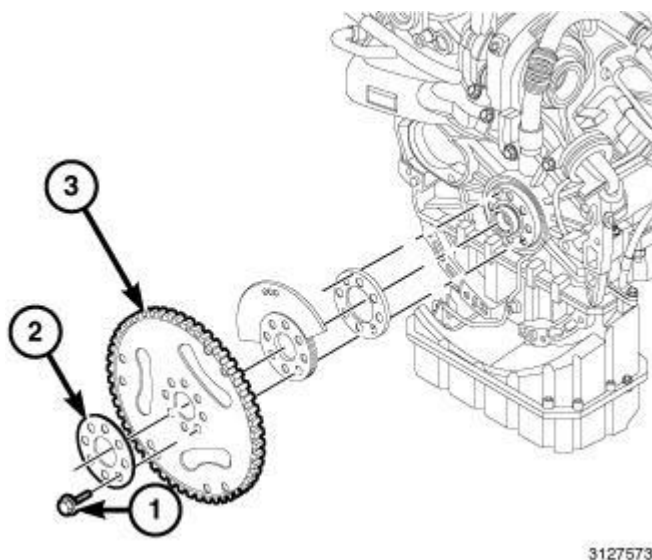


Fig. 210: Flex Plate, Counter Weight, Tone Wheel & Bolts
Courtesy of CHRYSLER GROUP, LLC

1. Remove the transmission. Refer to **REMOVAL** .
2. Paint mark the flex plate hub to flex plate relation.
3. Remove bolts (1) and flex plate (3).
4. If necessary, remove the counter weight (4) and tone wheel (5).
5. Inspect flex plate for damage.

INSTALLATION

INSTALLATION

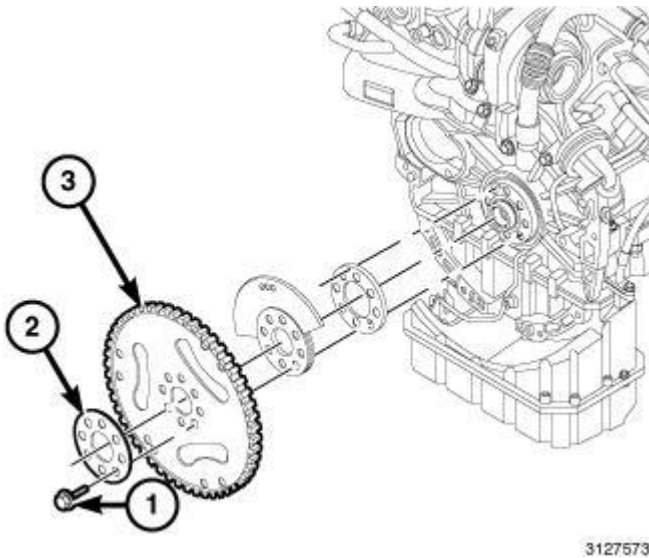


Fig. 211: Flex Plate, Counter Weight, Tone Wheel & Bolts
Courtesy of CHRYSLER GROUP, LLC

NOTE: Do Not lubricate new bolts as they are already coated with an anti-scuff treatment.

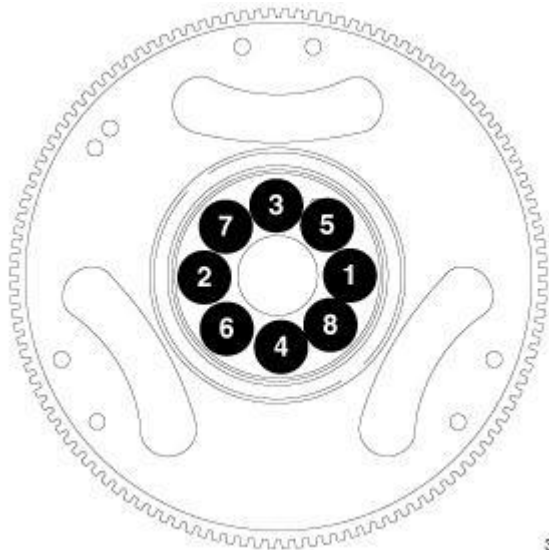
Align the flex plate to hub paint marks, where applicable.

NOTE: Always use new flex plate bolts when ever the existing bolts have been removed

1. If removed, install the tone wheel (5) and counter weight (4).
2. Install the flex plate (3).

NOTE: With clean engine oil, lubricate the bolt side of backing plate (2).

3. Lubricate and install the backing plate (2) and tighten bolts (1) finger tight.

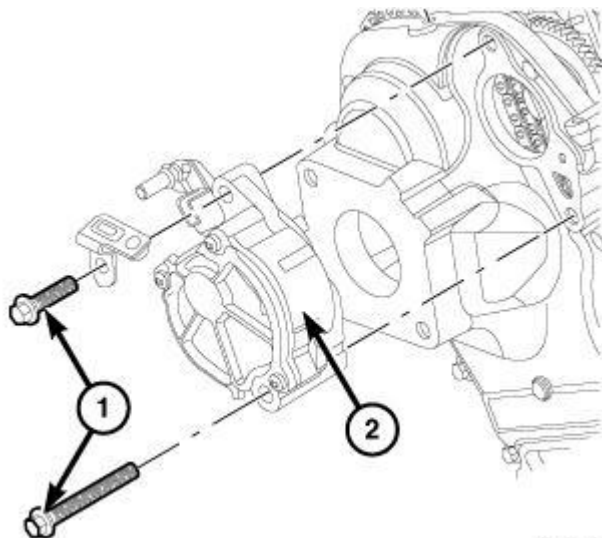


3127651

Fig. 212: Flex Plate Tightening Sequence

Courtesy of CHRYSLER GROUP, LLC

4. Using the tightening sequence shown in illustration, Tighten bolts to:
 - Tighten bolts 50 N.m (37 ft. lbs.).
 - Loosen one bolt at a time and retighten bolt in a clockwise cross pattern to 125 N.m (92 ft. lbs.).
 - Using a torque angle gauge, tighten each bolt an additional 30 degrees in a clockwise cross pattern.
5. Install the transmission. Refer to **INSTALLATION**.

PUMP, VACUUM**DESCRIPTION****DESCRIPTION**

3232370

Fig. 213: Vacuum Pump & Bolts

Courtesy of CHRYSLER GROUP, LLC

The vacuum pump is a constant displacement, vane-type pump. Vacuum is generated by vanes mounted in the pump rotor. The rotor is located in the pump housing and is pressed onto the pump shaft.

The vacuum pump operates by a slotted extension attached to the vacuum pump shaft. The vacuum pump shaft slotted extension fits into, and is driven by, the intake camshaft gear.

The vacuum pump rotating components are internally lubricated and the vacuum pump has no serviceable parts. Do not disassemble or attempt to repair the pump.

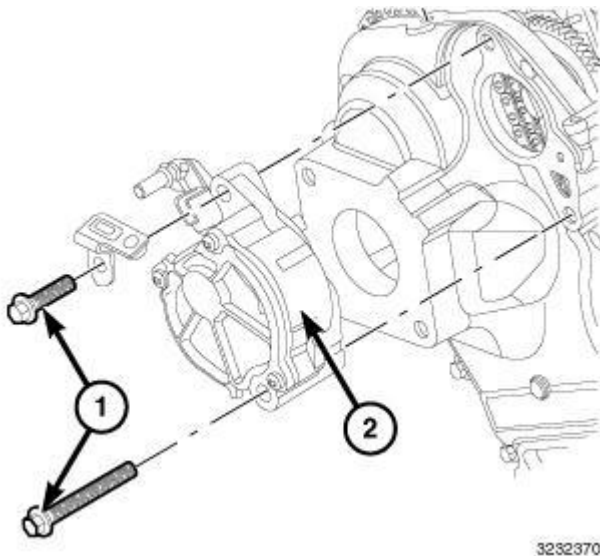
OPERATION**OPERATION**

Fig. 214: Vacuum Pump & Bolts

Courtesy of CHRYSLER GROUP, LLC

Vacuum pump output is transmitted to the EGR vacuum bypass solenoid and brake vacuum booster, systems through a supply hose. The hose is connected to an outlet port on the pump housing and uses an in-line check valve to retain system vacuum when vehicle is not running.

Pump output ranges from a minimum of 8.5 to 25 inches vacuum.

The pump rotor and vanes are rotated by the slotted pump drive gear which fits into the camshaft drive gear.

DIAGNOSIS AND TESTING**DIAGNOSIS AND TESTING - VACUUM PUMP**

1. Connect a vacuum gauge to the booster check valve with a short length of hose and T-fitting.
2. Start the engine allowing the engine to run for 30 seconds. Vacuum should be 18 inches HG (609

millibars). Verify the vacuum line is not leaking. If no leak is present replace vacuum pump. Refer to **PUMP, VACUUM, REMOVAL** and **PUMP, VACUUM, INSTALLATION**.

REMOVAL

REMOVAL

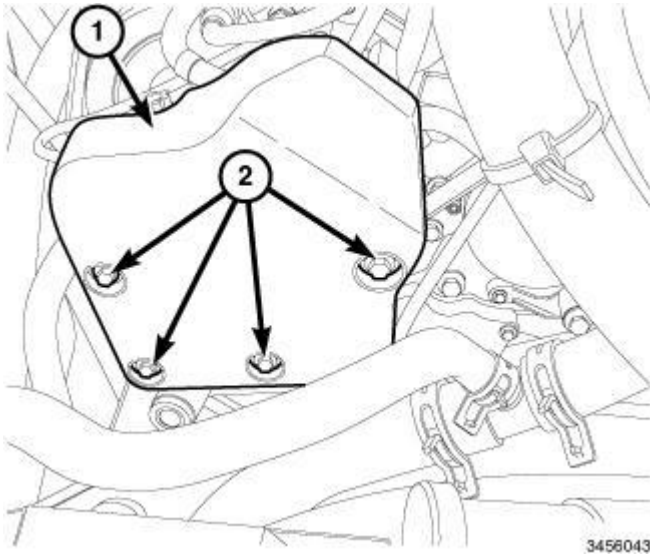


Fig. 215: High Pressure Pump Blocker Shield & Bolts
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect negative battery cable.
2. Remove bolts (2) and the high pressure pump blocker shield (2).

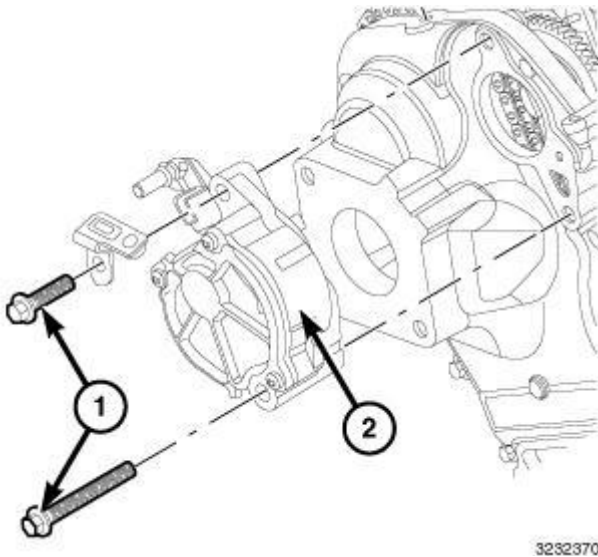


Fig. 216: Vacuum Pump & Bolts
Courtesy of CHRYSLER GROUP, LLC

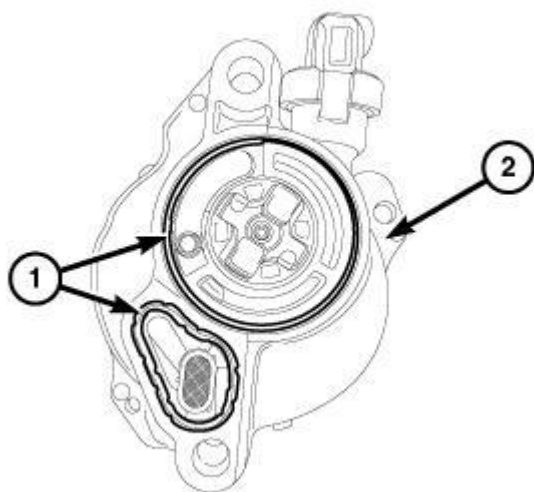
3. Remove the vacuum line at vacuum pump.

NOTE: Observe position of driver on rear of pump upon removal.

4. Remove bolts (1) and the vacuum pump (2).

INSTALLATION

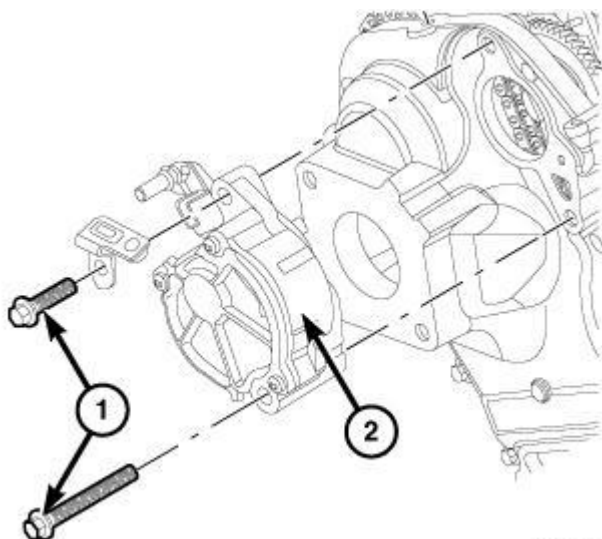
INSTALLATION



3233481

Fig. 217: Vacuum Pump & O-Ring Seals
Courtesy of CHRYSLER GROUP, LLC

1. Clean all sealing surfaces.
2. Install new O-ring seals (1) onto the vacuum pump (2).

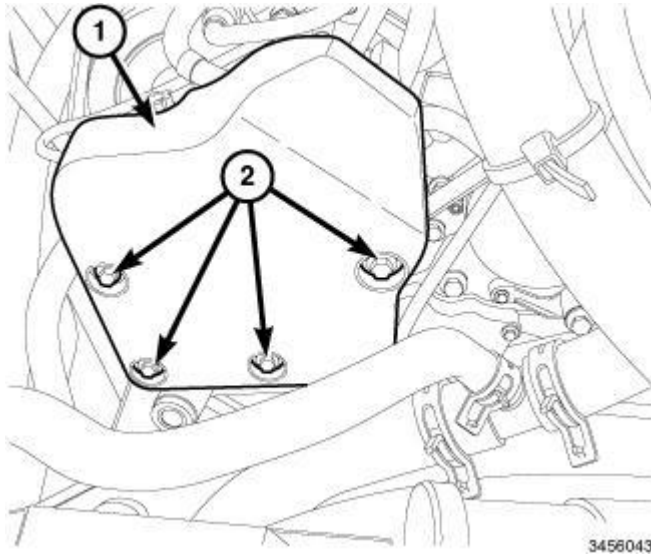


3232370

Fig. 218: Vacuum Pump & Bolts

Courtesy of CHRYSLER GROUP, LLC

3. Position driver on rear of pump and install vacuum pump (2). Tighten bolts (1) to 30 N.m (22 ft. lbs.).
4. Install vacuum line onto the vacuum pump.

**Fig. 219: High Pressure Pump Blocker Shield & Bolts**

Courtesy of CHRYSLER GROUP, LLC

5. Install the high pressure pump blocker shield. Tighten bolts to 25 N.m (18 ft. lbs.).
6. Connect the negative battery cable.
7. Start the engine and inspect for leaks.

ROD, PISTON AND CONNECTING**DESCRIPTION****DESCRIPTION**

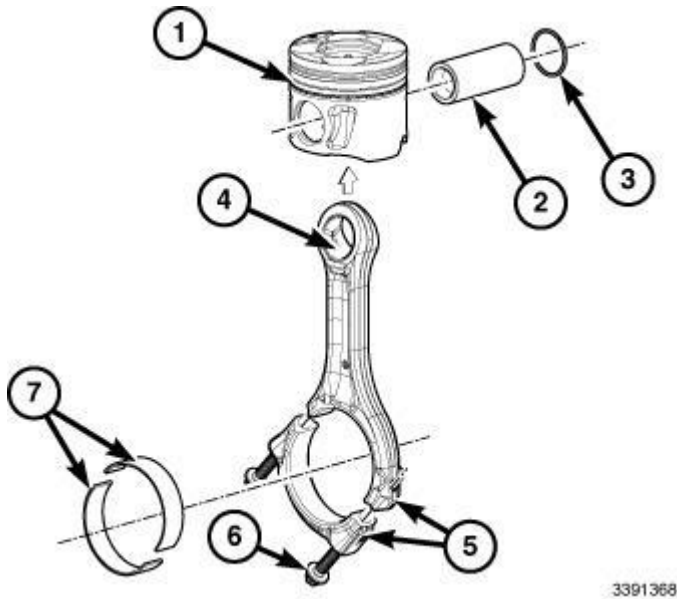


Fig. 220: Piston & Connecting Rod Components
 Courtesy of CHRYSLER GROUP, LLC

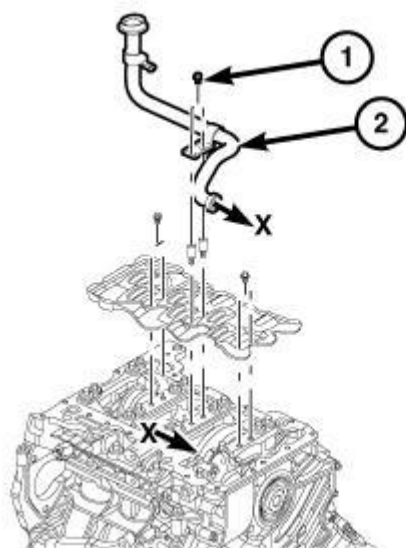
NOTE: The connecting rod bolts are a one time use, and must be replaced every time they are loosened or removed.

The pistons (1) are made of a high strength Aluminium Alloy B2+Phosphate and Graphite Coating. Conventional Cooling Gallery. Insert Ring + Parallel Type Groove. The piston crown consists of a combustion bowl and four recesses machined for the valves. Circlips (3) secure a full floating piston pin (2). The pistons have a phosphate surface treatment and the piston skirts have a graphite treatment for scuff resistance. The piston skirts have notches to provide the necessary clearance for the oil jets when the pistons are at BDC. The connecting rod (5) that are forged steel I-shaped with a diagonal slit and a tapered faced small end. The connecting rod (5) is a fracture split type rod.

REMOVAL

REMOVAL

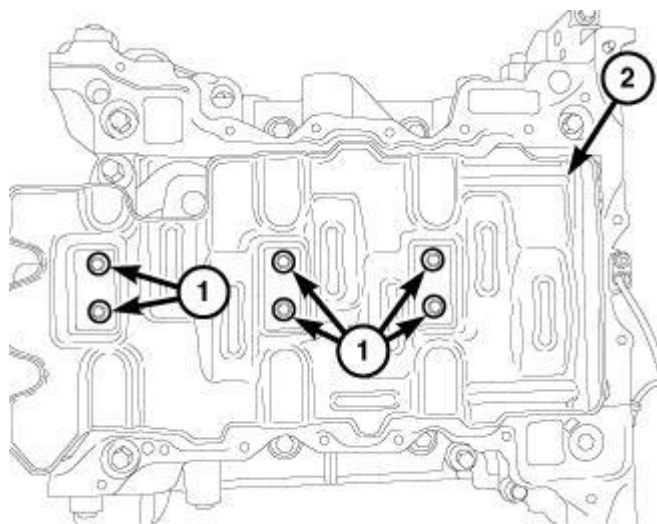
1. Disconnect the negative battery cable.
2. Remove the engine from the vehicle. Refer to **REMOVAL**.
3. Remove both cylinder heads. Refer to **CYLINDER HEAD, REMOVAL**.



3265346

Fig. 221: Oil Pump Pickup Tube & Bolts
Courtesy of CHRYSLER GROUP, LLC

4. Remove the oil pump and pickup tube (2). Refer to **PUMP, ENGINE OIL, REMOVAL**.



3356114

Fig. 222: Windage Tray & Bolts
Courtesy of CHRYSLER GROUP, LLC

5. Remove bolts (1) and the windage tray (2).

CAUTION: To prevent damage to the oil jets, remove the oil jets before removing the pistons.

CAUTION: Use caution when removing and installing oil jets. Damage to oil jet nozzle could cause severe engine damage. Care must be taken not to

damage the crankshaft tone ring when removing cylinder number four oil jet.

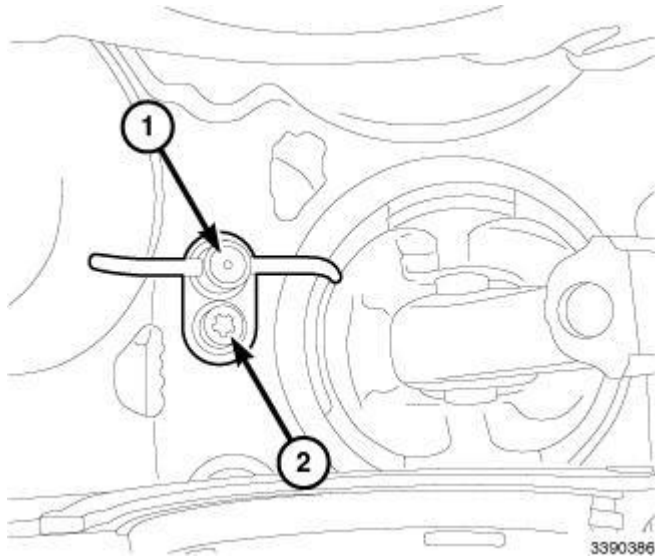


Fig. 223: Oil Jet & Retaining Bolt
Courtesy of CHRYSLER GROUP, LLC

6. Remove the appropriate oil jet retaining bolt (2) and remove oil jet (1) from the engine block.

NOTE: The piston and connecting rod assembly must be removed through the top of cylinder block.

7. Remove the ridge from the top of the cylinder bores with a ridge reamer before removing pistons from cylinder block. **Be sure to keep the top of pistons covered during this operation.**
8. Rotate the crankshaft so the connecting rod is centered in the cylinder bore.
9. Remove the connecting rod cap bolts and remove the fracture-split rod cap.

NOTE: Use care not to nick or scratch the crankshaft journal or cylinder bore during removal.

10. Carefully remove the piston and connecting rod assembly out through the top of the cylinder block.
11. Mark the pistons with the matching cylinder number after removal.
12. Repeat this procedure for the remaining pistons and connecting rod assemblies.

PISTON PIN

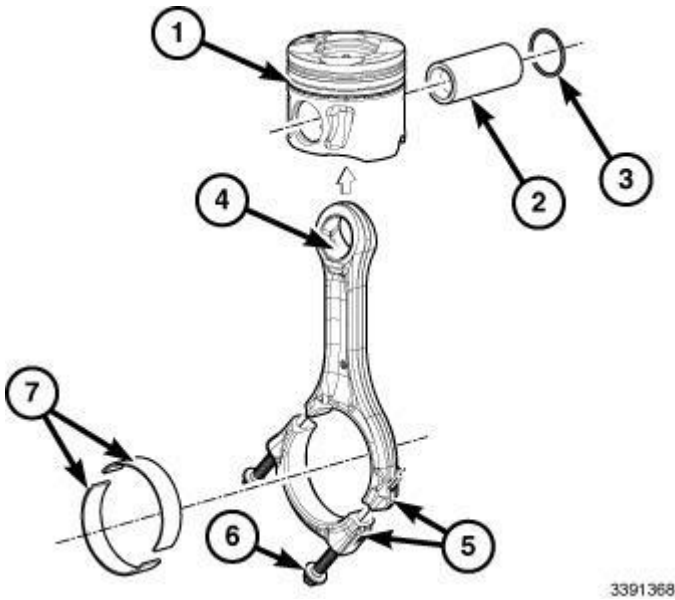


Fig. 224: Piston & Connecting Rod Components
 Courtesy of CHRYSLER GROUP, LLC

1. Secure the connecting rod (5) in a soft jawed vice.
2. Remove the two snap rings (3) securing the piston pin (2).
3. Push the piston pin (2) out of the piston (1) and the connecting rod (5).
4. Remove the piston (1) from the connecting rod (5).
5. Measure the diameter of the piston pin in the center and on both ends. Refer to **ENGINE SPECIFICATIONS DIESEL**.
6. Repeat this procedure for the remaining pistons and connecting rod assemblies.

PISTON RING

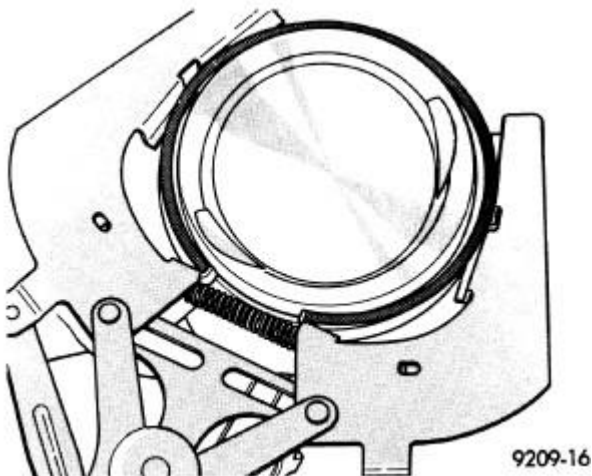


Fig. 225: Piston Rings - Removal/Installation
 Courtesy of CHRYSLER GROUP, LLC

1. The ID mark on the face of the top and second piston rings must point toward the piston crown.
2. Using a suitable ring expander, remove the top and second piston rings.
3. Remove the upper oil ring side rail, lower oil ring side rail and then the oil expander from the piston.
4. Carefully clean carbon from the piston crowns, skirts and ring grooves ensuring the 4 oil holes in the oil control ring groove are clear.
5. Repeat this procedure for the remaining pistons and connecting rod assemblies.

INSPECTION**INSPECTION****PISTONS**

1. Check piston pin bores in piston for roundness. Make 3 checks at 120° intervals. Maximum out of roundness .020 mm (.0008 in.).
2. The piston diameter should be measured approximately 10 mm (.394 in.) up from the base.
3. Skirt wear should not exceed 0.1 mm (.00039 in.).

PISTON PINS

1. Measure the diameter of piston pin in the center and both ends. Refer to the engine specification chart. Refer to **ENGINE SPECIFICATIONS DIESEL**.

CONNECTING RODS

NOTE: Connecting rod bolts are a one time use, and must be replaced every time they are loosened or removed. All six must have the same weight and the same number. Replacement connecting rods will only be supplied in sets of six. When assembling the connecting rod, be sure to paint mark or scribe mark each of the connecting rods and caps before installation, for alignment purposes later.

NOTE: Do Not lubricate the new connecting rod bolts. They are already coated with a anti scuff treatment.

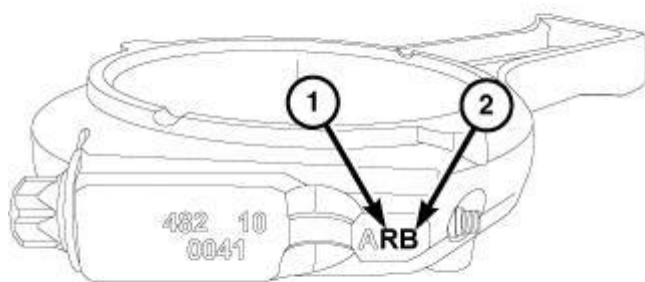
Connecting rods are supplied in sets of six since they all must be of the same weight category.

1. Assemble bearing shells and bearing caps to their respective connecting rods ensuring that the serrations on the cap and. Reference marks are aligned.
2. Using new bolts, tighten the connecting rod cap bolts to:
 - Step 1: Tighten to 10 N.m (88 in. lbs.).
 - Step 2: Tighten each bolt to 25 N.m (18 ft. lbs.).
 - Step 3: Tighten each bolt an additional 75 degrees turn.
 - Step 4: With the torque wrench set at 50 N.m (37 ft. lbs.) to check the tightening of each bolt.

INSTALLATION

INSTALLATION

NOTE: All six connecting rods must have the same weight and letter classification. The connecting rod bolts are a one time use, and must be replaced every time they are loosened or removed.



3346447

Fig. 226: Connecting Rod Shaft & Class Identification Mark

Courtesy of CHRYSLER GROUP, LLC

Each connecting rod has its own letter weight class identification mark (1) on connecting rod. Only use connecting rods that are of the same weight class. (R = Rosso, V = Verde)

Connecting rods can only be replace in sets of six, not individually.

PISTON PIN

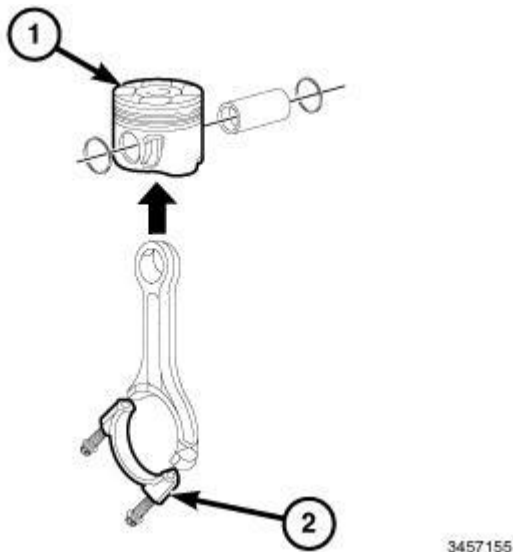


Fig. 227: Piston Crown & Connecting Rod Cap
Courtesy of CHRYSLER GROUP, LLC

NOTE: During piston assembly with the conrod pay attention concerning the arrow position on the piston crown (1) and the stamping on the connecting rod cap (2): the arrow and the stamping must oppose one another and cannot be on the same side.

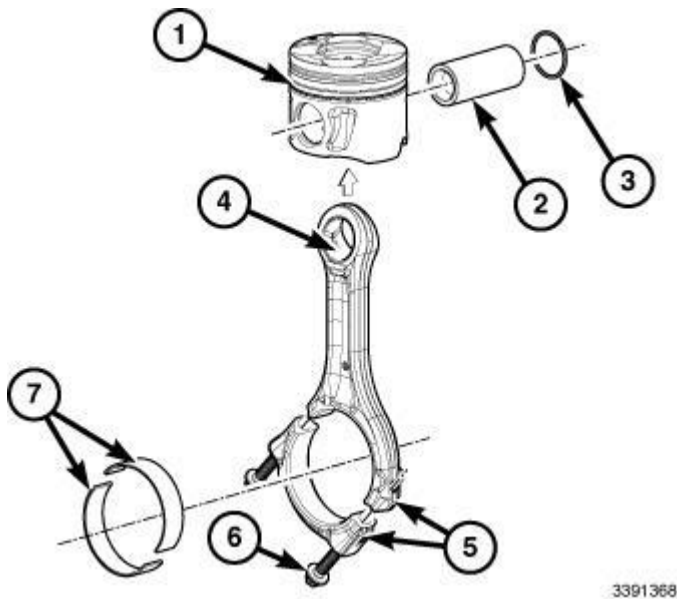


Fig. 228: Piston & Connecting Rod Components
Courtesy of CHRYSLER GROUP, LLC

1. Secure connecting rod (5) in soft jawed vice.
2. Lubricate piston pin (2) and piston (1) with clean engine oil.
3. Position piston (1) on connecting rod (5).

4. Install piston pin (2).
5. Install snap ring (3) in piston (1) to retain piston pin (2).
6. Remove connecting rod (5) from vice.

PISTON RINGS

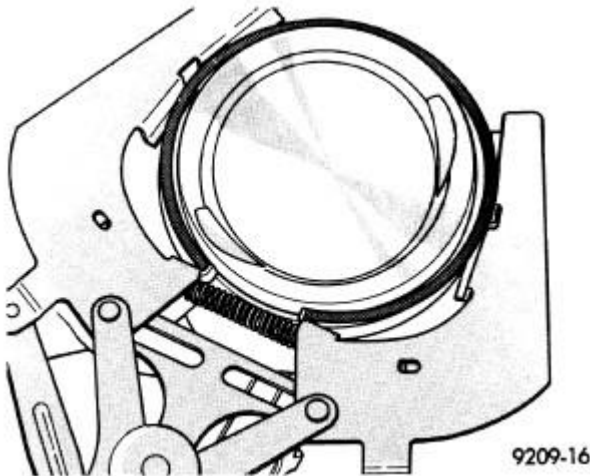


Fig. 229: Piston Rings - Removal/Installation
Courtesy of CHRYSLER GROUP, LLC

1. Install rings on the pistons using a suitable ring expander.

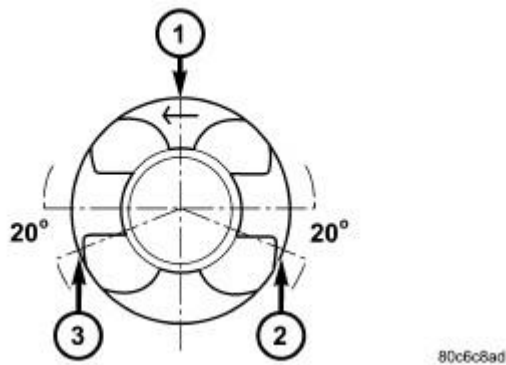


Fig. 230: Piston Ring Gap Location
Courtesy of CHRYSLER GROUP, LLC

- | |
|--|
| 1 - SECOND COMPRESSION RING GAP POSITION
2 - OIL CONTROL RING GAP POSITION
3 - TOP COMPRESSION RING GAP POSITION |
|--|

2. Top compression ring is tapered and chromium plated. The second ring is of the scraper type and must be installed with scraping edge facing bottom of the piston. The third is an oil control ring. Ring gaps must be positioned, before inserting piston into the liners, as follows.

3. Top ring gap must be positioned at the No. 3 position (looking at the piston crown from above).
4. Second piston ring gap should be positioned at the No. 1 position.
5. Oil control ring gap should be positioned at the No. 2 position.

PISTON

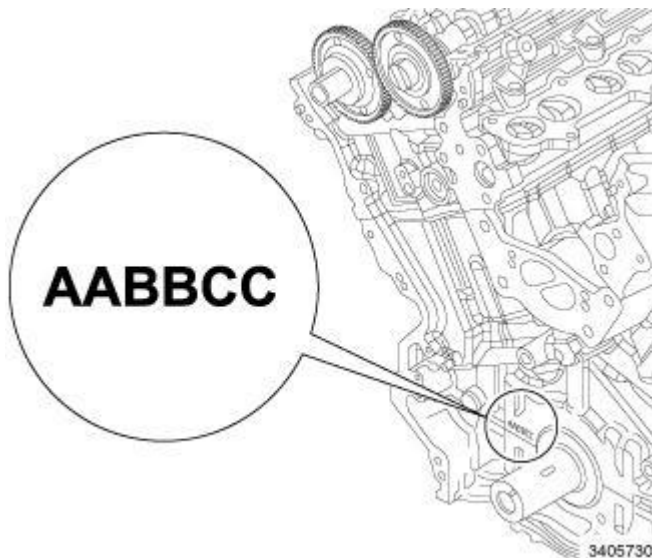


Fig. 231: Cylinder Location Identification
 Courtesy of CHRYSLER GROUP, LLC

1. Identify the correct piston to cylinder location on left front of engine block.

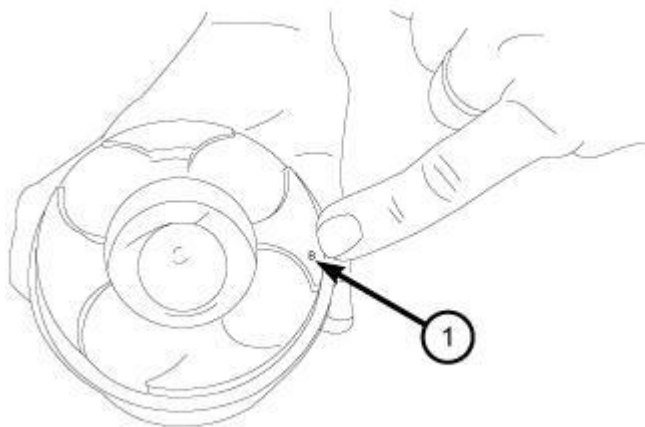


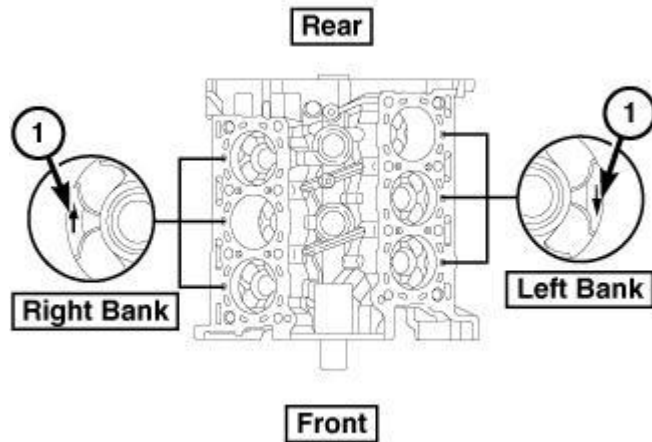
Fig. 232: Piston Lettering Identification
 Courtesy of CHRYSLER GROUP, LLC

2. Identify the piston by the lettering shown in illustration on piston crown.
3. Using the. Reference table below select the correct piston to location.

NOTE: The first letter correspond to the first cylinder, the second letter to the second one etc.

Piston Letter On Crown	A	A	B	B	C	C
Cylinder Piston Location	1	2	3	4	5	6

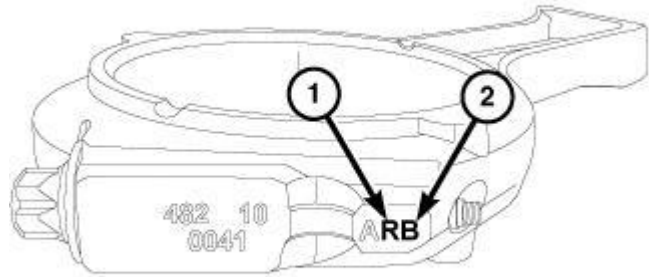
- Before installing the Piston Installer, make sure the oil ring expander ends are butted together.
- Immerse the piston head and rings in clean engine oil, slide the piston installer over the piston and tighten. **Ensure position of rings does not change during this operation .**



3457191

Fig. 233: Arrow Stamped On Piston Crown
Courtesy of CHRYSLER GROUP, LLC

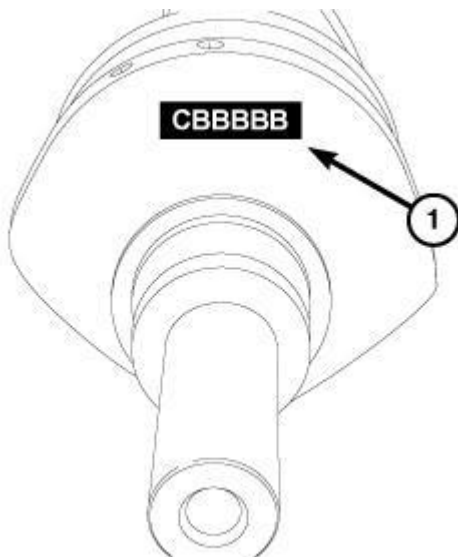
- When installing the pistons and connecting rod assembly, making sure that the arrow stamped on the piston crown (1) is turned toward the back side of the engine (flywheel side) for the right bank pistons 1 2 3 and toward the front side of the engine (timing chain side) for the left bank pistons 4 5 6.



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Fig. 234: Connecting Rod Shaft & Class Identification Mark
Courtesy of CHRYSLER GROUP, LLC

7. Each connecting rod has its own letter class identification mark (2) on connecting rod for bearing selection.



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Fig. 235: Letters Stamped Into Crankshaft
Courtesy of CHRYSLER GROUP, LLC

8. To determine the correct bearing size for each cylinder. Each connecting rod letter class must be matched with the crankshaft letter class (1) with the bearing selection chart to determine the correct bearing color for each cylinder. The letters stamped into the crankshaft (1) are in the same order as the cylinders. The first letter corresponds to the first cylinder, the second to the second, etc. See bearing selection chart. Refer to **STANDARD PROCEDURE - BEARING SELECTION CHARTS**.

CAUTION: Care must be taken not to nick the crankshaft journal or cylinder bore

when installing the pistons.

9. Rotate crankshaft so that the connecting rod journal is on the center of the cylinder bore. Insert rod and piston into cylinder bore and guide rod over the crankshaft journal.
10. Guide the piston down in cylinder bore, using a hammer handle. At the same time, guide connecting rod into position on connecting rod journal.

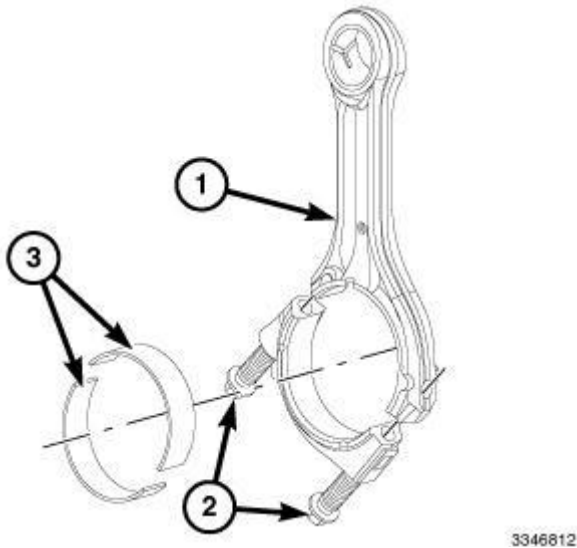


Fig. 236: Connecting Rod, Bearings & Bolts
Courtesy of CHRYSLER GROUP, LLC

11. Assemble connecting rod bearings (3) and bearing caps to their respective connecting rods (2) ensuring that the serrations on the cap and. Reference marks are aligned.

NOTE: **The connecting rod bolts must be replaced every time they are loosened or removed.**

12. Using new bolts, tighten the connecting rod cap bolts to:
 - Step 1: Tighten to 10 N.m (88 in. lbs.).
 - Step 2: Tighten each bolt to 25 N.m (18 ft. lbs.).
 - Step 3: Tighten each bolt an additional 75 degrees turn.
 - Step 4: With the torque wrench set at 50 N.m (37 ft. lbs.) to check the tightening of each bolt.

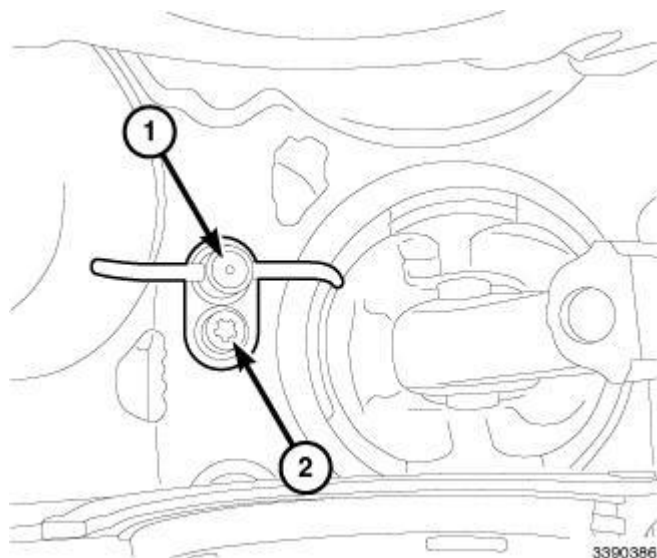


Fig. 237: Oil Jet & Retaining Bolt
Courtesy of CHRYSLER GROUP, LLC

13. Install the oil jets. Refer to **JET, PISTON OIL COOLER, INSTALLATION.**

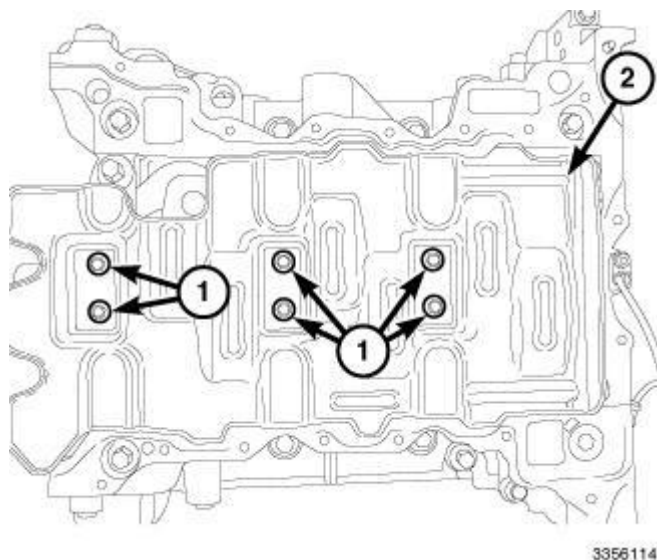
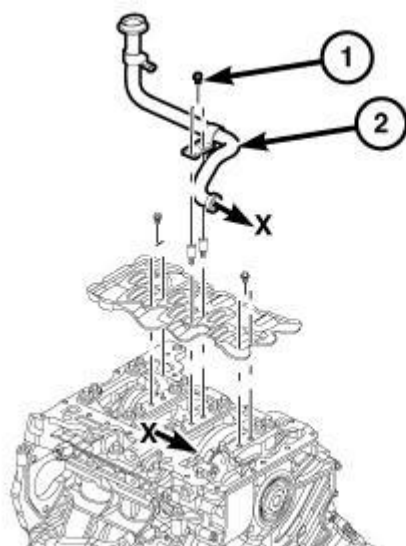


Fig. 238: Windage Tray & Bolts
Courtesy of CHRYSLER GROUP, LLC

14. Install the windage tray (2). Tighten bolts (1) to 11 N.m (97 in. lbs.).



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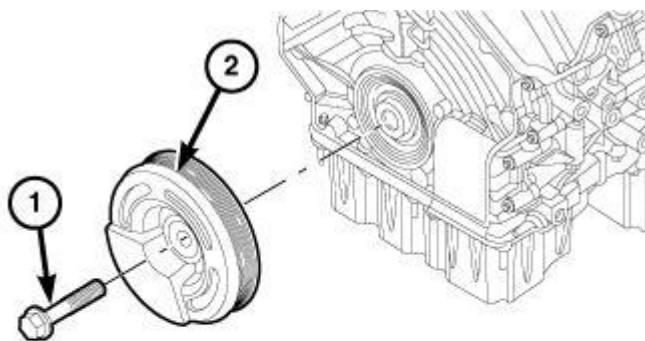
Fig. 239: Oil Pump Pickup Tube & Bolts
Courtesy of CHRYSLER GROUP, LLC

15. Install the oil pump pickup tube. Refer to **PICK-UP, OIL PUMP, INSTALLATION**.
16. Install both cylinder head. Refer to **CYLINDER HEAD, INSTALLATION**.
17. Connect negative battery cable.

SEAL, CRANKSHAFT OIL, FRONT

REMOVAL

REMOVAL



3155678

Fig. 240: Vibration Damper & Bolt
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect the negative battery cable.
2. Remove the vibration damper (2). Refer to **DAMPER, VIBRATION, REMOVAL**.

CAUTION: Care must be taken when removing the crankshaft seal. **DO NOT** damage or gouge the timing chain cover.

3. Using suitable seal puller, remove the front crankshaft seal.

INSTALLATION

INSTALLATION

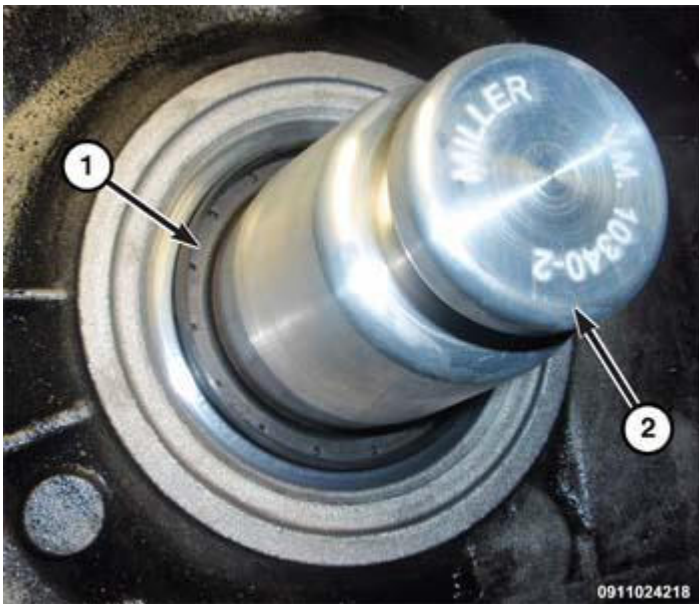


Fig. 241: Special Tool #VM.10340-1 & Front Seal
Courtesy of CHRYSLER GROUP, LLC

1. Clean timing chain cover seal surface.

NOTE: Install the front oil seal so the lip of seal face away from the engine.

2. Install the (special tool #VM.10340-1, Guide, Front Seal) (1) and position the front seal (2) in place.
3. Remove the (special tool #VM.10340-1, Guide, Front Seal) (1).

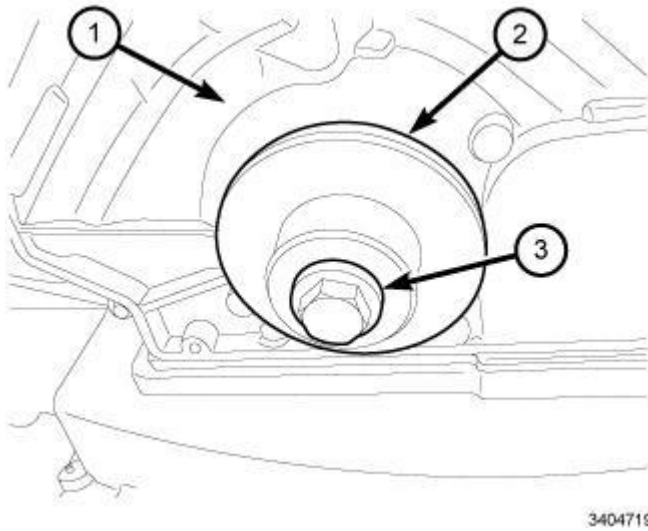


Fig. 242: Front Seal Installer Tool & Vibration Damper Bolt
Courtesy of CHRYSLER GROUP, LLC

4. Using the (special tool #VM.10340-2, Installer Tool, Front Seal) (2), install the front crankshaft oil seal using the vibration damper bolt (3) to draw the seal in place.
5. Remove bolt (3) and the (special tool #VM.10340-2, Installer Tool, Front Seal) (2).

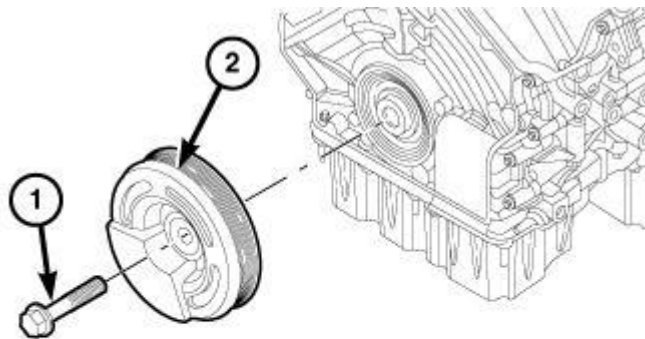


Fig. 243: Vibration Damper & Bolt
Courtesy of CHRYSLER GROUP, LLC

6. Install the vibration damper (2). Refer to **DAMPER, VIBRATION, INSTALLATION**.
7. Connect the negative battery cable.

SEAL, CRANKSHAFT OIL, REAR

REMOVAL

REMOVAL

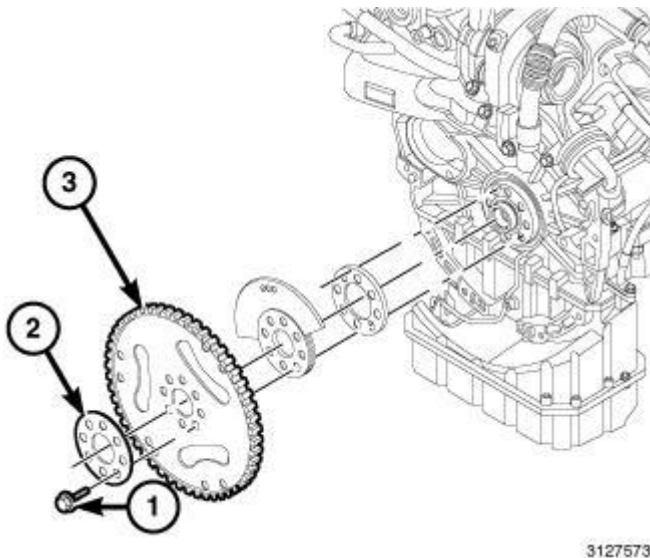


Fig. 244: Flex Plate, Counter Weight, Tone Wheel & Bolts
 Courtesy of CHRYSLER GROUP, LLC

1. Remove the flex plate (3), counter weight, and tone wheel. Refer to **FLEXPLATE, REMOVAL**.

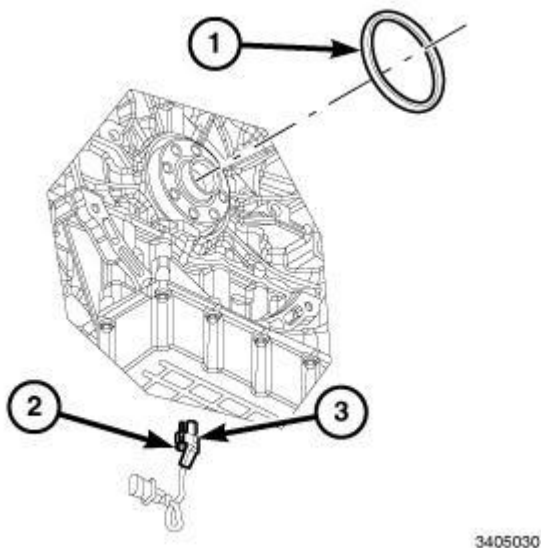


Fig. 245: Rear Main Oil Seal, Crankshaft Position Sensor (CKP) & Bolt
 Courtesy of CHRYSLER GROUP, LLC

2. Remove bolt (2) and the Crankshaft Position Sensor (CKP) (3).

NOTE: Use care not to damage the rear main oil seal sealing surface.

3. Using suitable seal puller, remove the rear main oil seal (1).

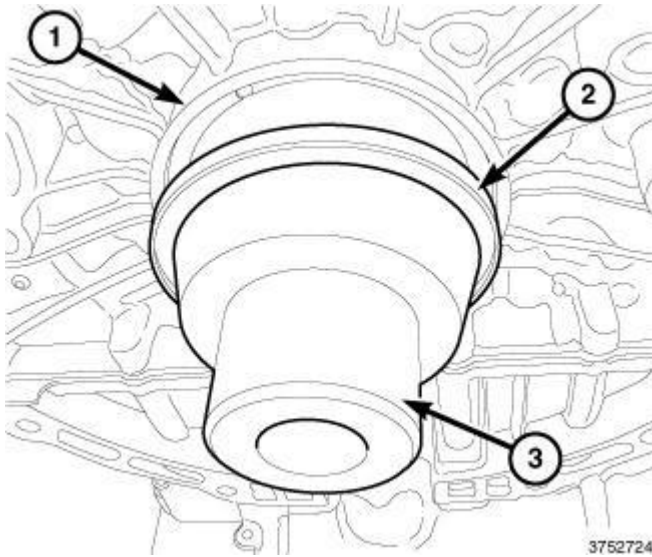
INSTALLATION**INSTALLATION**

Fig. 246: Rear Seal Guide, Rear Oil Seal & Crankshaft
Courtesy of CHRYSLER GROUP, LLC

1. Clean around seal surface area.

NOTE: Install the rear oil seal so that the lip of seal faces away from the engine.

2. Install the (special tool #VM.10341-1, Guide, Rear Seal) (3) and slide the rear oil seal (2) onto the crankshaft.
3. Remove the (special tool #VM.10341-1, Guide, Rear Seal) (3).

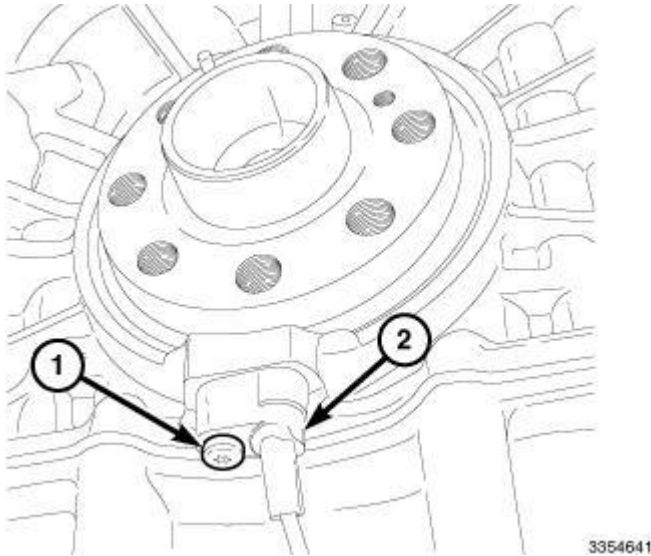


Fig. 247: Rear Seal Installer

Courtesy of CHRYSLER GROUP, LLC

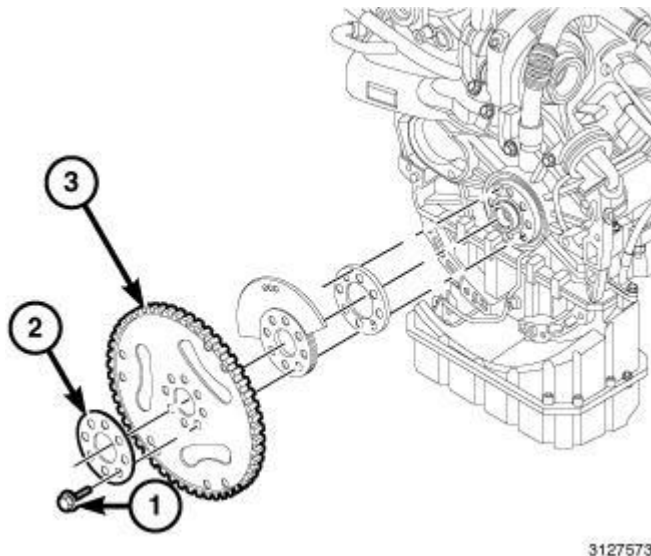
NOTE: Position the flat portion of the Rear Seal Installer should be facing down giving you clearance by the Crankshaft Position Sensor (CKP) boss.

4. Using the (special tool #VM.10341-2, Installer Tool, Rear Seal) (1) install the rear main oil seal into the engine block.

**Fig. 248: Crankshaft Position Sensor & Bolt**

Courtesy of CHRYSLER GROUP, LLC

5. Clean the area and bore around CKP.
6. Install the CKP (2). Tighten bolt (1) to 6 N.m (53 in. lbs.).

**Fig. 249: Flex Plate, Counter Weight, Tone Wheel & Bolts**

Courtesy of CHRYSLER GROUP, LLC

7. Install the tone wheel (3), counter weight, and flex plate. Refer to **FLEXPLATE, INSTALLATION**.

ENGINE MOUNTING

INSULATOR, ENGINE MOUNT, LEFT

REMOVAL

4X2-LEFT



Fig. 250: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect the negative battery cable.
2. Remove the engine cover (1).
3. Remove the air cleaner body. Refer to **BODY, AIR CLEANER, REMOVAL**.
4. Remove the serpentine belt. Refer to **BELT, SERPENTINE, REMOVAL**.

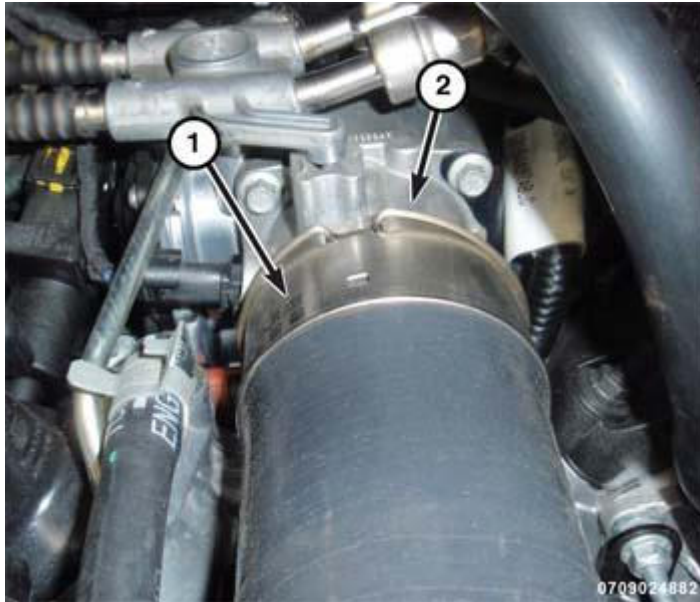


Fig. 251: CAC Hose & EGR Air Flow Control Valve
Courtesy of CHRYSLER GROUP, LLC

5. Disconnect the CAC hose (1) from the EGR air flow control valve (2).

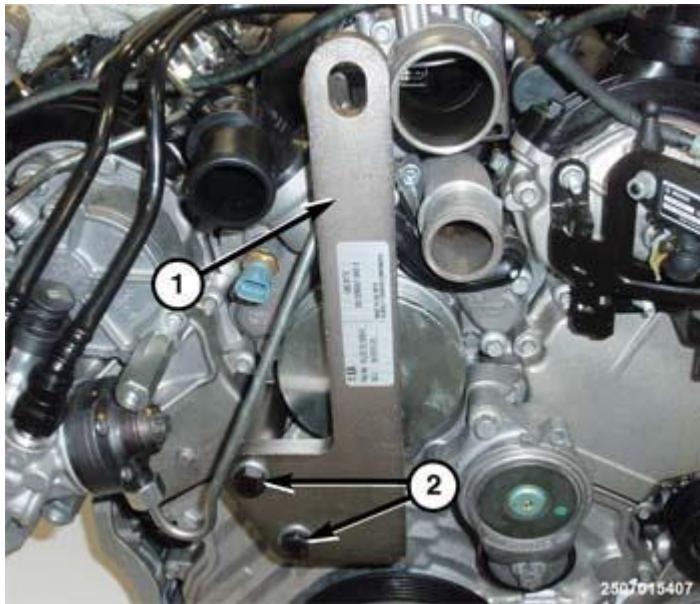


Fig. 252: Engine Lifting Special Tool VM.10360A-3 & Bolts
Courtesy of CHRYSLER GROUP, LLC

6. Install the Engine Lifting Bracket (Front) VM.10360A-1 (1) and securely tighten bolts (2).
7. Assemble the 8534B and support the engine.
8. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
9. If equipped, removed the belly pan.
10. Remove the right and left engine mount through bolt.

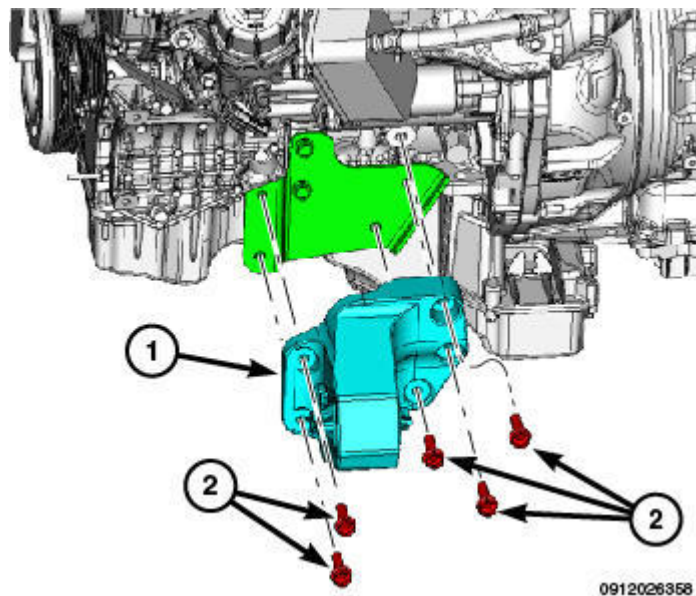


Fig. 253: Left Engine Mount & Bolts
Courtesy of CHRYSLER GROUP, LLC

11. Remove bolts (2) and the left engine mount (1).

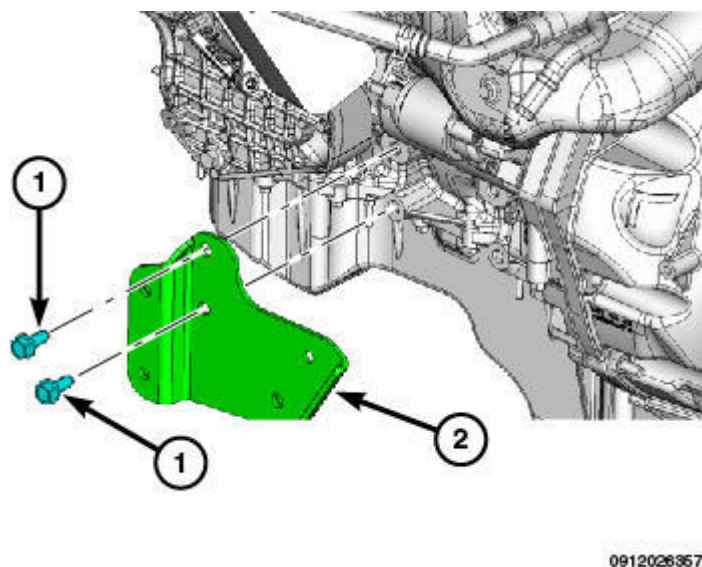


Fig. 254: Left Engine Mount Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

12. If necessary, remove bolts (1) and the left engine mount bracket (2).

4X4-LEFT



Fig. 255: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect and isolate the negative battery cable.
2. Remove the engine cover (1).
3. Remove the air cleaner body. Refer to **BODY, AIR CLEANER, REMOVAL**.
4. Remove the serpentine belt. Refer to **BELT, SERPENTINE, REMOVAL**.

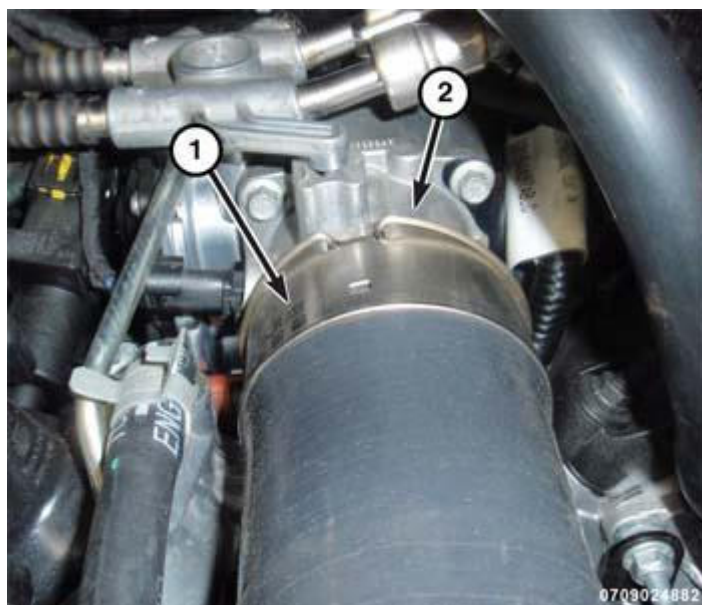


Fig. 256: CAC Hose & EGR Air Flow Control Valve
Courtesy of CHRYSLER GROUP, LLC

5. Disconnect the CAC hose (1) from the EGR air flow control valve (2).

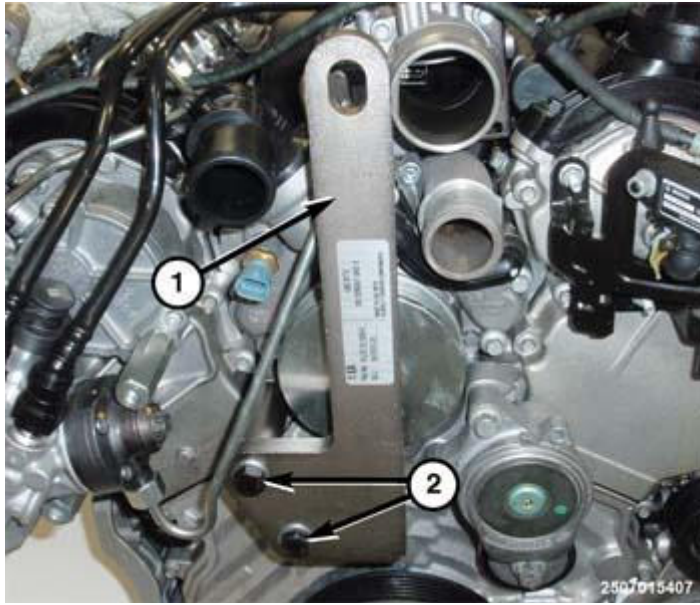


Fig. 257: Engine Lifting Special Tool VM.10360A-3 & Bolts
Courtesy of CHRYSLER GROUP, LLC

6. Install the Engine Lifting Bracket (Front) VM.10360A-1 (1) and securely tighten bolts (2).
7. Assemble the 8534B and support the engine.
8. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
9. If equipped, removed the belly pan.
10. Remove the front driveline axle (Refer to **FRONT AXLE - 215FD - 1500** /Removal).

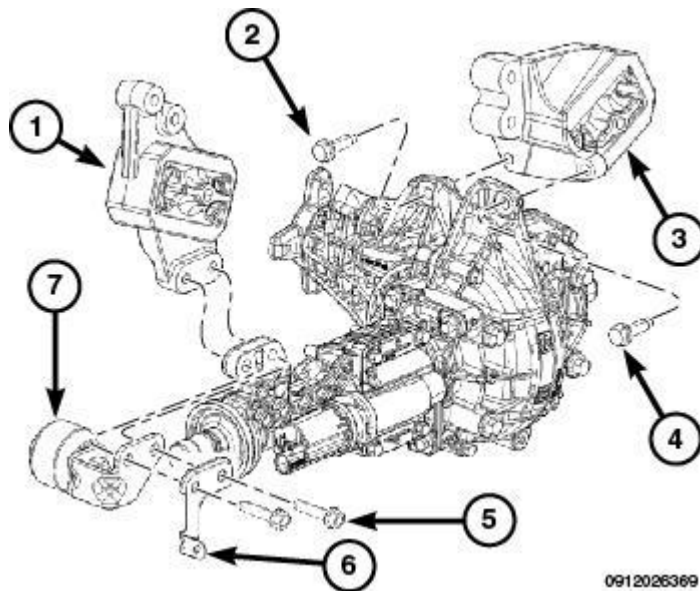


Fig. 258: Left Engine Mount Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

11. Remove bolts (2, 4) and the left engine mount (3).

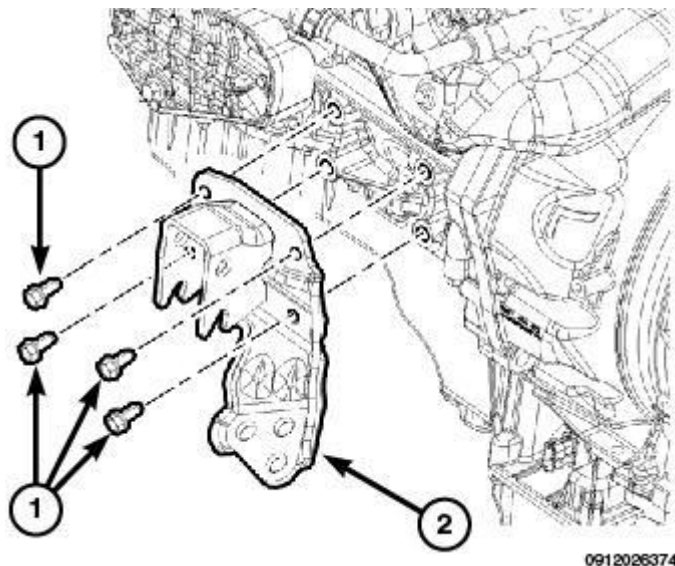


Fig. 259: Left Engine Mount Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

12. If necessary, remove bolts (1) and the left engine mount bracket (2).

INSTALLATION

4X2-LEFT

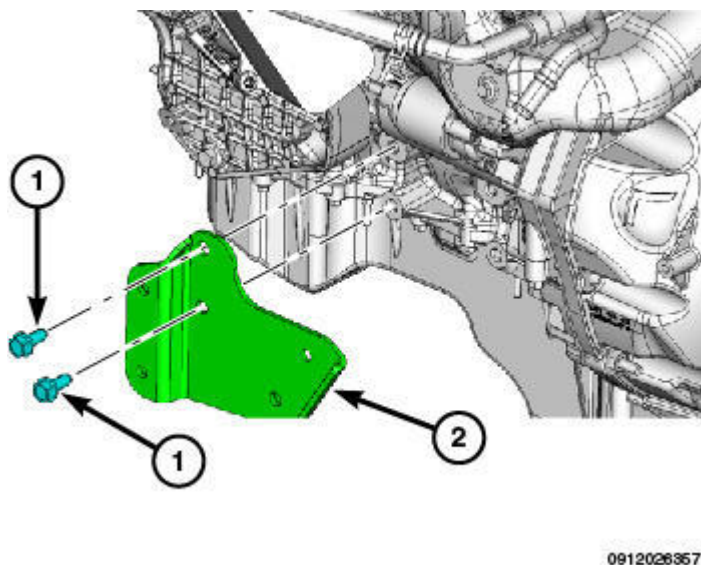


Fig. 260: Left Engine Mount Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

1. If removed, install the left engine mount bracket (1). Tighten bolts (2) to 61 N.m (45 ft. lbs.).

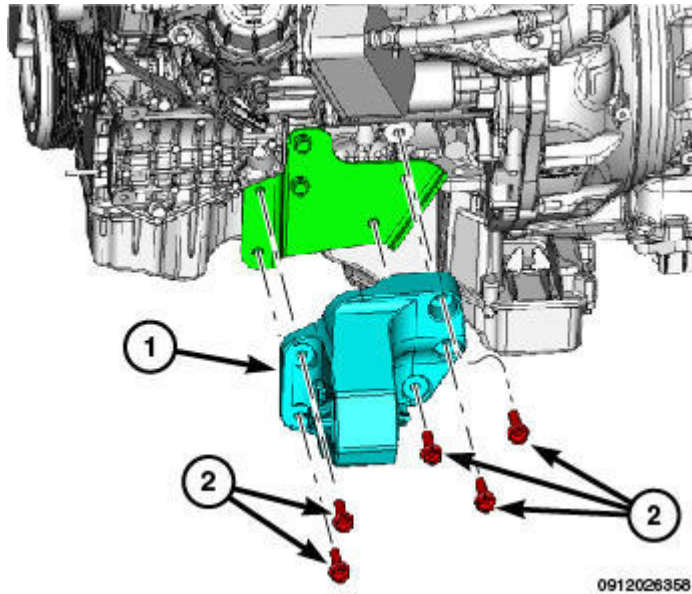


Fig. 261: Left Engine Mount & Bolts
Courtesy of CHRYSLER GROUP, LLC

2. Install the left engine mount (1). Tighten bolts (2) to 61 N.m (45 ft. lbs.).
3. If equipped install the belly pan.
4. Lower the vehicle.
5. Lower the engine into position and remove the 8534B
6. Install the right and left engine mount through bolt and tighten nut to 115 N.m (85 ft. lbs.).

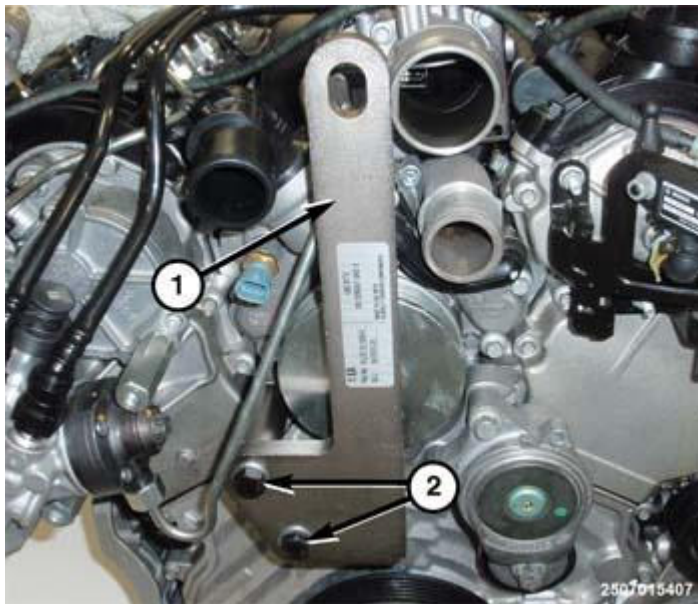


Fig. 262: Engine Lifting Special Tool VM.10360A-3 & Bolts
Courtesy of CHRYSLER GROUP, LLC

7. Remove the Engine Lifting Bracket (Front) VM.10360A-1 (1). Tighten bolts to 45 N.m (33 ft. lbs.).

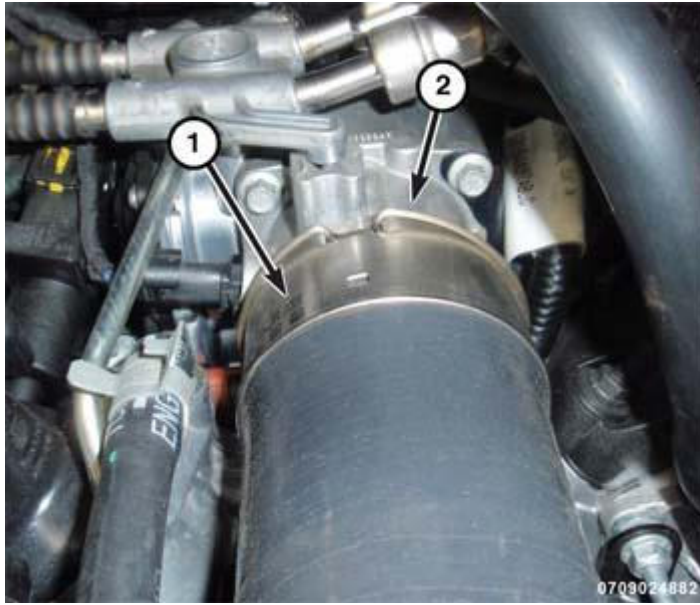


Fig. 263: CAC Hose & EGR Air Flow Control Valve
Courtesy of CHRYSLER GROUP, LLC

8. Connect the CAC hose (1) from the EGR air flow control valve (2).
9. Install the serpentine belt. Refer to **BELT, SERPENTINE, INSTALLATION** .
10. Install the engine cover (1).
11. Connect the negative battery cable.

4X4-LEFT

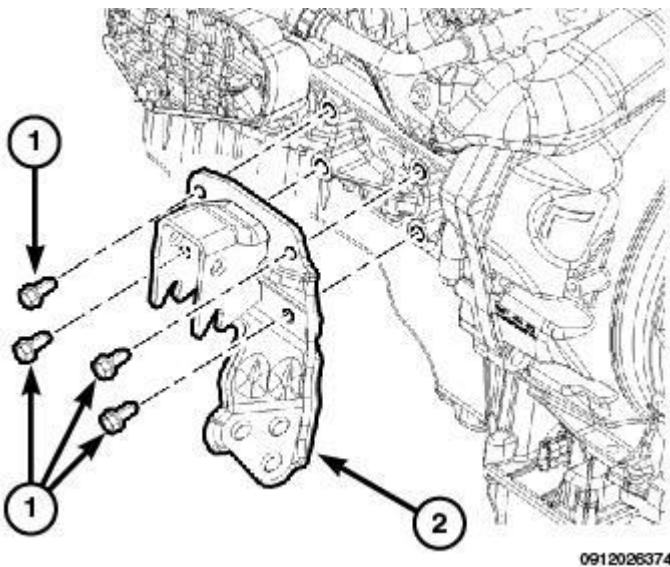


Fig. 264: Left Engine Mount Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

1. If removed, Install the left engine mount bracket (2). Tighten Bolts (1) to 68 N.m (50 ft. lbs.).

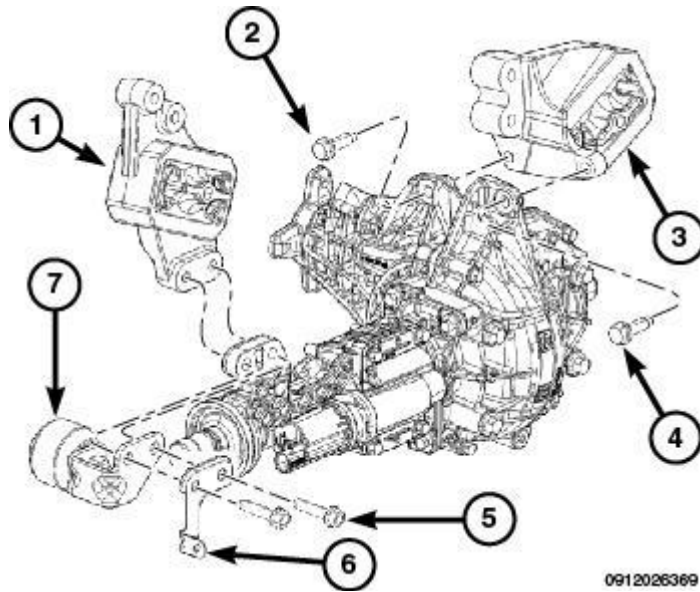


Fig. 265: Left Engine Mount Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

2. Install the left engine mount (3). Tighten bolts (2, 4) to 120 N.m (89 ft. lbs.).
3. Install the front driveline axle (Refer to **FRONT AXLE - 215FD - 1500** /Installation).
4. Install the left engine mount-to-bracket bolts. Tighten nuts to 115 N.m (85 ft. lbs.).
5. Install the right engine mount-to-bracket bolts. Tighten nuts to 115 N.m (85 ft. lbs.).
6. Install the right and left engine mount through bolt. Tighten nuts to 115 N.m (85 ft. lbs.).
7. If equipped, install the belly pan.
8. Lower the vehicle.
9. Lower the engine into position and remove the 8534B

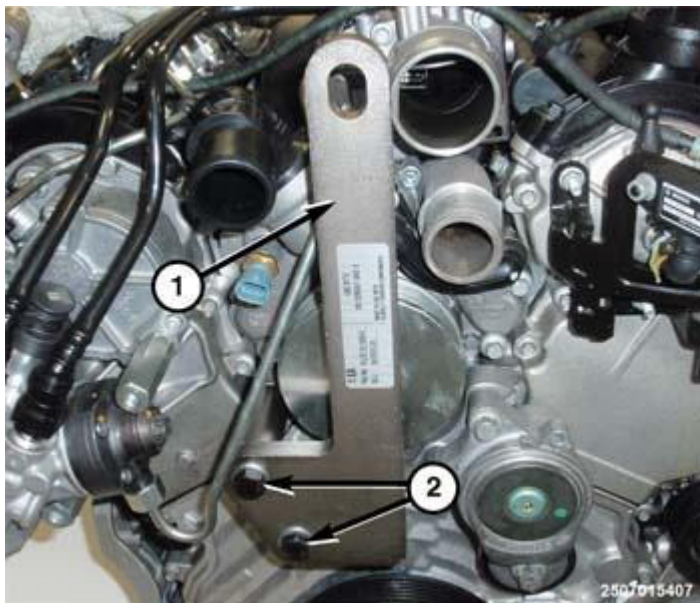


Fig. 266: Engine Lifting Special Tool VM.10360A-3 & Bolts
 Courtesy of CHRYSLER GROUP, LLC

10. Remove the Engine Lifting Bracket (Front) VM.10360A-1 (1). Tighten bolts to 45 N.m (33 ft. lbs.).

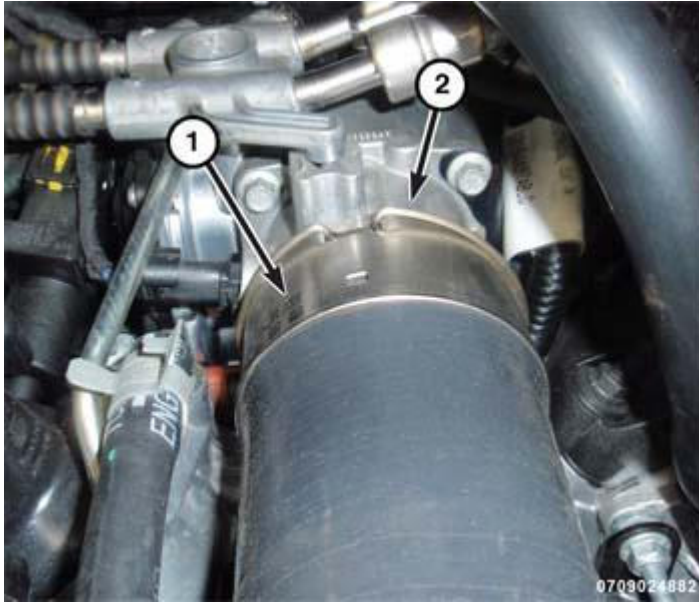


Fig. 267: CAC Hose & EGR Air Flow Control Valve
 Courtesy of CHRYSLER GROUP, LLC

11. Connect the CAC hose (1) from the EGR air flow control valve (2).
12. Install the serpentine belt. Refer to **BELT, SERPENTINE, INSTALLATION**.
13. Install the air cleaner body. Refer to **BODY, AIR CLEANER, INSTALLATION**.



Fig. 268: Removing/Installing Engine Cover

Courtesy of CHRYSLER GROUP, LLC

14. Install the engine cover (1).
15. Connect the negative battery cable.

INSULATOR, ENGINE MOUNT, RIGHT

REMOVAL

4X2-RIGHT



Fig. 269: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect the negative battery cable.
2. Remove the engine cover (1).
3. Remove the air cleaner body. Refer to **BODY, AIR CLEANER, REMOVAL**.
4. Remove the serpentine belt. Refer to **BELT, SERPENTINE, REMOVAL**.

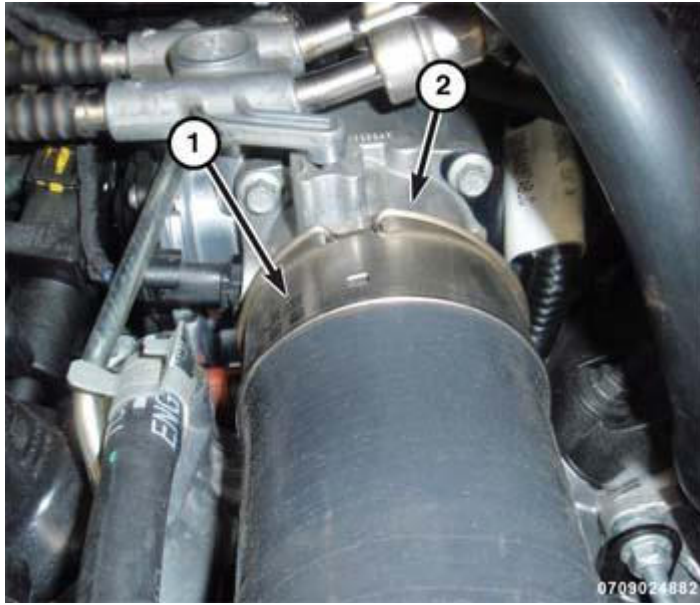


Fig. 270: CAC Hose & EGR Air Flow Control Valve
Courtesy of CHRYSLER GROUP, LLC

5. Disconnect the CAC hose (1) from the EGR air flow control valve (2).

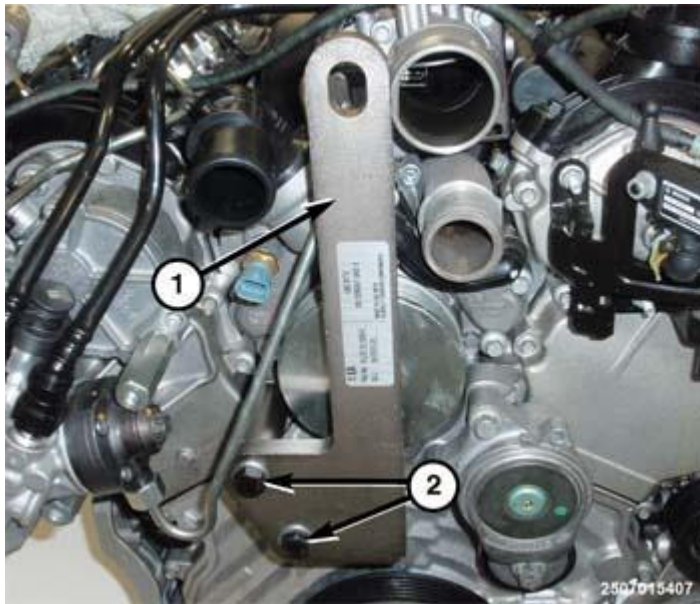


Fig. 271: Engine Lifting Special Tool VM.10360A-3 & Bolts
Courtesy of CHRYSLER GROUP, LLC

6. Install the Engine Lifting Bracket (Front) VM.10360A-1 (1) and securely tighten bolts (2).
7. Assemble the 8534B and support the engine.
8. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
9. If equipped, removed the belly pan.
10. Remove the left and right engine mount through bolt.

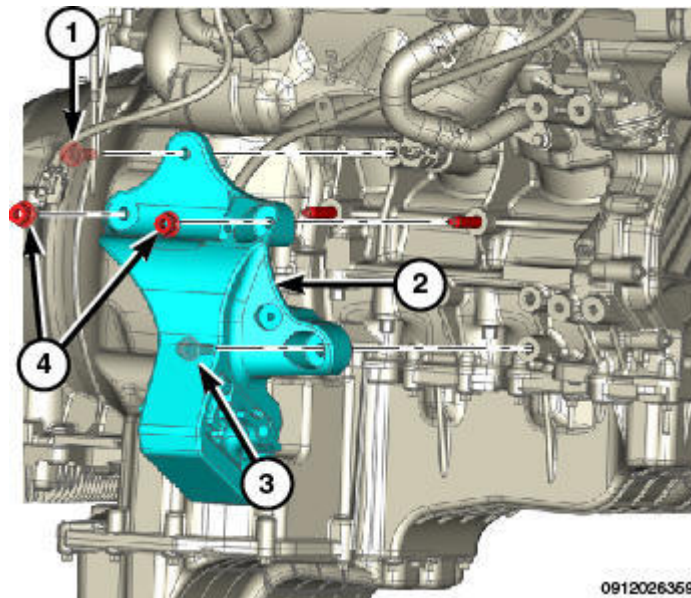


Fig. 272: Right Engine Mount, Bolts & Nuts
Courtesy of CHRYSLER GROUP, LLC

11. Remove the right engine mount nuts (4).
12. Remove bolts (1, 3), nuts (4) and the right engine mount (2).

4X4-RIGHT



Fig. 273: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect and isolate the negative battery cable.
2. Remove the engine cover (1).

3. Remove the air cleaner body. Refer to **BODY, AIR CLEANER, REMOVAL**.
4. Remove the serpentine belt. Refer to **BELT, SERPENTINE, REMOVAL**.

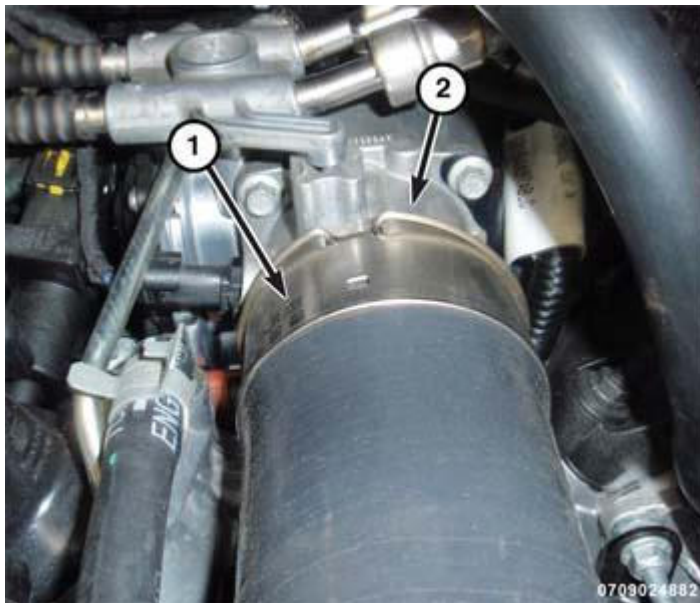


Fig. 274: CAC Hose & EGR Air Flow Control Valve
Courtesy of CHRYSLER GROUP, LLC

5. Disconnect the CAC hose (1) from the EGR air flow control valve (2).

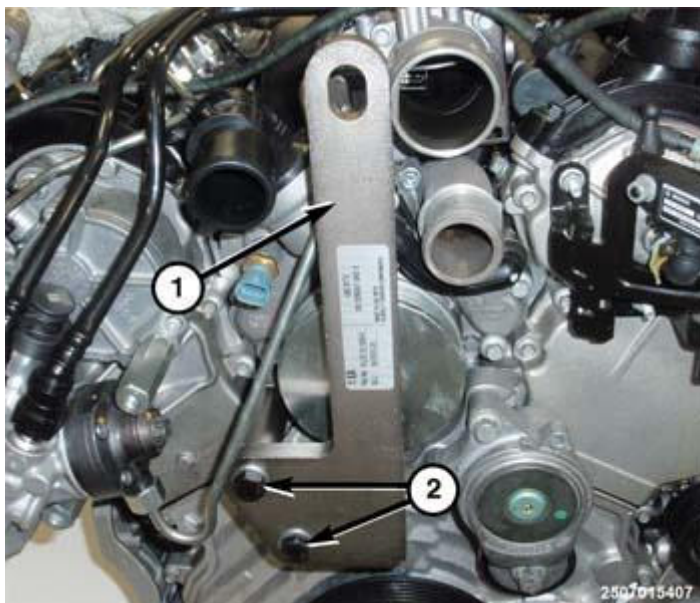


Fig. 275: Engine Lifting Special Tool VM.10360A-3 & Bolts
Courtesy of CHRYSLER GROUP, LLC

6. Install the Engine Lifting Bracket (Front) VM.10360A-1 (1) and securely tighten bolts (2).
7. Assemble the 8534B and support the engine.

8. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
9. If equipped, removed the belly pan.
10. Remove the front driveline axle (Refer to **FRONT AXLE - 215FD - 1500** /Removal).

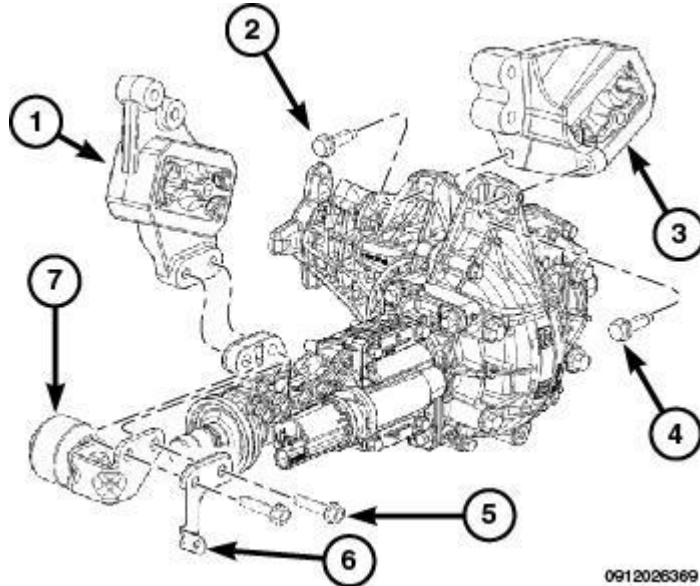


Fig. 276: Left Engine Mount Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

11. For right side, remove bolts (5), damper (7), bracket (6) the left engine mount (1).

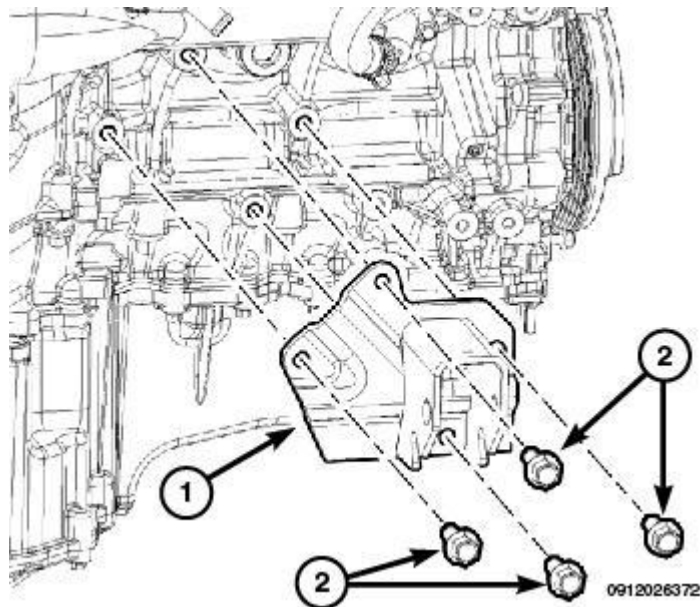


Fig. 277: Right Engine Mount Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

12. If necessary, remove bolts (2) and the right engine mount bracket (1).

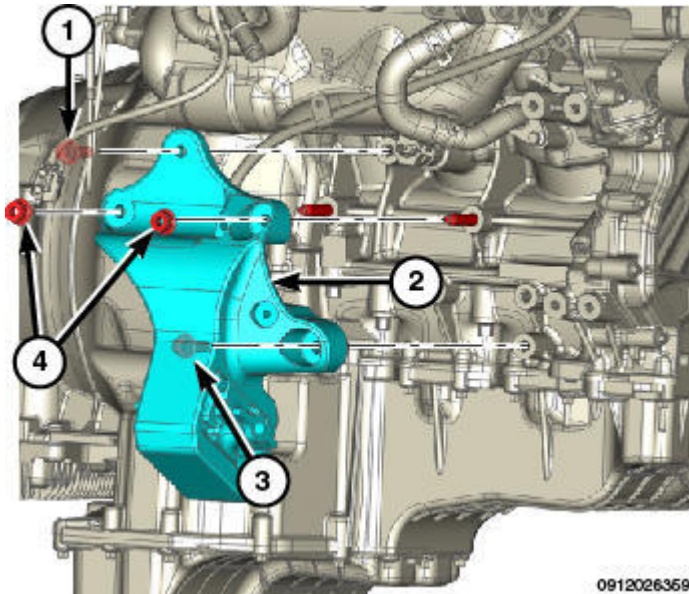
INSTALLATION**4X2-RIGHT**

Fig. 278: Right Engine Mount, Bolts & Nuts
Courtesy of CHRYSLER GROUP, LLC

1. Install the right engine mount (2). Tighten bolts (1, 3) to 61 N.m (45 ft. lbs.).
2. Install the right engine mount nuts (4) and tighten to 61 N.m (45 ft. lbs.).
3. Install the right and left engine mount through bolt (1) and tighten nut to 115 N.m (85 ft. lbs.).
4. If equipped install the belly pan.
5. Lower the vehicle.
6. Remove the 8534B.

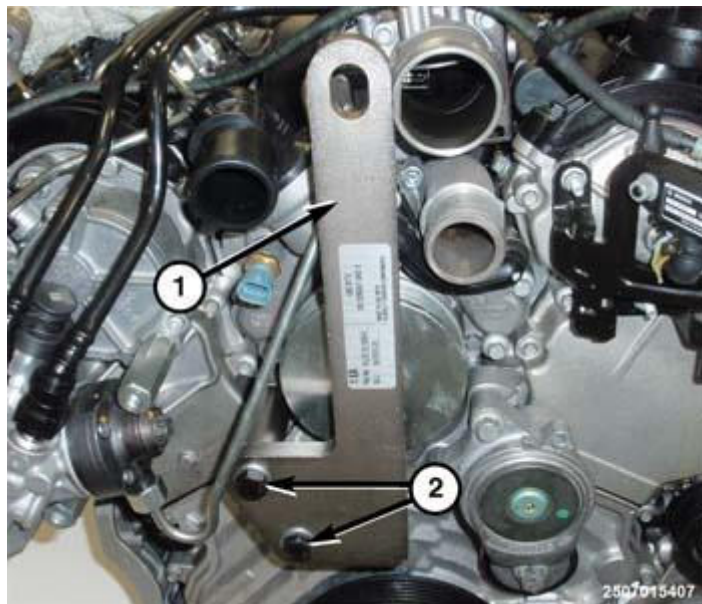


Fig. 279: Engine Lifting Special Tool VM.10360A-3 & Bolts
Courtesy of CHRYSLER GROUP, LLC

7. Remove the Engine Lifting Bracket (Front) VM.10360A-1 (1). Tighten bolts to 45 N.m (33 ft. lbs.).

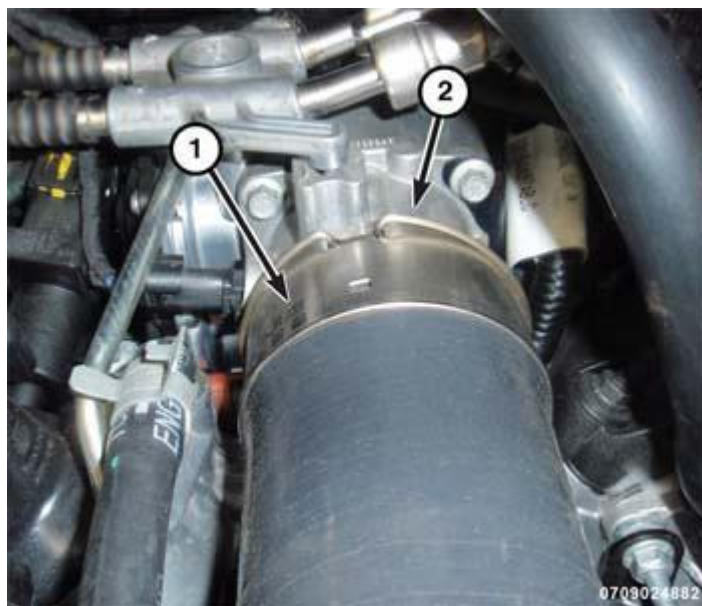


Fig. 280: CAC Hose & EGR Air Flow Control Valve
Courtesy of CHRYSLER GROUP, LLC

8. Connect the CAC hose (1) from the EGR air flow control valve (2).
9. Install the serpentine belt. Refer to **BELT, SERPENTINE, INSTALLATION**.
10. Install the engine cover (1).
11. Connect the negative battery cable.

4X4-RIGHT

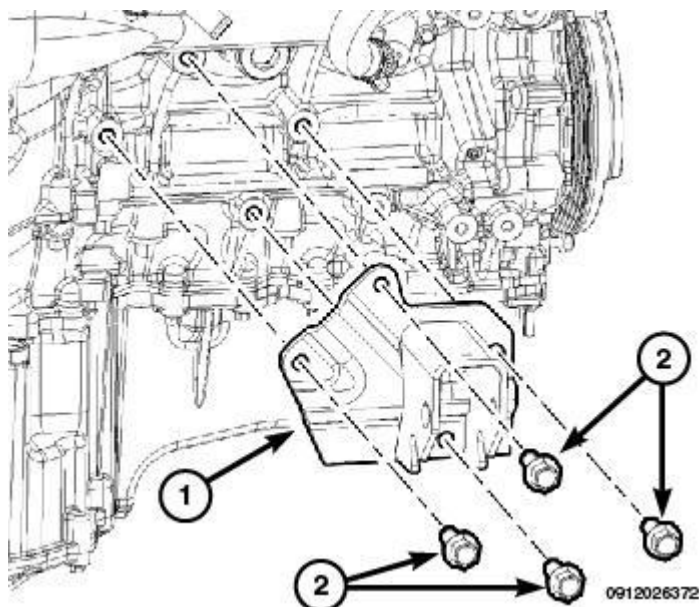


Fig. 281: Right Engine Mount Bracket & Bolts
 Courtesy of CHRYSLER GROUP, LLC

1. If removed, Install the right engine mount bracket (1). Tighten bolts (2) to 68 N.m (50 ft. lbs.).

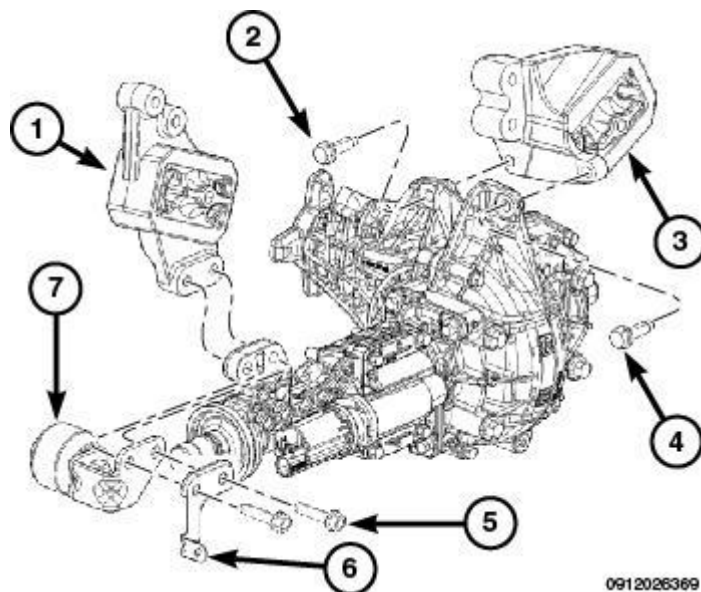


Fig. 282: Left Engine Mount Bracket & Bolts
 Courtesy of CHRYSLER GROUP, LLC

2. Install the right engine mount (1) damper (7), and bracket (6). Tighten bolts (5) to 120 N.m (89 ft. lbs.).
3. Install the front driveline axle (Refer to **FRONT AXLE - 215FD - 1500** /Installation).
4. Install the left engine mount-to-bracket bolts. Tighten nuts to 115 N.m (85 ft. lbs.).

5. Install the right engine mount-to-bracket bolts. Tighten nuts to 115 N.m (85 ft. lbs.).
6. Install the right and left engine mount through bolt. Tighten nuts to 115 N.m (85 ft. lbs.).
7. If equipped, install the belly pan.
8. Lower the vehicle.
9. Lower the engine into position and remove the 8534B.

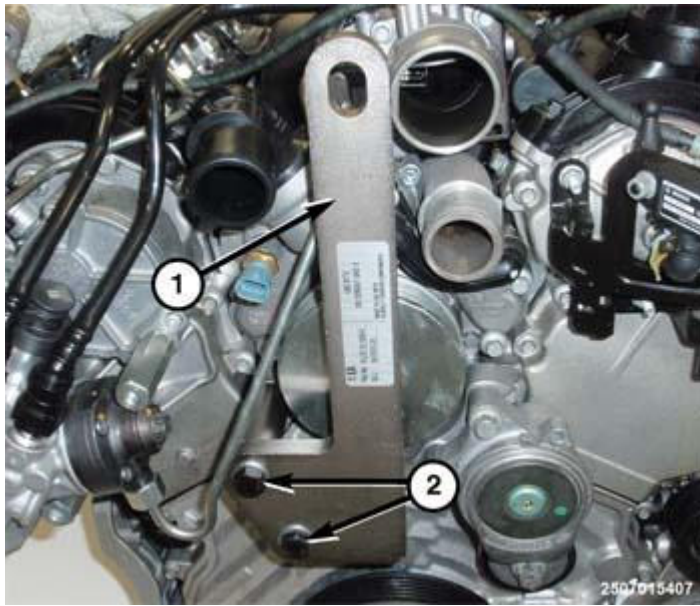


Fig. 283: Engine Lifting Special Tool VM.10360A-3 & Bolts
Courtesy of CHRYSLER GROUP, LLC

10. Remove the Engine Lifting Bracket (Front) VM.10360A-1 (1). Tighten bolts to 45 N.m (33 ft. lbs.).

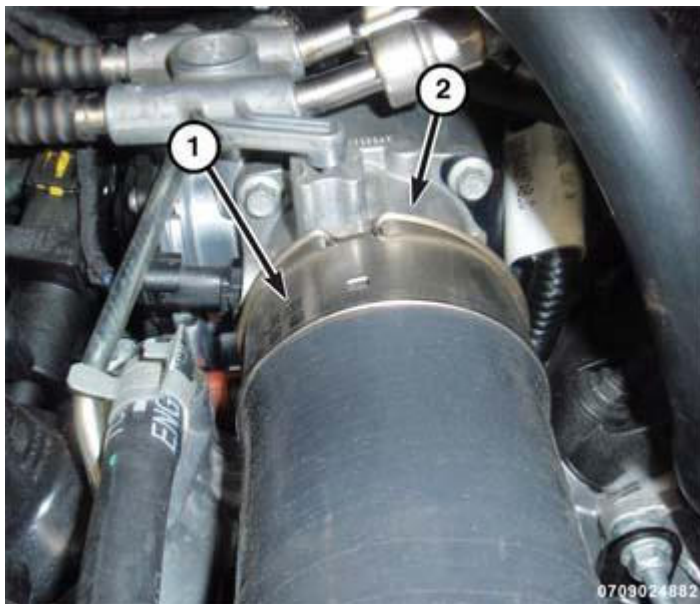


Fig. 284: CAC Hose & EGR Air Flow Control Valve

Courtesy of CHRYSLER GROUP, LLC

11. Connect the CAC hose (1) from the EGR air flow control valve (2).
12. Install the serpentine belt. Refer to **BELT, SERPENTINE, INSTALLATION** .
13. Install the air cleaner body. Refer to **BODY, AIR CLEANER, INSTALLATION**.



Fig. 285: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

14. Install the engine cover (1).
15. Connect the negative battery cable.

INSULATOR, ENGINE MOUNT, REAR MOUNT**REMOVAL****REMOVAL**

1. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
2. Remove the skid plate. Refer to **PLATE, SKID, FRONT, REMOVAL** .

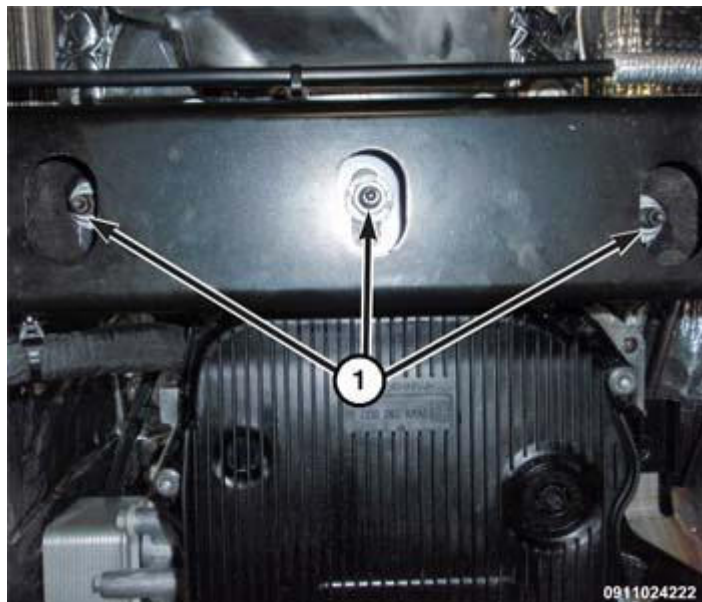


Fig. 286: Rear Mount Nuts

Courtesy of CHRYSLER GROUP, LLC

3. Remove the three rear mount nuts (1).
4. Remove the transmission crossmember. Refer to **CROSSMEMBER, TRANSMISSION, REMOVAL**.

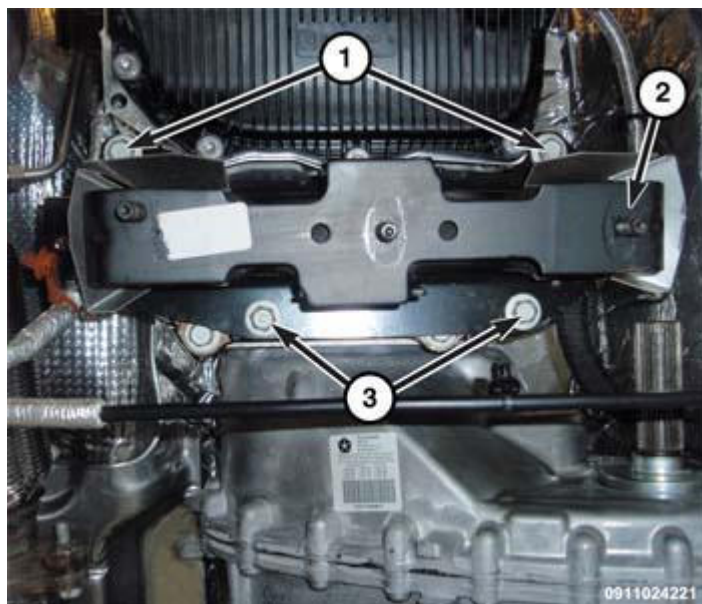


Fig. 287: Rear Mount Isolator & Bolts

Courtesy of CHRYSLER GROUP, LLC

5. Remove bolts (1, 3) and the rear mount isolator (2).

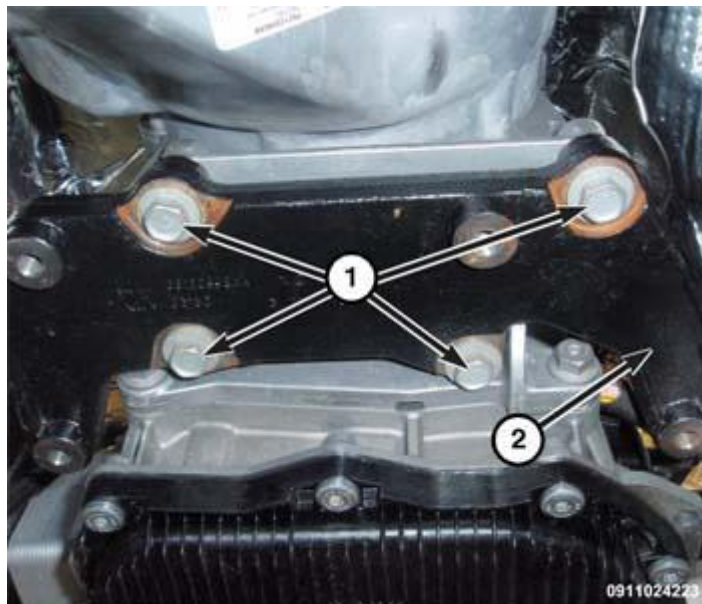


Fig. 288: Rear Mount Adapter & Bolts
Courtesy of CHRYSLER GROUP, LLC

6. If necessary, remove bolts and the rear mount adapter (2).

INSTALLATION

INSTALLATION

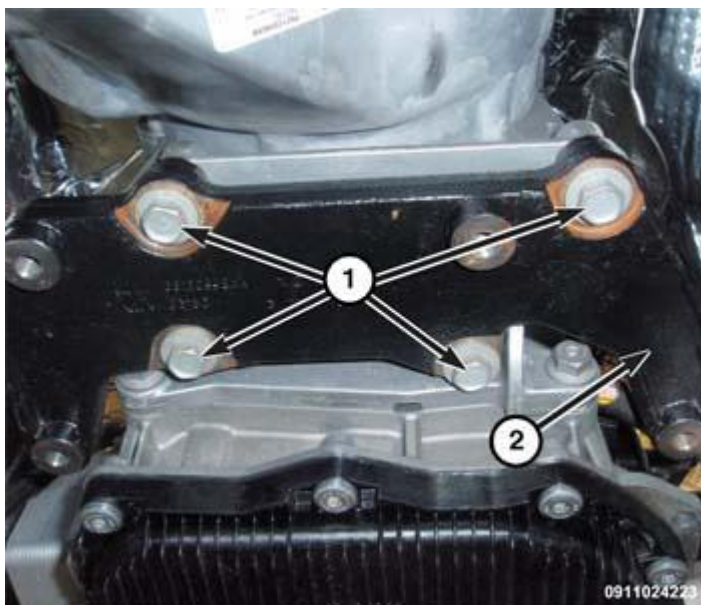


Fig. 289: Rear Mount Adapter & Bolts
Courtesy of CHRYSLER GROUP, LLC

1. If removed, install the rear engine mount bracket (2). Tighten bolts (1) to 61 N.m (45 ft. lbs.).

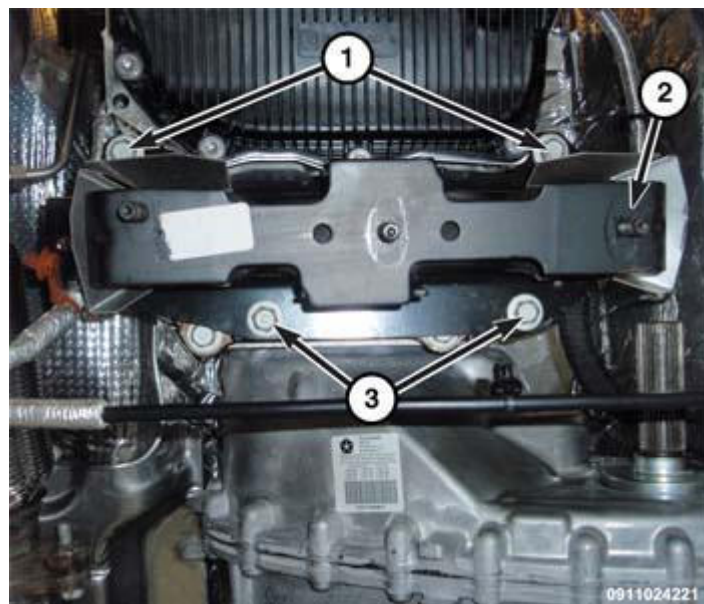


Fig. 290: Rear Mount Isolator & Bolts
Courtesy of CHRYSLER GROUP, LLC

2. Install the rear mount isolator. Tighten bolts (1, 3) to 61 N.m (45 ft. lbs.).

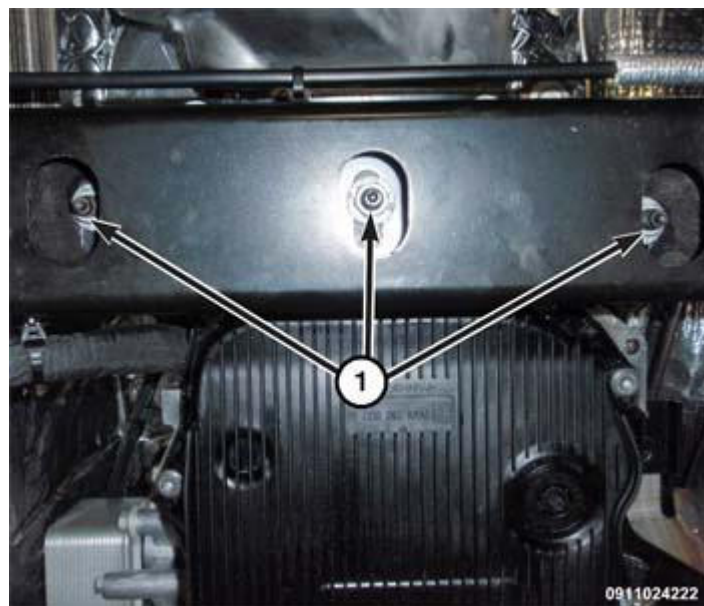


Fig. 291: Rear Mount Nuts
Courtesy of CHRYSLER GROUP, LLC

3. Install the transmission crossmember. Refer to **CROSSMEMBER, TRANSMISSION, INSTALLATION**.
4. Install the rear mount nuts (1) and tightened to 61 N.m (45 ft. lbs.).
5. Install the skid plate. Refer to **PLATE, SKID, FRONT, INSTALLATION**.
6. Lower the vehicle.

LUBRICATION

DESCRIPTION

DESCRIPTION

An efficient and acoustically optimized chain drive external gear pump is used for supply.

Oil is circulated through a high volume primary oil filter on the engine to one of the oil/water coolers in the "V" of the engine. The oil cooler maintains a maximum oil temperature of 140° C (284°F).

After the oil cooler, the oil is directed into the balance shaft tunnel that at the same time is the primary oil duct of the crankcase. Short passages lead to the crankshaft main bearings. The inlet pressurized piston oil injectors are located directly on the main oil channel and are supplied there.

Front mounted passages supply the cylinder heads. The hydraulically loaded chain tensioner is supplied via the right cylinder head in the direction of travel.

The oil supply and return of the turbo charger is integrated in the cast steel turbo charger carrier.

WARNING: Any time the oil is drained and filled it is critical to wait 15 minutes before starting the engine.

WARNING: Before checking the engine oil level turn the engine off and wait 15 minutes for the oil to return to the oil pan.

ADAPTER, OIL COOLER

REMOVAL

REMOVAL



Fig. 292: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect the negative battery cable.
2. Remove the engine cover (1).
3. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
4. Drain the cooling system. Refer to **STANDARD PROCEDURE** .
5. Drain the engine oil. Install and tighten drain plug to 45 N.m (33 ft. lbs.).

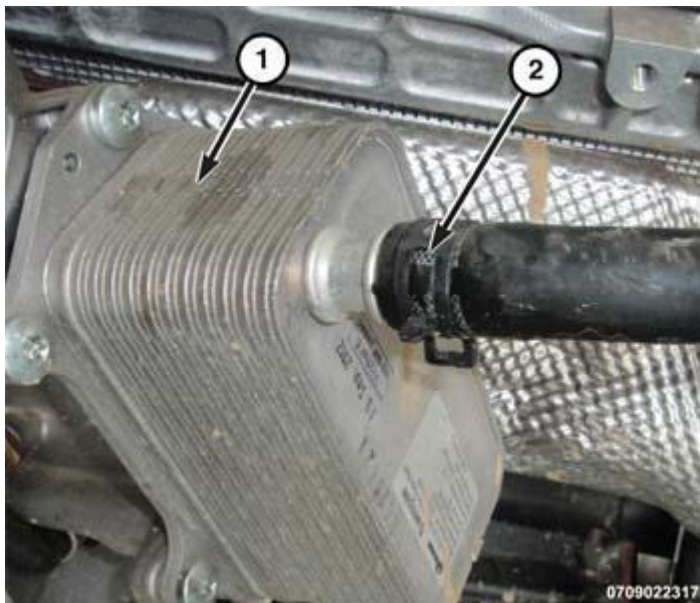


Fig. 293: Oil Cooler & Coolant Hose
Courtesy of CHRYSLER GROUP, LLC

6. Lower the vehicle.

7. Disconnect the coolant hose (2) from oil cooler (1).

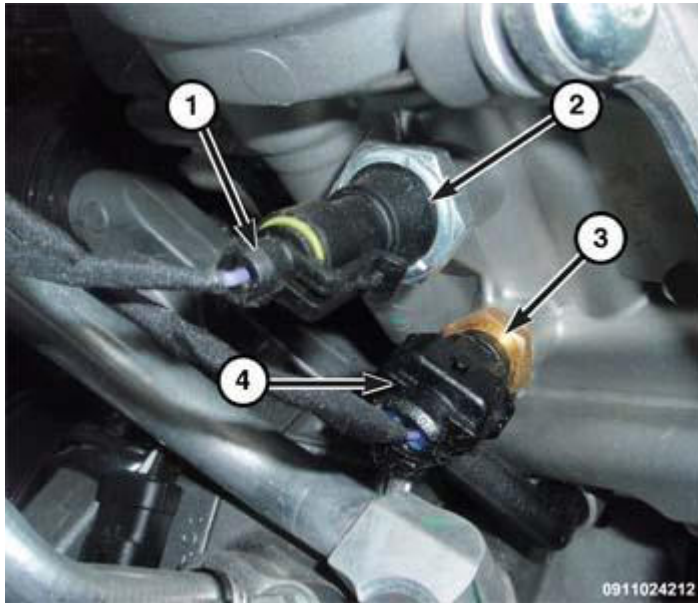


Fig. 294: Oil Temperature Sensor Wire Harness Connector & Oil Pressure Sensor Wire Harness Connector

Courtesy of CHRYSLER GROUP, LLC

8. Disconnect the oil temperature sensor wire harness connector (1).
9. Disconnect the oil pressure sensor wire harness connector (4).

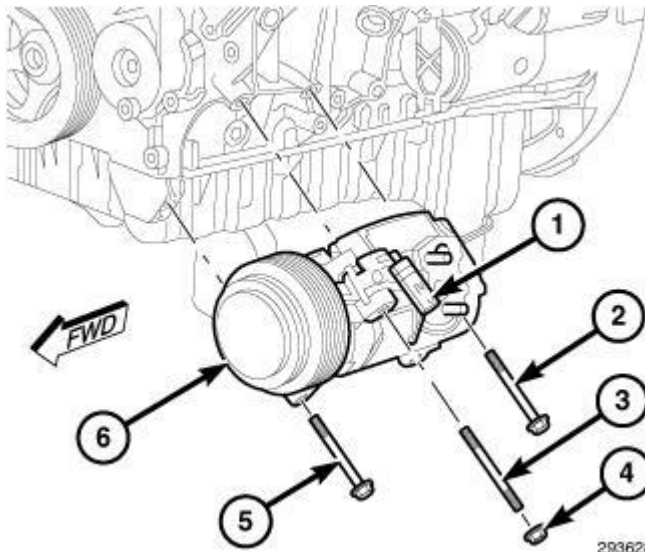


Fig. 295: Identifying Wire Harness Connector, Bolts & A/C Compressor

Courtesy of CHRYSLER GROUP, LLC

NOTE: Removal of the A/C compressor does not require the refrigerant to be evacuated.

10. Remove the A/C compressor and position aside. Refer to **COMPRESSOR, A/C, REMOVAL** .

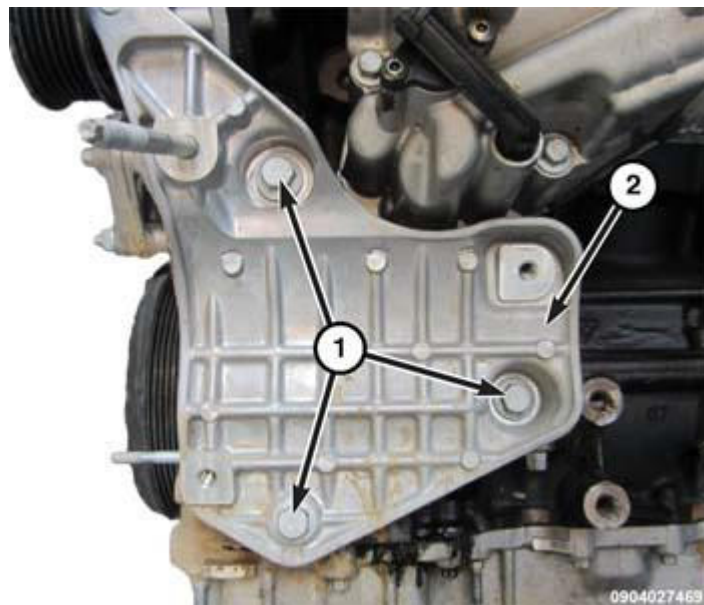


Fig. 296: A/C Compressor Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

11. Remove bolts (1), and the A/C compressor bracket (2).

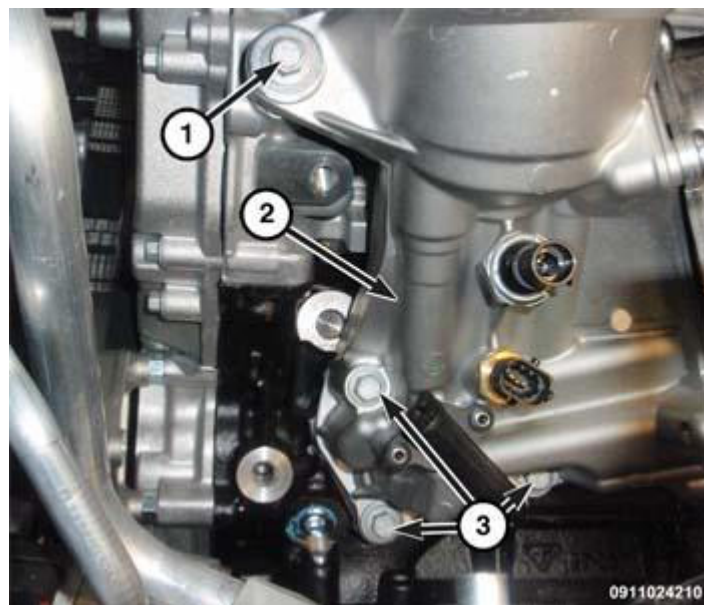


Fig. 297: Remove/Install Oil Cooler Assembly
Courtesy of CHRYSLER GROUP, LLC

12. Remove bolts (1, 3) and the oil filter housing (2).

INSTALLATION

INSTALLATION

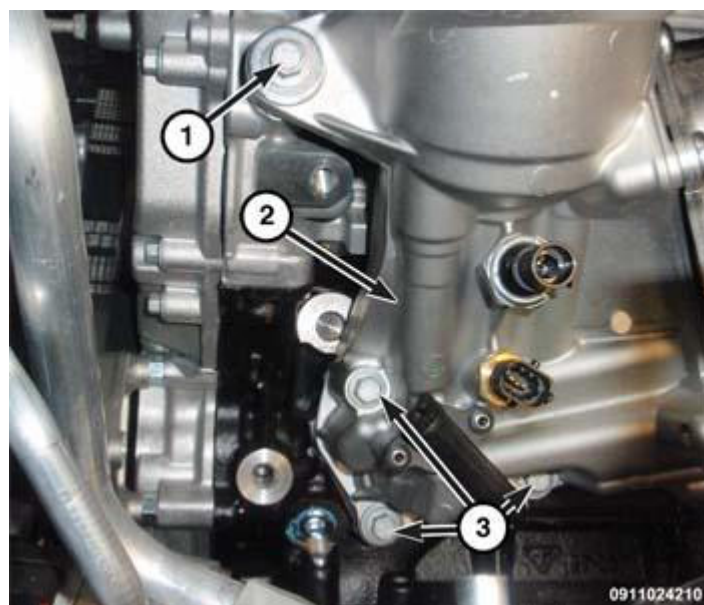


0911024211

Fig. 298: O-Ring Seal

Courtesy of CHRYSLER GROUP, LLC

1. Clean the gasket sealing surfaces. Refer to **ENGINE GASKET SURFACE PREPARATION**.
2. Install a new O-ring seal (1).



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Fig. 299: Remove/Install Oil Cooler Assembly

Courtesy of CHRYSLER GROUP, LLC

3. Install the oil filter housing (2). Tighten bolts (1, 3) to 30 N.m (22 ft. lbs.).

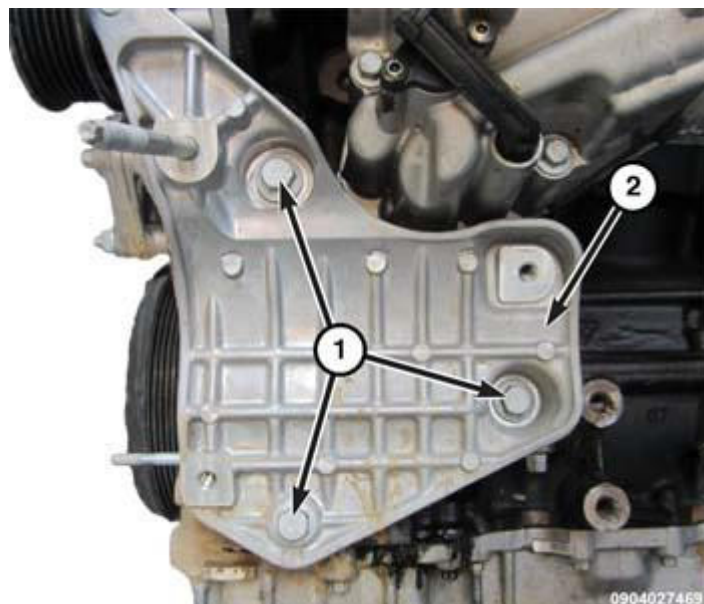


Fig. 300: A/C Compressor Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

4. Install the A/C compressor bracket (2). Tighten bolts (1) 45 N.m (33 ft. lbs.).

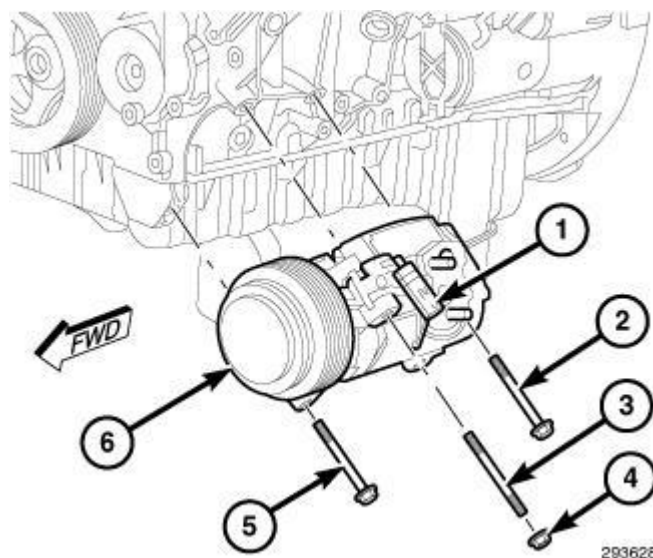


Fig. 301: Identifying Wire Harness Connector, Bolts & A/C Compressor
Courtesy of CHRYSLER GROUP, LLC

5. Install the A/C compressor. Refer to **COMPRESSOR, A/C, INSTALLATION** .

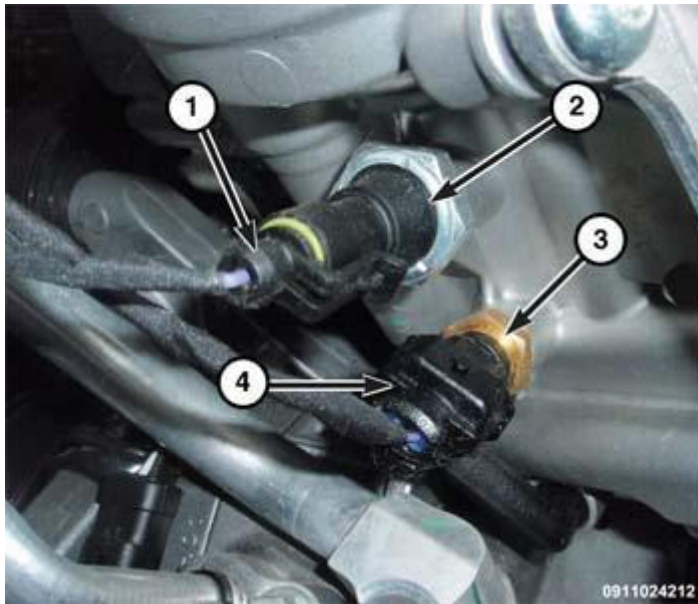


Fig. 302: Oil Temperature Sensor Wire Harness Connector & Oil Pressure Sensor Wire Harness Connector

Courtesy of CHRYSLER GROUP, LLC

6. Connect the oil pressure sensor wire harness connector (4).
7. Connect the oil temperature sensor wire harness connector (1).

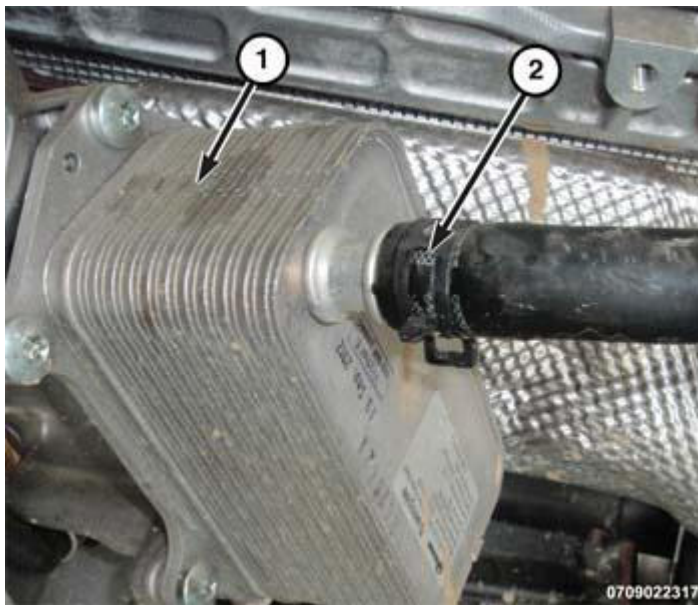


Fig. 303: Oil Cooler & Coolant Hose

Courtesy of CHRYSLER GROUP, LLC

8. Connect the coolant hose (2) from oil cooler (1).
9. Fill the cooling system. Refer to **STANDARD PROCEDURE**.
10. Change the oil filter and fill the engine with recommended engine oil. Refer to **CAPACITIES AND**

RECOMMENDED FLUIDS, SPECIFICATIONS .

11. Connect the negative battery cable.
12. Start the engine and check for leaks.



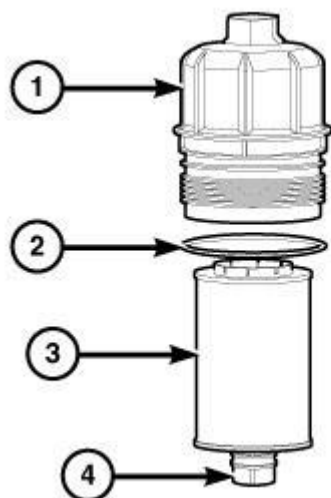
Fig. 304: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

13. Install the engine cover (1).

FILTER, ENGINE OIL

REMOVAL

REMOVAL



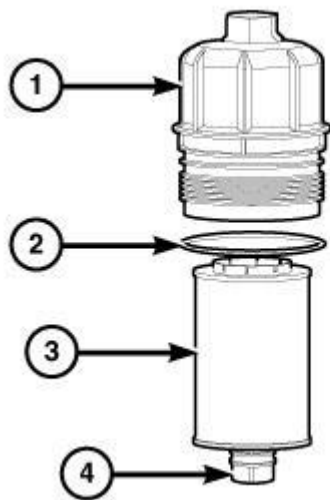
3262978

Fig. 305: Oil Filter Cover, O-Ring Gasket, Oil Filter & Base Oil Filter
Courtesy of CHRYSLER GROUP, LLC

1. Remove the oil filter cap.
2. While holding the oil filter cover (1), pushdown on base oil filter (4) to separate from cover and remove the oil filter (3).
3. Remove and discard O-ring gasket (2). Clean and inspect cap.
4. Using a suitable suction tool, remove the residual oil from oil filter housing.

INSTALLATION

INSTALLATION



3262978

Fig. 306: Oil Filter Cover, O-Ring Gasket, Oil Filter & Base Oil Filter
Courtesy of CHRYSLER GROUP, LLC

1. Lubricate and install the new oil filter cap O-ring gasket (2). Make sure the oil filter cap O-ring is in the correct location.
2. Install the oil filter (3) into oil filter cap (1).

NOTE: Remove any residual oil from oil filter housing before installing new oil filter.

3. Install oil filter cap (1) and tighten to 25 N.m (18 ft. lbs.).

JET, PISTON OIL COOLER

DESCRIPTION

DESCRIPTION

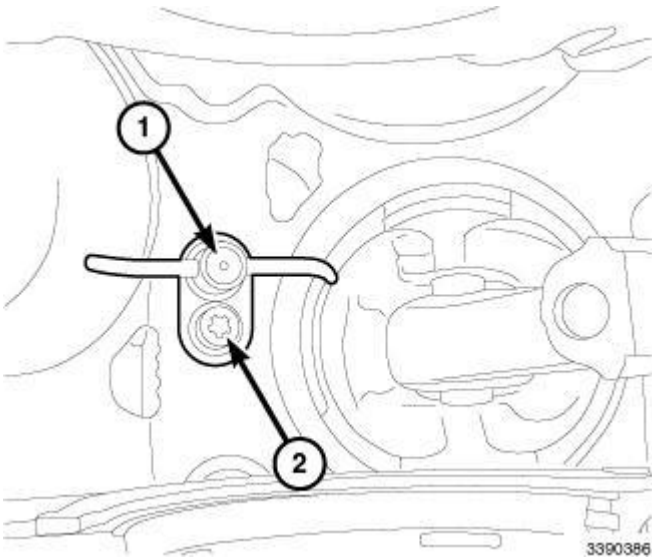


Fig. 307: Oil Jet & Retaining Bolt

Courtesy of CHRYSLER GROUP, LLC

Three dual-nozzle oil jets (1) are bolted to the cylinder block underneath the main oil gallery. The jets connect with an oil-tight fit to the main gallery through lubrication passages. Each oil jet helps cool two opposite pistons. Proper oil jet alignment is important. Each nozzle is designed to alternatively spray oil through both cooling galleries within the piston. The oil spray is aimed at one of the cooling galleries as the piston approaches TDC. As the piston approaches BDC, the oil spray is aimed at the adjacent cooling gallery.

REMOVAL

REMOVAL

CAUTION: Use caution when removing and installing oil jets. Damage to oil jet nozzle could cause severe engine damage.

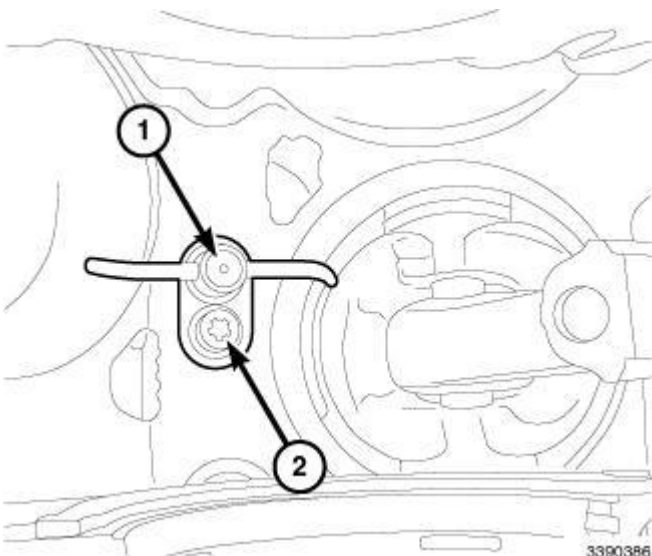
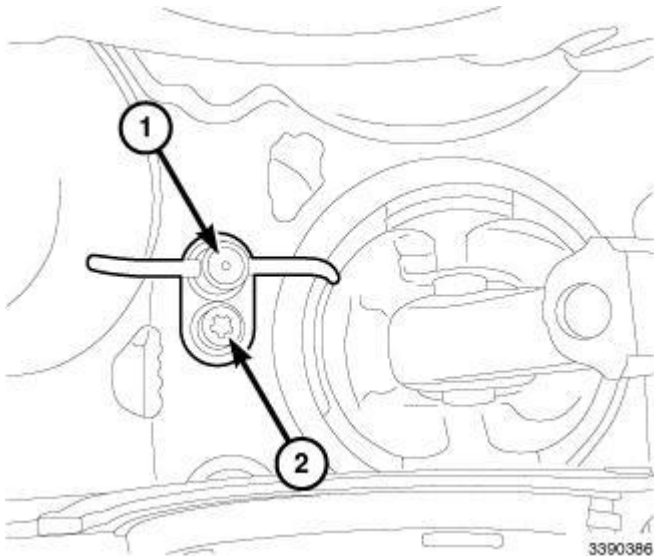


Fig. 308: Oil Jet & Retaining Bolt

Courtesy of CHRYSLER GROUP, LLC

1. Disconnect negative battery cable.
2. Remove the crankshaft. Refer to **CRANKSHAFT, REMOVAL**.
3. Remove bolt (2) and oil jet (1) from engine block.

INSTALLATION**INSTALLATION****Fig. 309: Oil Jet & Retaining Bolt**

Courtesy of CHRYSLER GROUP, LLC

CAUTION: Use caution when removing and installing oil jets. Damage to oil jet nozzle could cause severe engine damage.

1. Install oil jet (1) in engine block. Tighten bolt (2) to 11 N.m (97 in. lbs.).
2. Install the crankshaft. Refer to **CRANKSHAFT, INSTALLATION**.
3. Connect negative battery cable.

JET, TIMING CHAIN OIL**REMOVAL****REMOVAL**

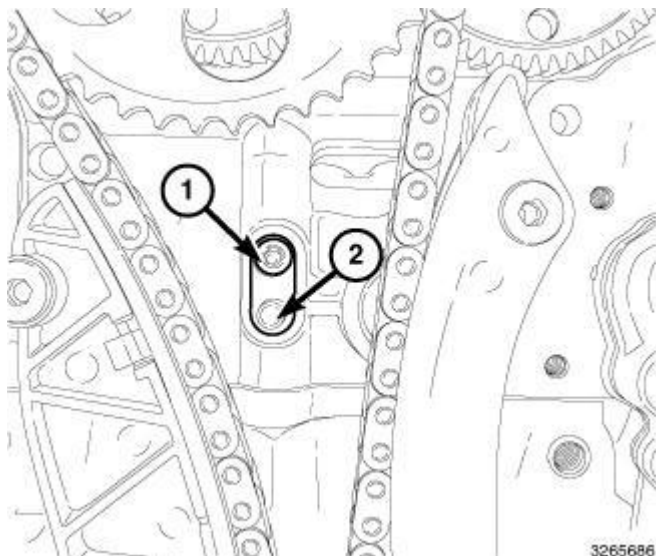


Fig. 310: Timing Chain Oil Jet & Bolt
Courtesy of CHRYSLER GROUP, LLC

NOTE: Right side shown in illustration, left side similar.

1. Disconnect negative battery cable.
2. Remove the upper timing cover. Refer to COVER(S), ENGINE TIMING, REMOVAL.
3. Remove bolt (1) and the timing chain oil jet (2).
4. Remove and discard O-ring seal.

INSTALLATION

INSTALLATION

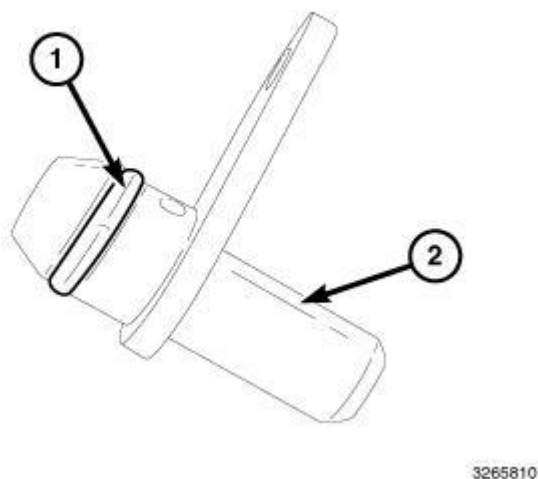


Fig. 311: Timing Chain Oil Jet & O-Ring Seal
Courtesy of CHRYSLER GROUP, LLC

1. Install a new O-ring seal (1) onto the timing chain oil jet (2).

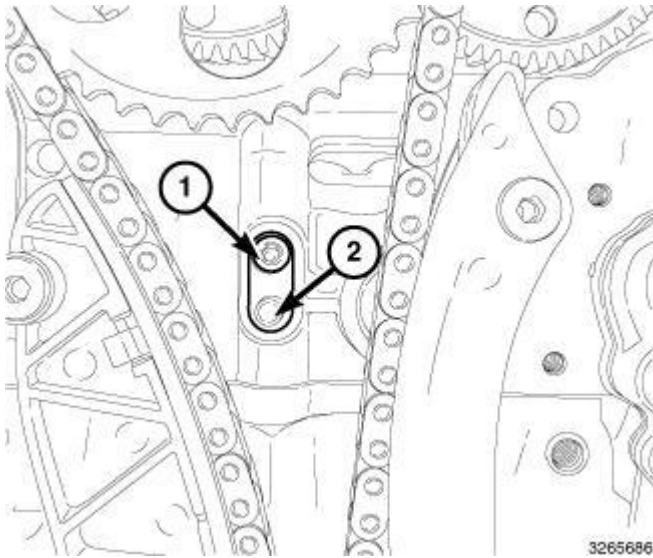


Fig. 312: Timing Chain Oil Jet & Bolt
Courtesy of CHRYSLER GROUP, LLC

NOTE: Right side shown in illustration, left side similar.

2. Install the timing chain oil jet (2). Tighten bolt (1) to 11 N.m (97 in. lbs.).
3. Install the upper timing cover. Refer to **COVER(S), ENGINE TIMING, INSTALLATION**.
4. Fill engine oil to proper level.
5. Connect negative battery cable.

OIL

DESCRIPTION

DESCRIPTION

Refer to **CAPACITIES AND RECOMMENDED FLUIDS, SPECIFICATIONS** for oil specifications.

STANDARD PROCEDURE

STANDARD PROCEDURE - ENGINE OIL AND FILTER CHANGE

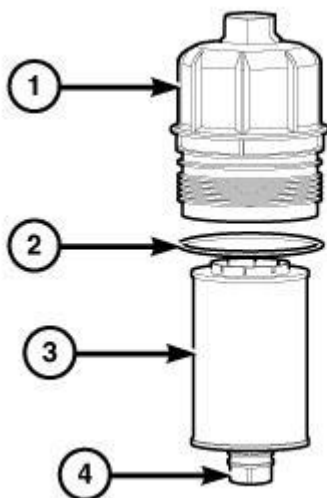
WARNING: New or used engine oil can be irritating to the skin. Avoid prolonged or repeated skin contact with engine oil. Contaminants in used engine oil, caused by internal combustion, can be hazardous to your health. Thoroughly wash exposed skin with soap and water. Do not wash skin with gasoline, diesel 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 the engine oil and filter at mileage and time intervals described in the Maintenance Schedule. Refer to **MAINTENANCE SCHEDULES, DESCRIPTION** .



Fig. 313: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

1. Run the engine until achieving normal operating temperature.
2. Position the vehicle on a level surface and turn the engine off.
3. Remove the engine cover (1).
4. Place an oil absorbent cloth around the oil filter housing at the base.
5. Rotate the oil filter cap (1) counterclockwise and remove the oil filter and cap.



3262978

Fig. 314: Oil Filter Cover, O-Ring Gasket, Oil Filter & Base Oil Filter
Courtesy of CHRYSLER GROUP, LLC

CAUTION: When performing an engine oil change, the oil filter cap must be removed. Removing the oil filter cap releases oil held within the oil filter cavity and allows it to drain into the sump. Failure to remove the cap prior to reinstallation of the drain plug will not allow complete draining of the used engine oil.

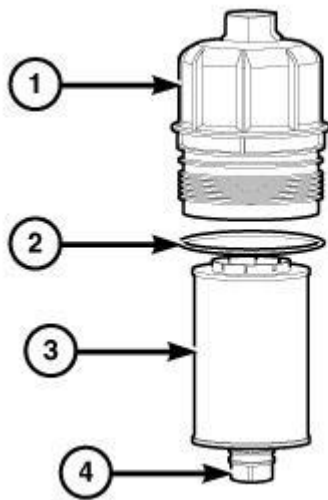
NOTE: The oil filter (3) is attached to the oil filter cap (1).

6. While holding the oil filter cover (1), pushdown on base oil filter (4) to separate from cover and remove the oil filter (3).
7. Remove and discard O-ring gasket (2). Clean and inspect cap.



Fig. 315: Crankcase Drain Plug
Courtesy of CHRYSLER GROUP, LLC

8. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE**.
9. Place a suitable drain pan under the crankcase drain plug (1).
10. Drain the engine oil. Inspect the drain plug threads for stretching or other damage. Replace the drain plug (1) if damaged.
11. Install and tighten the drain plug (1) to 45 N.m (33 ft. lbs.).



3262978

Fig. 316: Oil Filter Cover, O-Ring Gasket, Oil Filter & Base Oil Filter
Courtesy of CHRYSLER GROUP, LLC

12. Lower the vehicle.

NOTE: It is not necessary to pre-oil the oil filter or fill the oil filter housing.

13. Lubricate and install the new oil filter cap O-ring gasket (2). Make sure the oil filter cap O-ring is in the correct location.
14. Install the oil filter (3) into oil filter cap (1).
15. Install oil filter cap (1) and tighten to 25 N.m (18 ft. lbs.).
16. Fill the crankcase with the specified type and amount of engine oil. Refer to **CAPACITIES AND RECOMMENDED FLUIDS, SPECIFICATIONS** .



Fig. 317: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

17. Start the engine and inspect for leaks.
18. Stop the engine and check the oil level.
19. Install the engine cover (1).

PAN, OIL

REMOVAL

UPPER OIL PAN

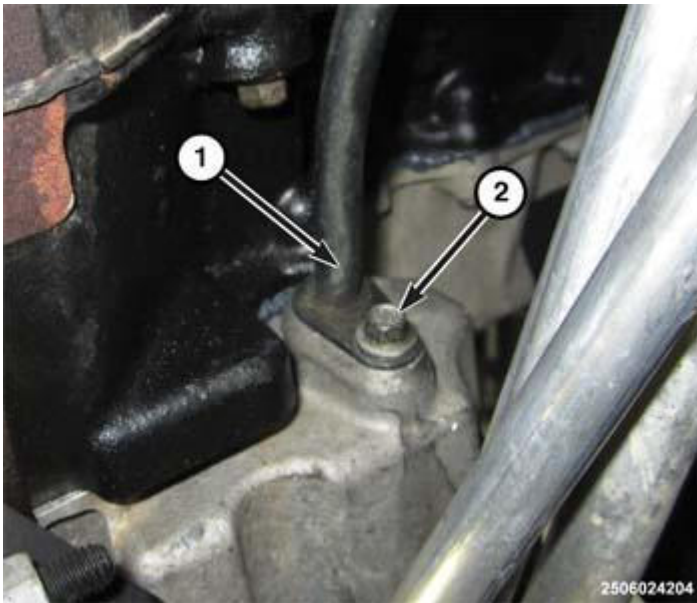
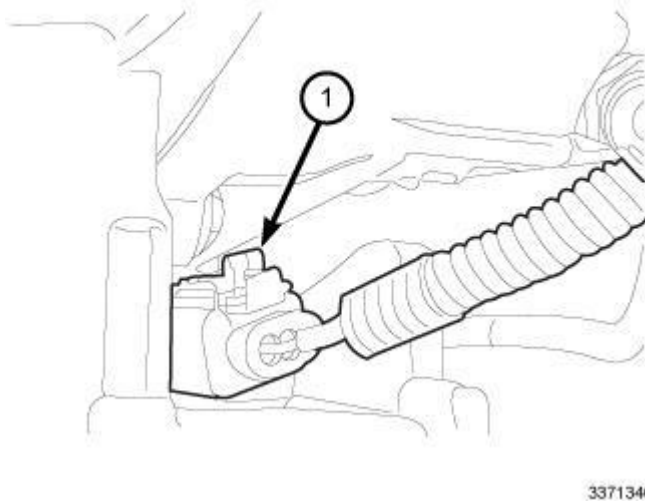


Fig. 318: Oil Dip Stick Tube & Bolt
Courtesy of CHRYSLER GROUP, LLC

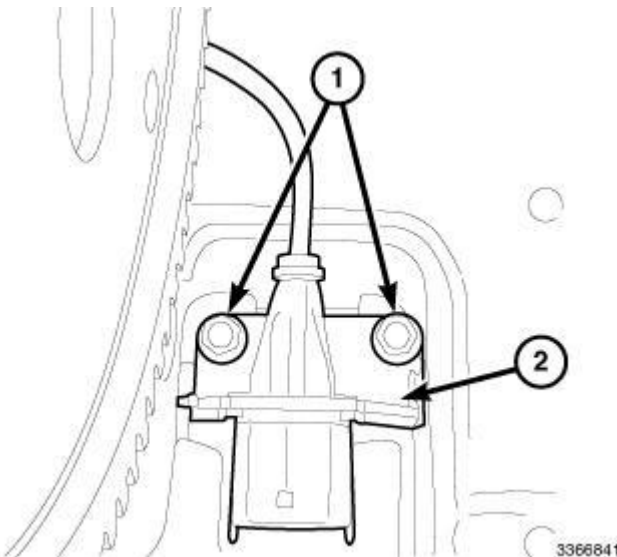
1. Disconnect the negative battery cable.
2. Remove and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
3. Remove the front skid plate.
4. Remove the oil dip stick tube bolt (2).
5. For 4x4 models, remove the front driveline axle.
6. Remove upper bolt and the oil dip stick tube.
7. Remove the lower oil pan. Refer to **PAN, OIL, REMOVAL**.



3371346

Fig. 319: Crankshaft Position Sensor Connector
 Courtesy of CHRYSLER GROUP, LLC

8. Remove the four transmission-to-oil pan bolts.
9. Remove bolts securing the transmission cooler liner to oil pan.
10. Remove nuts and the wire harness assembly from front of oil pan.
11. Detach the starter wire harness to upper oil pan.
12. Disconnect the Crankshaft Position Sensor (CKP) wire harness connector (1).



3366841

Fig. 320: Crankshaft Position Sensor Wiring Harness Bracket & Bolts
 Courtesy of CHRYSLER GROUP, LLC

13. Remove bolts (1) attaching the CKP harness connector bracket (2) to oil pan.
14. Remove the oil pump pick-up tube bolt.
15. Remove bolts and the upper oil pan.

LOWER OIL PAN

1. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
2. Remove the front suspension skid plate.
3. Drain the engine oil. Install and tighten drain plug to 45 N.m (33 ft. lbs.).

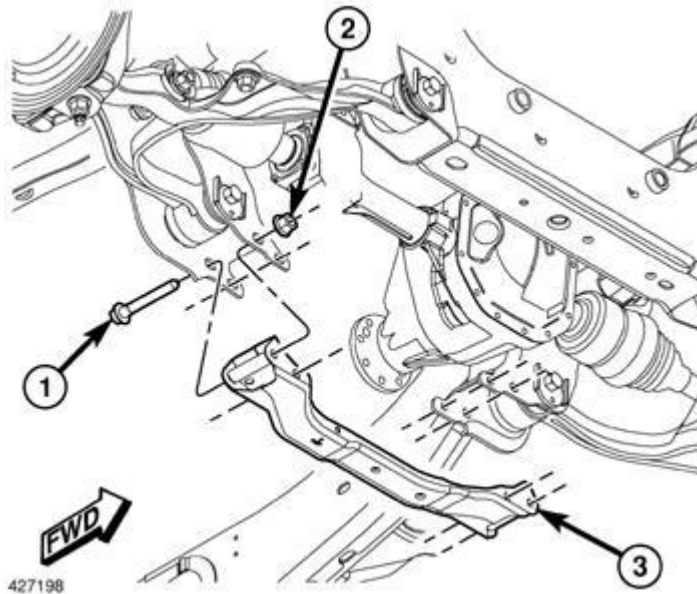


Fig. 321: Removing/Installing Crossmember
Courtesy of CHRYSLER GROUP, LLC

4. Remove bolts (1) and the front suspension crossmember (3).

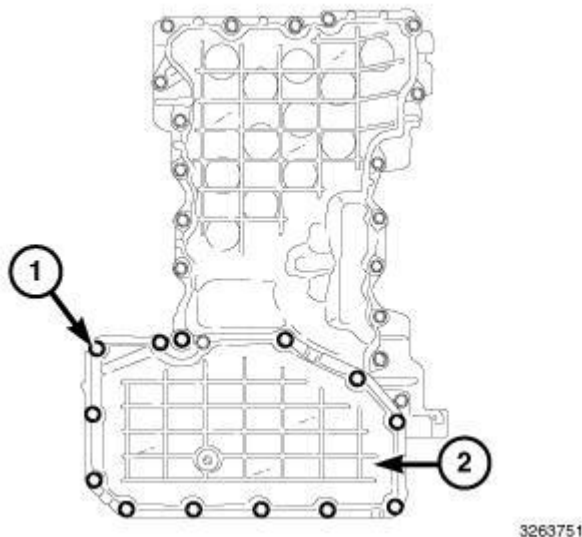
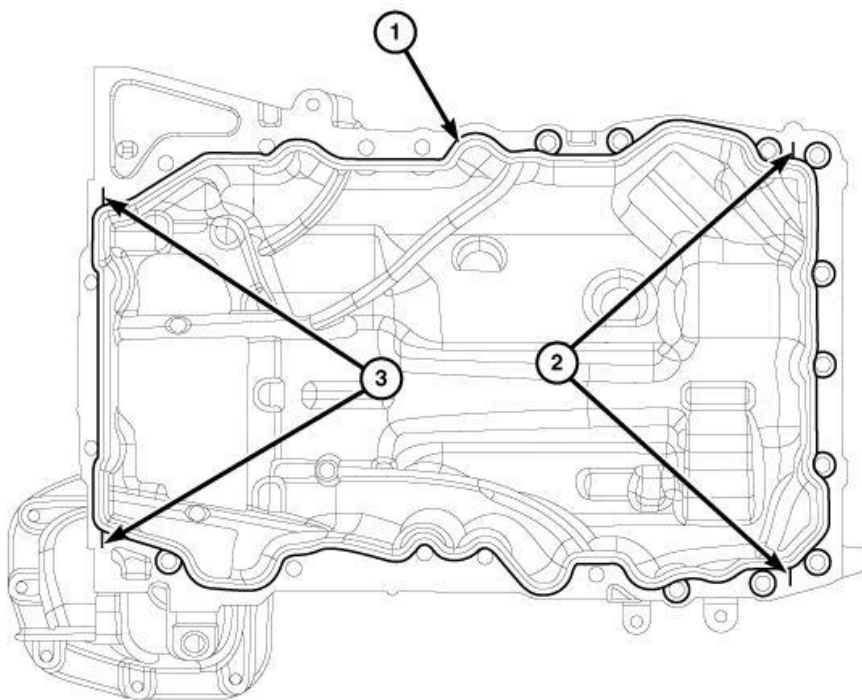


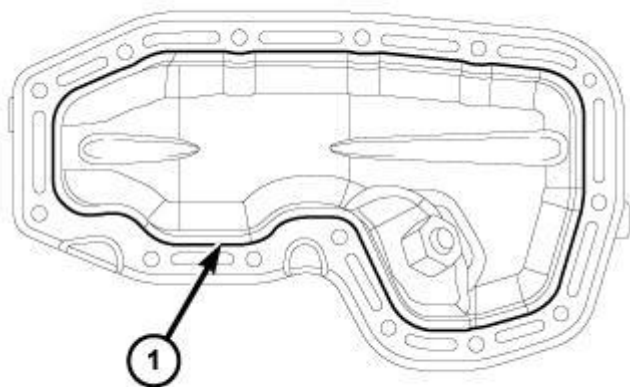
Fig. 322: Lower Oil Pan & Bolts
Courtesy of CHRYSLER GROUP, LLC

5. Remove bolts (1) and the lower oil pan (2).

CLEANING**CLEANING - OIL PAN**

2774053

Fig. 323: Mopar® Threebond Engine RTV Sealant Locations
Courtesy of CHRYSLER GROUP, LLC



2774054

Fig. 324: Mopar® Threebond Engine RTV Sealant Location
Courtesy of CHRYSLER GROUP, LLC

1. Clean the oil pan in solvent and wipe dry with a clean cloth.

CAUTION: Do not use oil based liquids, wire brushes, abrasive wheels or metal scrapers to clean the engine gasket surfaces. Use only isopropyl (rubbing) alcohol, along with plastic or wooden scrapers. Improper gasket surface preparation may result in engine fluid leakage.

2. Remove all residual sealant (1) from the upper and lower oil pans. Refer to ENGINE GASKET SURFACE PREPARATION .

INSTALLATION

UPPER OIL PAN

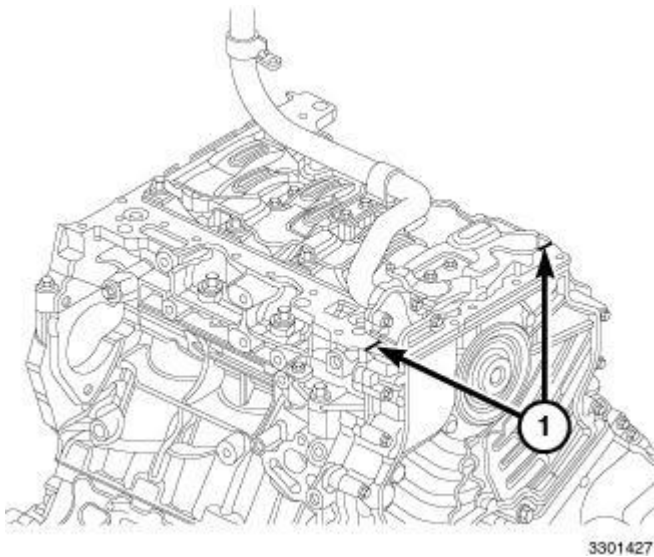
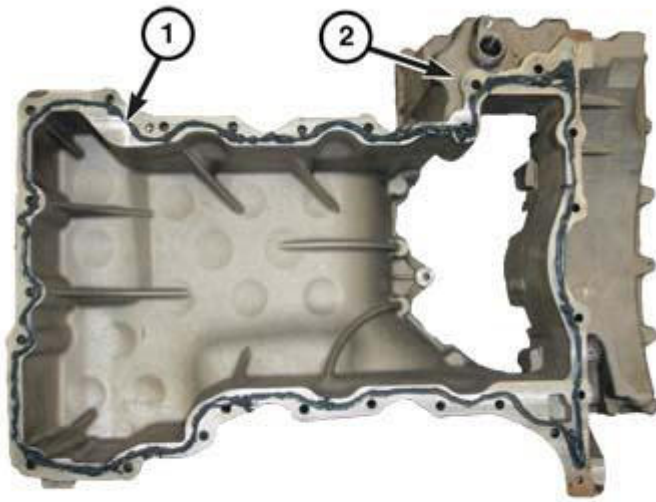


Fig. 325: RTV Sealant To Timing Cover To Engine Block T-Joints
Courtesy of CHRYSLER GROUP, LLC

1. Clean and gasket sealing surfaces. Refer to ENGINE GASKET SURFACE PREPARATION .

NOTE: Clean the oil pan sealing surfaces with isopropyl alcohol in preparation for sealant application.

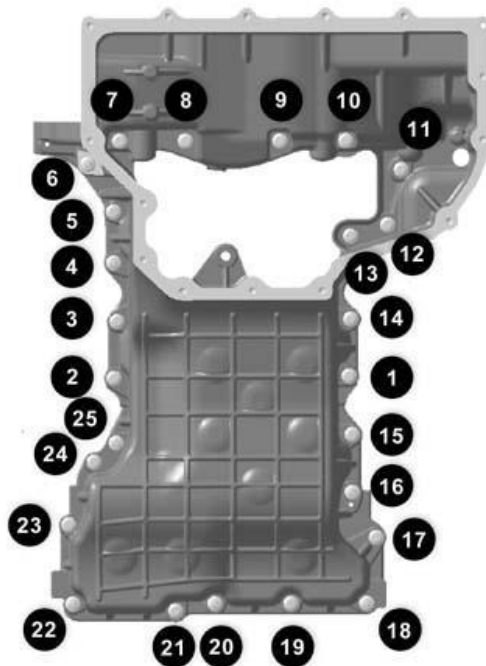
2. Apply a 3 mm wide bead of Mopar® Threebond Engine RTV Sealant to the timing cover to engine block T-joints (1).



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Fig. 326: Timing Cover To Engine Block T-Joints & RTV Sealant
Courtesy of CHRYSLER GROUP, LLC

3. Apply a 3 mm wide bead of Mopar® Threebond Engine RTV Sealant to the oil pan (2).



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Fig. 327: Oil Pan Bolt Tightening Sequence
Courtesy of CHRYSLER GROUP, LLC

NOTE: Bolts in the following positions are stud bolts (4, 6, 16, 18, 20, 22, and 25).

4. Install the upper oil pan and tighten bolts finger tight:

- Using the tightening sequence shown in illustration, tighten bolts to 15 N.m (133 in. lbs.).
 - Loosen the following bolts 7-13 one at a time 90 degrees, then using the tightening sequence shown in illustration tighten bolts to 15 N.m (133 in. lbs.).
 - Loosen the following bolts 1-6, 14-25, one at a time 90 degrees, then using the tightening sequence shown in illustration tighten bolts to 15 N.m (133 in. lbs.).
5. Using new O-ring seals, install the oil pump pick-up tube. Tighten bolt to 11 N.m (97 in. lbs.).

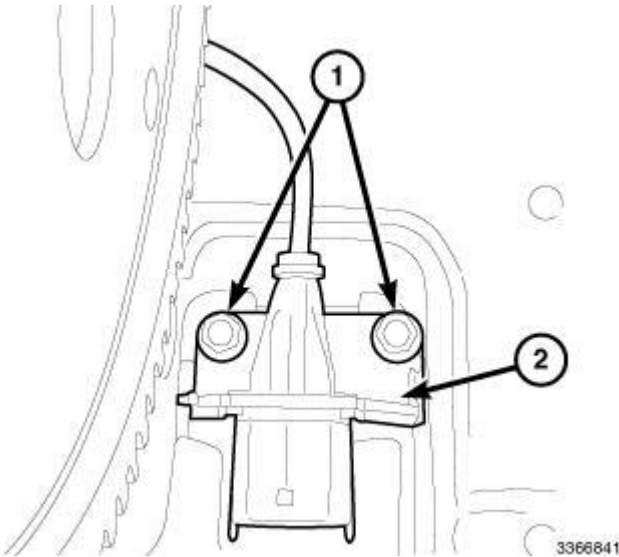


Fig. 328: Crankshaft Position Sensor Wiring Harness Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

6. Install bolts (1) attaching the Crankshaft Position Sensor (CKP) harness connector bracket (2) to oil pan and tighten to 8 N.m (71 in. lbs.).

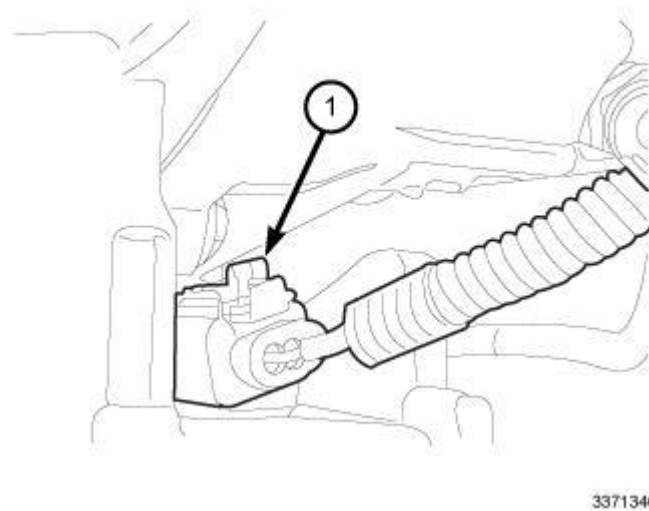


Fig. 329: Crankshaft Position Sensor Connector
Courtesy of CHRYSLER GROUP, LLC

7. Connect the CKP wire harness connector (1).
8. Attach the starter wire harness to upper oil pan.
9. Install the wire harness assembly to front of oil pan. Tighten nuts to 11 N.m 97 in. lbs.).
10. Install bolts securing the transmission cooler liner to oil pan and securely tighten bolts.
11. Install the four transmission-to-oil pan bolts and tighten to 55 N.m (41 ft. lbs.).
12. Install the lower oil pan. Refer to **PAN, OIL, INSTALLATION**.
13. Install the oil dip stick tube. Tighten upper bolt to 11 N.m (97 in. lbs.).
14. For 4x4 models, install the front driveline axle.
15. Install the oil dip stick tube bolt (2) and tighten to 11 N.m 97 in. lbs.).
16. Install the front skid plate. Refer to **PLATE, SKID, FRONT, INSTALLATION**.
17. Lower the vehicle.
18. Replace the oil filter and fill the engine with recommended engine oil. Refer to **CAPACITIES AND RECOMMENDED FLUIDS, SPECIFICATIONS**.
19. Connect the negative battery cable.

LOWER OIL PAN



Fig. 330: Lower Oil Pan & RTV Sealant
Courtesy of CHRYSLER GROUP, LLC

1. Clean and gasket sealing surfaces. Refer to **ENGINE GASKET SURFACE PREPARATION**.

CAUTION: Engine assembly requires the use of a unique sealant that is compatible with engine oil. Using a sealant other than Mopar® Threebond Engine RTV Sealant may result in engine fluid leakage.

CAUTION: Following the application of Mopar® Threebond Engine RTV Sealant

to the gasket surfaces, the components must be assembled within 20 minutes and the attaching fasteners must be tightened to specification within 45 minutes. Prolonged exposure to the air prior to assembly may result in engine fluid leakage.

NOTE: Sealing surfaces must be free of a gasket material and oil residue. Clean the oil pan sealing surfaces with isopropyl alcohol in preparation for sealant application.

2. Apply a 3 mm wide bead of Mopar® Threebond Engine RTV Sealant to the lower oil pan (1) as shown in illustration.

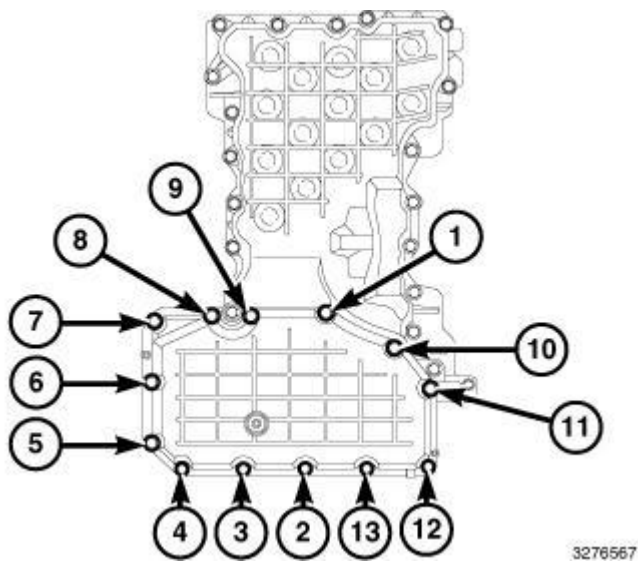


Fig. 331: Lower Oil Pan Tightening Sequence
Courtesy of CHRYSLER GROUP, LLC



Fig. 332: Lower Oil Pan Tightening Sequence
Courtesy of CHRYSLER GROUP, LLC

3. Position the lower oil pan and install the bolts finger tight.
 - Using the tightening sequence shown in illustration, tighten the oil pan bolts to 15 N.m (133 in. lbs.).
 - Loosen each bolt one at a time 90 degrees, then using the tightening sequence shown in illustration tighten bolts to 15 N.m (133 in. lbs.).

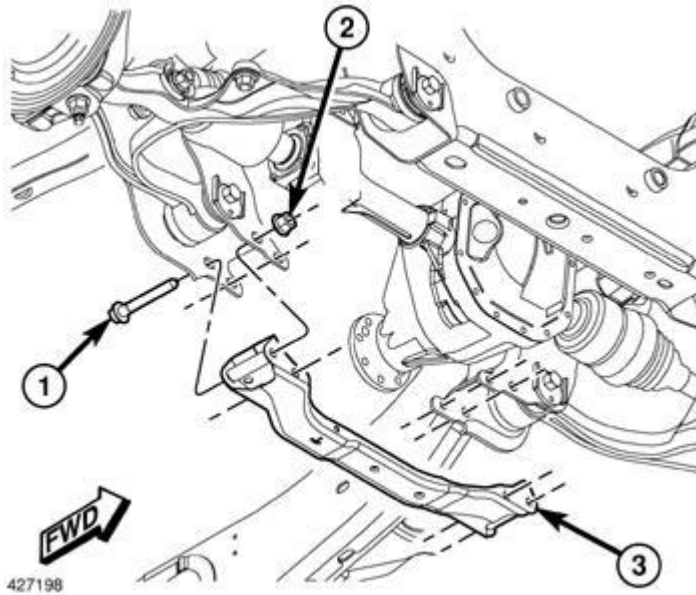


Fig. 333: Removing/Installing Crossmember
Courtesy of CHRYSLER GROUP, LLC

4. Install the front suspension crossmember (3). Tighten nuts (2) 102 N.m (75 ft. lbs.).
5. Install the front suspension skid plate. Refer to **PLATE, SKID, FRONT, INSTALLATION**.
6. Lower the vehicle.
7. Fill the engine with recommended engine oil. Refer to **CAPACITIES AND RECOMMENDED FLUIDS, SPECIFICATIONS**.

PICK-UP, OIL PUMP

REMOVAL

REMOVAL

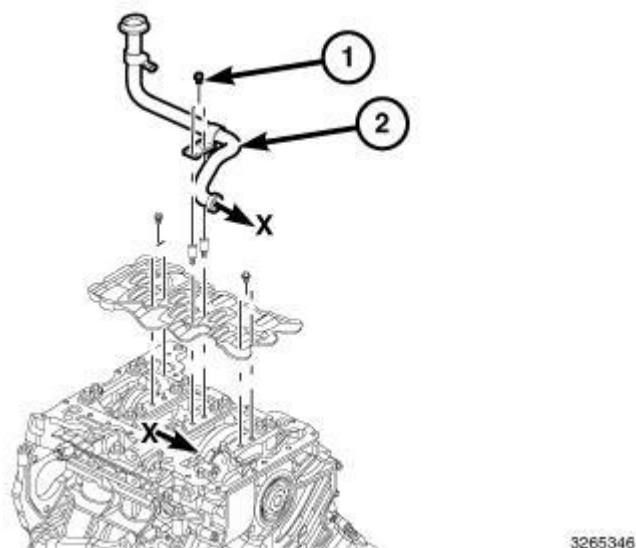


Fig. 334: Oil Pump Pickup Tube & Bolts
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect the negative battery cable.
2. Remove the upper oil pan. Refer to **PAN, OIL, REMOVAL**.
3. Remove bolts (1) and the oil pump pickup tube (2) from oil pump.

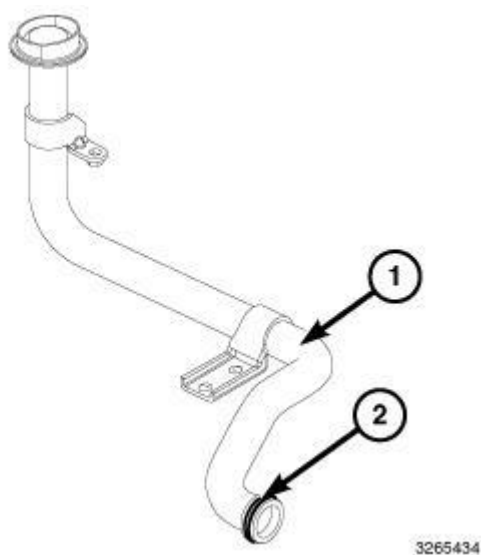


Fig. 335: Oil Pump Pickup Tube & O-Ring
Courtesy of CHRYSLER GROUP, LLC

4. Remove and discard O-ring (2).

INSTALLATION

INSTALLATION

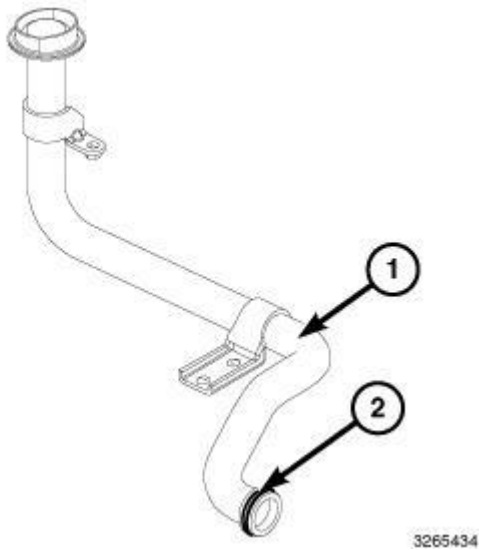


Fig. 336: Oil Pump Pickup Tube & O-Ring
Courtesy of CHRYSLER GROUP, LLC

1. Lubricate and install a new O-ring (2) on oil pump pickup tube (1).

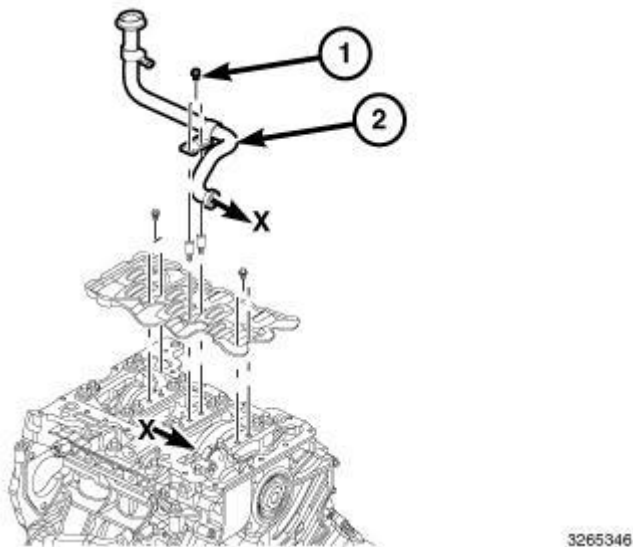


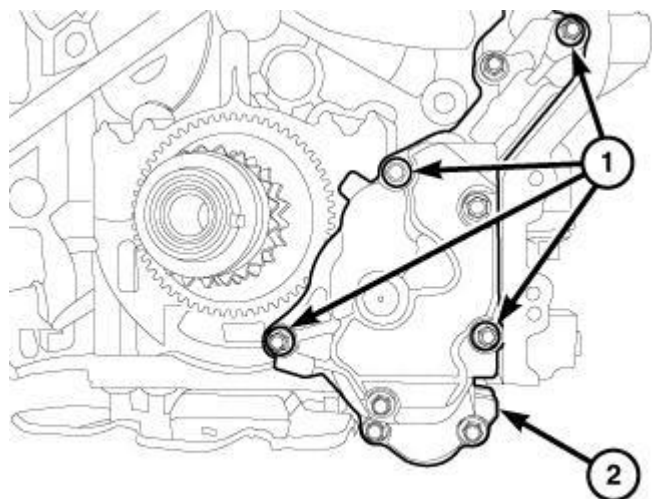
Fig. 337: Oil Pump Pickup Tube & Bolts
Courtesy of CHRYSLER GROUP, LLC

2. Install pickup tube (2) into oil pump. Tighten bolts (1) to 11 N.m. (97 in. lbs.).
3. Install the upper oil pan. Refer to **PAN, OIL, INSTALLATION**.
4. Fill the engine to proper level with recommended engine oil. Refer to **CAPACITIES AND RECOMMENDED FLUIDS, SPECIFICATIONS**.
5. Connect the negative battery cable.

PUMP, ENGINE OIL

REMOVAL**REMOVAL**

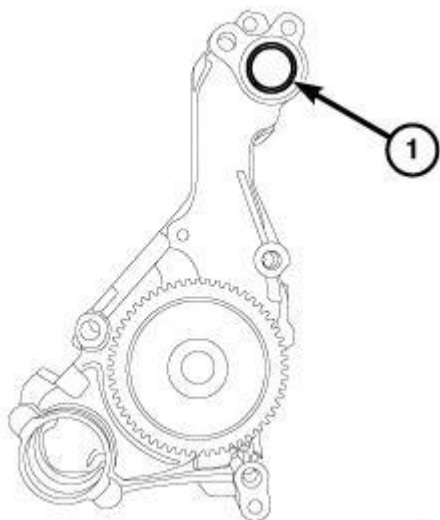
1. Remove the oil pump pick-up tube. Refer to **PICK-UP, OIL PUMP, REMOVAL**.
2. Remove the lower timing cover. Refer to **COVER(S), ENGINE TIMING, REMOVAL**.



3303277

Fig. 338: Engine Oil Pump & Bolts
Courtesy of CHRYSLER GROUP, LLC

3. Remove bolts and the engine oil pump (1).

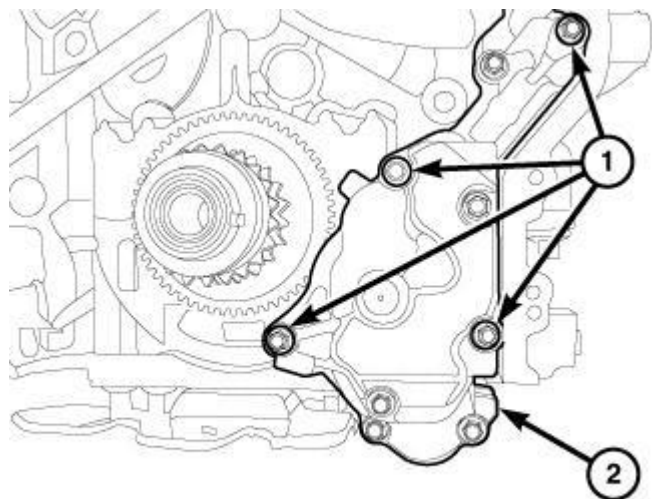
INSTALLATION**INSTALLATION**

3303323

Fig. 339: Engine Oil Pump O-Ring Gasket

Courtesy of CHRYSLER GROUP, LLC

1. Clean the gasket sealing surfaces. Refer to ENGINE GASKET SURFACE PREPARATION .
2. Install a new O-ring gasket (1) onto the oil pump.



3303277

Fig. 340: Engine Oil Pump & Bolts

Courtesy of CHRYSLER GROUP, LLC

3. Install the oil pump. Tighten bolts to 14 N.m (124 in. lbs.).
4. Install the lower timing cover. Refer to COVER(S), ENGINE TIMING, INSTALLATION.
5. Install oil pump pick-up tube. Refer to PICK-UP, OIL PUMP, INSTALLATION.

SENSOR, OIL PRESSURE

DESCRIPTION

DESCRIPTION

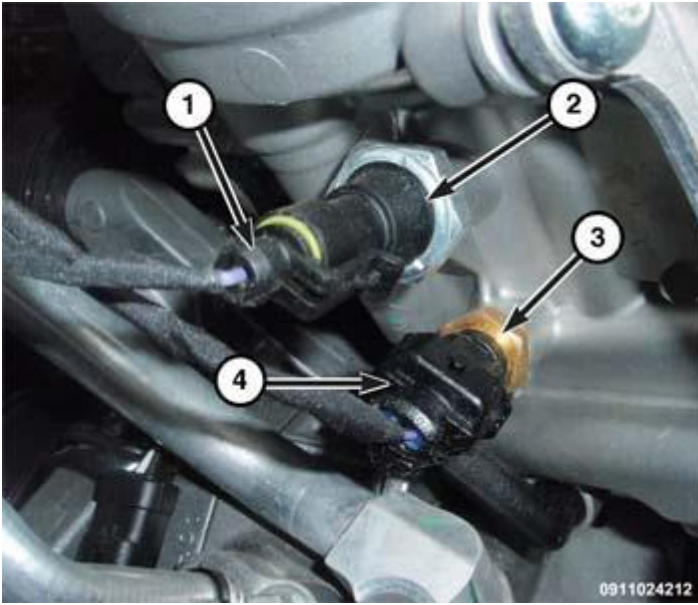


Fig. 341: Oil Temperature Sensor Wire Harness Connector & Oil Pressure Sensor Wire Harness Connector

Courtesy of CHRYSLER GROUP, LLC

The engine oil pressure sensor (2) is mounted on the oil cooler adapter housing. The sensor provides an output voltage to the PCM that corresponds to the engine oil pressure. Under certain operating conditions, for example low oil pressure, it may be necessary for the PCM to increase the engine idle speed to ensure adequate engine lubrication.

The engine oil pressure sensor (2) is a single wire sensor with a threaded pressure port. The pressure port is mounted to the oil cooler adapter housing through an access hole. An aluminum seal ring seals the engine oil pressure sensor to the oil cooler adapter housing.

OPERATION

OPERATION

The engine oil pressure sensor receives a 5- volt. Reference from the PCM. The sensor ground is also provided by the PCM. The sensor output voltage varies from 0.5 to 4.5 volts depending on engine oil pressure.

REMOVAL

REMOVAL



Fig. 342: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect the negative battery cable.
2. Remove the engine cover (1).
3. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
4. Remove the left wheelhouse splash shield. Refer to **SHIELD, SPLASH, FRONT WHEELHOUSE, REMOVAL** .

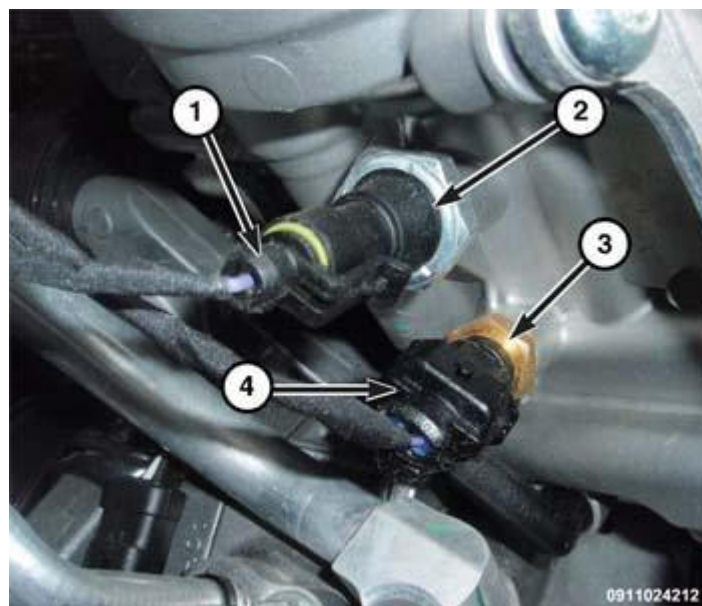


Fig. 343: Oil Temperature Sensor Wire Harness Connector & Oil Pressure Sensor Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

5. Disconnect engine oil pressure sensor wire harness connector (1).
6. Remove engine oil pressure sensor (2).

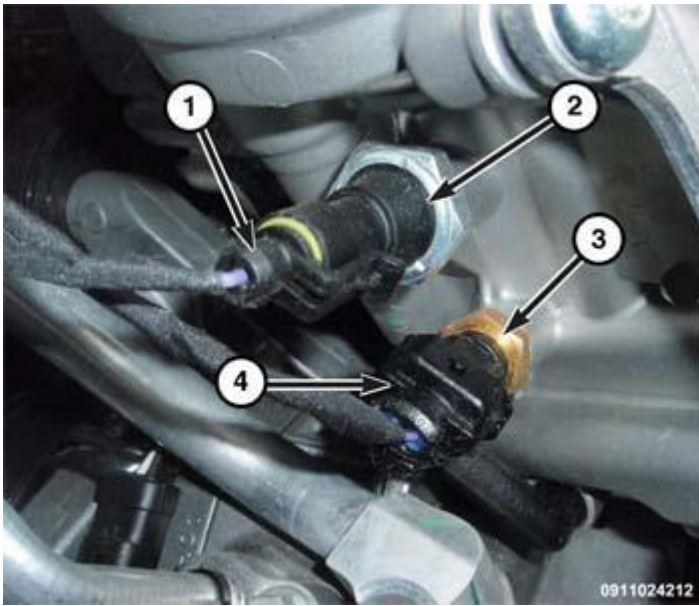
INSTALLATION**INSTALLATION**

Fig. 344: Oil Temperature Sensor Wire Harness Connector & Oil Pressure Sensor Wire Harness Connector

Courtesy of CHRYSLER GROUP, LLC

1. Install the engine oil pressure sensor (2) and tighten sensor to 20 N.m (177 in. lbs.).
2. Connect engine oil pressure sensor harness connector (1).
3. Install the left wheel house splash shield. Refer to **SHIELD, SPLASH, FRONT WHEELHOUSE, INSTALLATION**.
4. Lower the vehicle.



Fig. 345: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

5. Install the engine cover (1).
6. Connect the negative battery cable.
7. Start vehicle and inspect for leaks.

SENSOR, OIL TEMPERATURE

DESCRIPTION

DESCRIPTION



Fig. 346: Oil Temperature Sensor Wire Harness Connector & Oil Pressure Sensor Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

The oil temperature sensor (3) is located on the oil filter housing next to the engine oil cooler.

REMOVAL

REMOVAL



Fig. 347: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect the negative battery cable.
2. Remove the engine cover (1).
3. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
4. Remove the left wheelhouse splash shield. Refer to **SHIELD, SPLASH, FRONT WHEELHOUSE, REMOVAL** .

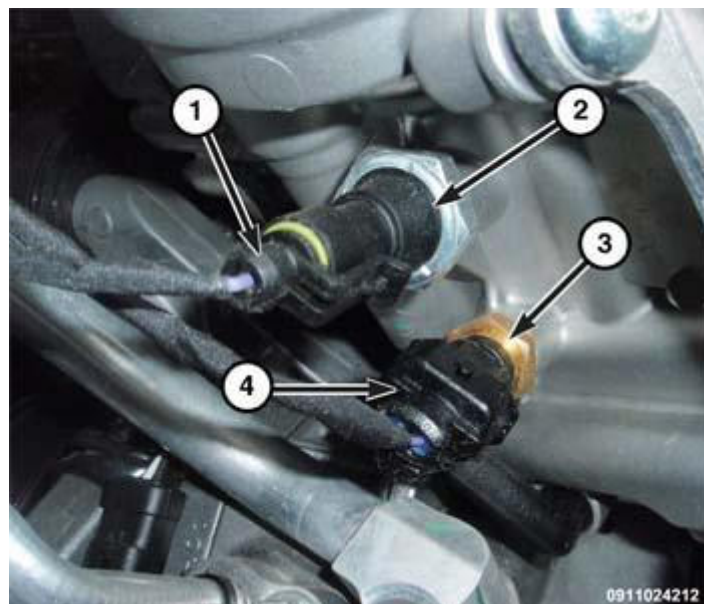


Fig. 348: Oil Temperature Sensor Wire Harness Connector & Oil Pressure Sensor Wire Harness Connector

Courtesy of CHRYSLER GROUP, LLC

5. Disconnect the oil temperature sensor wire harness connector (4).
6. Remove the oil temperature sensor (3).

INSTALLATION

INSTALLATION

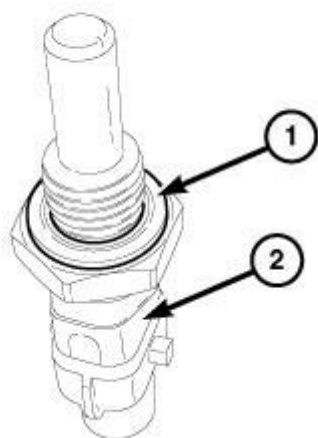


Fig. 349: Temperature Sensor & Sealing Washer

Courtesy of CHRYSLER GROUP, LLC

1. Install a new sealing washer (1) onto oil temperature sensor (2).

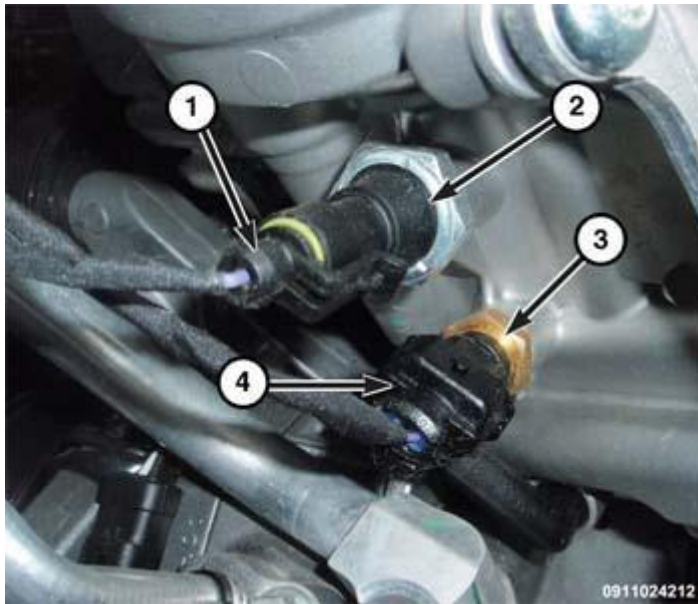


Fig. 350: Oil Temperature Sensor Wire Harness Connector & Oil Pressure Sensor Wire Harness Connector

Courtesy of CHRYSLER GROUP, LLC

2. Install the oil temperature sensor (3). Tighten to 20 N.m (177 in. lbs.).
3. Connect the oil temperature sensor wire harness connector (4).
4. Install the left wheel house splash shield. Refer to **SHIELD, SPLASH, FRONT WHEELHOUSE, INSTALLATION** -.
5. Lower the vehicle.



Fig. 351: Removing/Installing Engine Cover

Courtesy of CHRYSLER GROUP, LLC

6. Install the engine cover (1).
7. Connect the negative battery cable.
8. Start engine and check for oil leaks.

MANIFOLDS

ACTUATOR, SWIRL VALVE

DESCRIPTION

DESCRIPTION

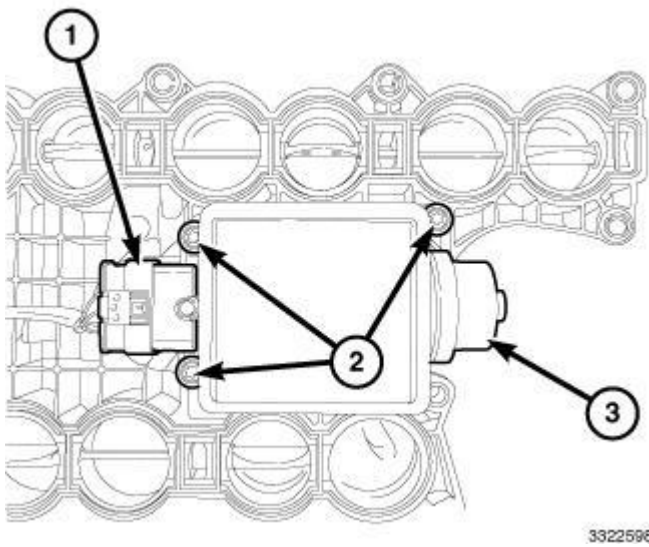


Fig. 352: Swirl Valve Actuator, Connector & Fasteners
Courtesy of CHRYSLER GROUP, LLC

The intake manifolds feature swirl intake ports to reduce particulates at low engine speeds. Each cylinder incorporates one swirl port and one charge port. The swirl ports can be closed by the swirl valves. The valves are connected together via a linkage which is operated by the swirl valve actuator (3). The swirl valves are normally open by spring tension. The spring is integral with the swirl valve actuator. In the lower engine speed and load range, the swirl valves are closed by the swirl valve actuator (3). The entire air mass flows through the charge ports only, which results in greater swirling. The increased swirling produces uniform combustion for better engine performance and reduction of particulates. As rotational speed and load increases, the swirl valves open, so that optimal swirling and the required air mass are provided for the current operating conditions.

The swirl valve actuator is not serviceable. If diagnosis has led you to replace the swirl valve actuator then the whole intake manifold needs to be replaced.

MANIFOLD, EXHAUST

REMOVAL

RIGHT BANK

WARNING: The normal operating temperature of the exhaust system is very high. Therefore, never work around or attempt to service any part of the exhaust system until it has cooled. Special care should be taken when working near the catalytic converter. The temperature of the converter rises to a high level after a short period of engine operation time.



Fig. 353: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect the negative battery cable.
2. Remove the engine cover (1).
3. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
4. Drain the cooling system. Refer to **STANDARD PROCEDURE** .

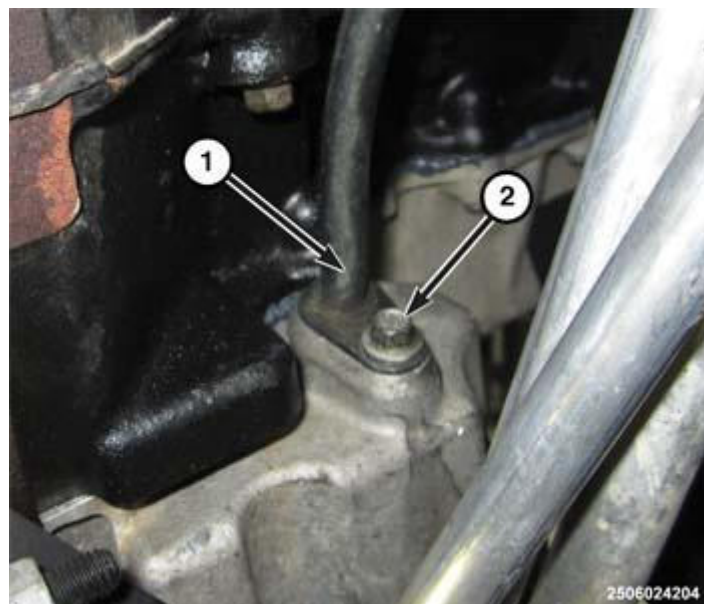


Fig. 354: Oil Dip Stick Tube & Bolt
Courtesy of CHRYSLER GROUP, LLC

5. Remove the lower oil dipstick tube bolt (2).
6. Lower the vehicle.
7. Remove upper bolt and the engine oil dip stick tube.

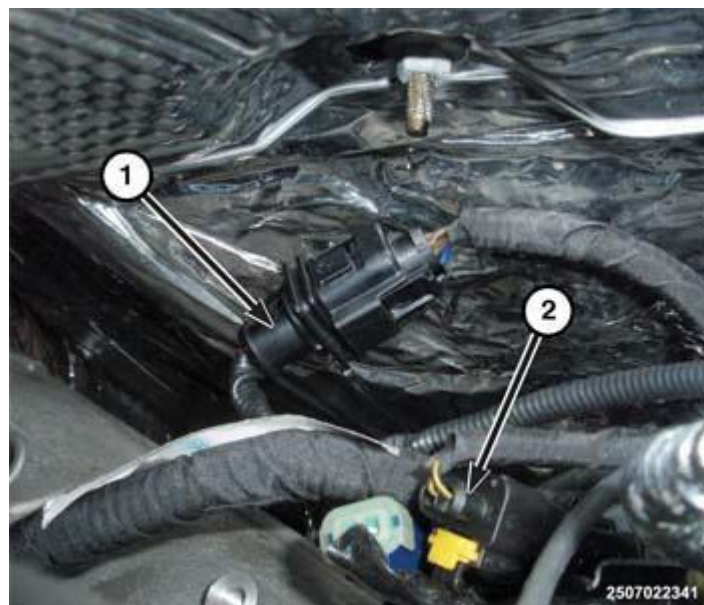


Fig. 355: Oxygen Sensor Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

8. Disconnect the exhaust gas temperature sensor wire harness connector (2).

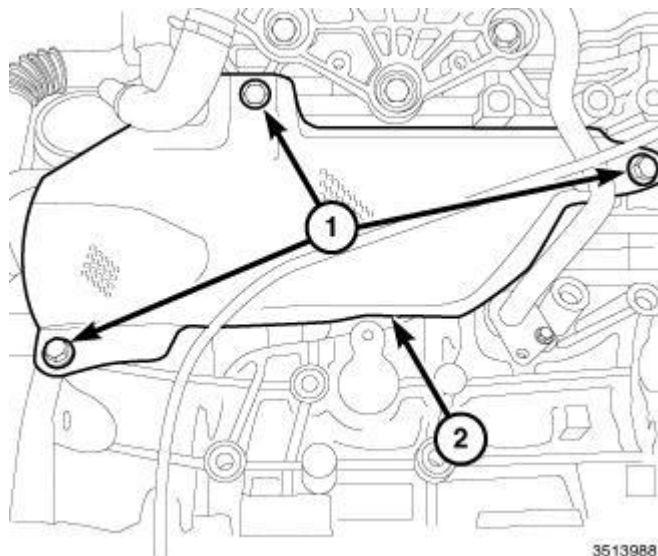


Fig. 356: Right Exhaust Manifold Heat Shield & Bolts
Courtesy of CHRYSLER GROUP, LLC

9. Remove bolts (1) and the right exhaust manifold heat shield (2).

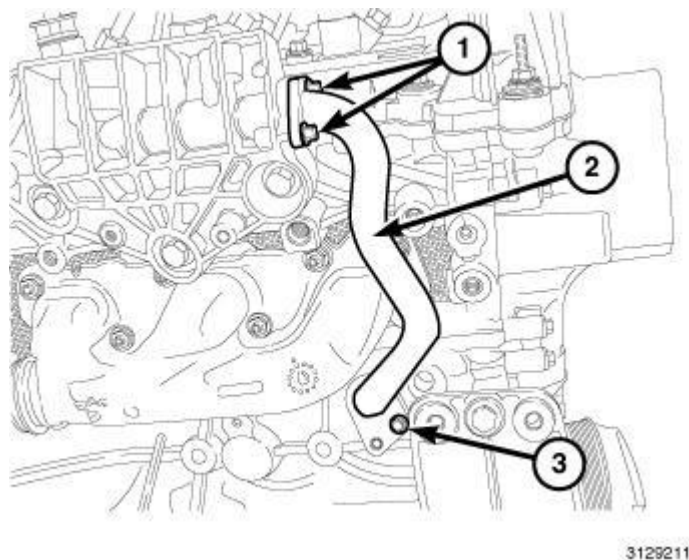


Fig. 357: EGR Cooler Coolant Tube & Bolts
Courtesy of CHRYSLER GROUP, LLC

10. Remove bolts (1 and 3) and the EGR cooler coolant tube (2).

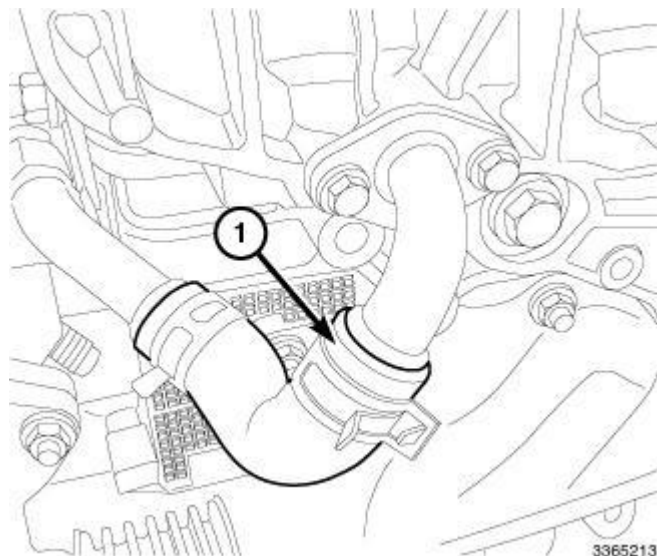


Fig. 358: EGR Cooler Supply Hose
Courtesy of CHRYSLER GROUP, LLC

11. Disconnect the EGR cooler supply hose (1).

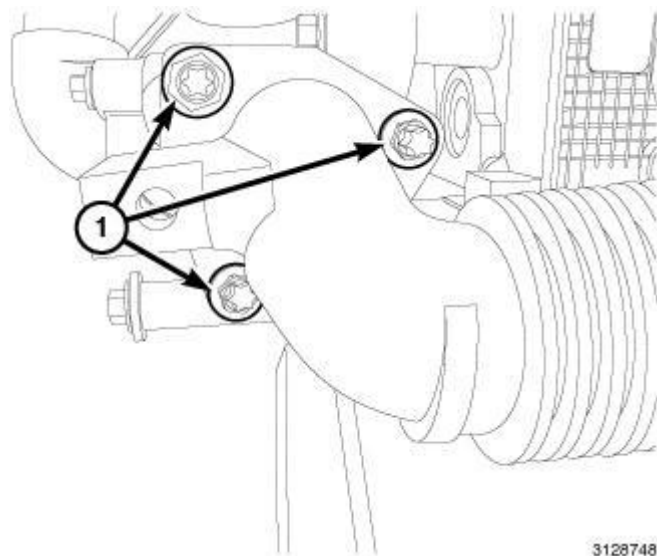


Fig. 359: Right Exhaust Manifold To Turbocharger Retaining Nuts
Courtesy of CHRYSLER GROUP, LLC

12. Remove the exhaust pressure sensor. Refer to **SENSOR, EXHAUST PRESSURE, REMOVAL**.
13. Remove the right exhaust manifold to turbocharger retaining nuts (1).

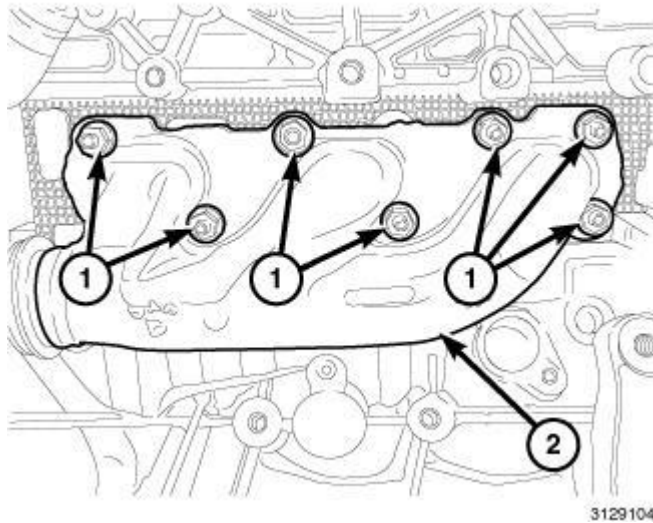


Fig. 360: Right Exhaust Manifold & Nuts
Courtesy of CHRYSLER GROUP, LLC

14. Remove the nuts (1) and right exhaust manifold (2).

LEFT BANK

WARNING: The normal operating temperature of the exhaust system is very high. Therefore, never work around or attempt to service any part of the exhaust system until it has cooled. Special care should be taken when working near the catalytic converter. The temperature of the converter rises to a high level after a short period of engine operation time.



Fig. 361: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect the negative battery cable.
2. Remove the engine cover (1).
3. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
4. Drain the cooling system. Refer to **STANDARD PROCEDURE** .
5. Remove the transmission. Refer to **REMOVAL** .
6. Remove the serpentine belt (2). Refer to **BELT, SERPENTINE, REMOVAL** .

NOTE: **Removal of the A/C compressor does not require the refrigerant to be evacuated.**

7. Remove the rear A/C compressor mounting bolt.
8. Remove the A/C compressor nut and stud.
9. Remove bolt and the A/C compressor and position aside.

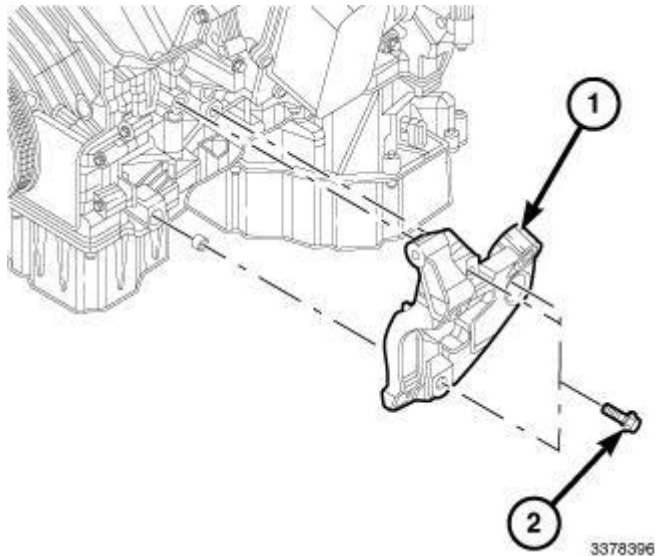


Fig. 362: A/C Compressor Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

10. Remove bolts and the A/C compressor mounting bracket
11. Lower the vehicle.

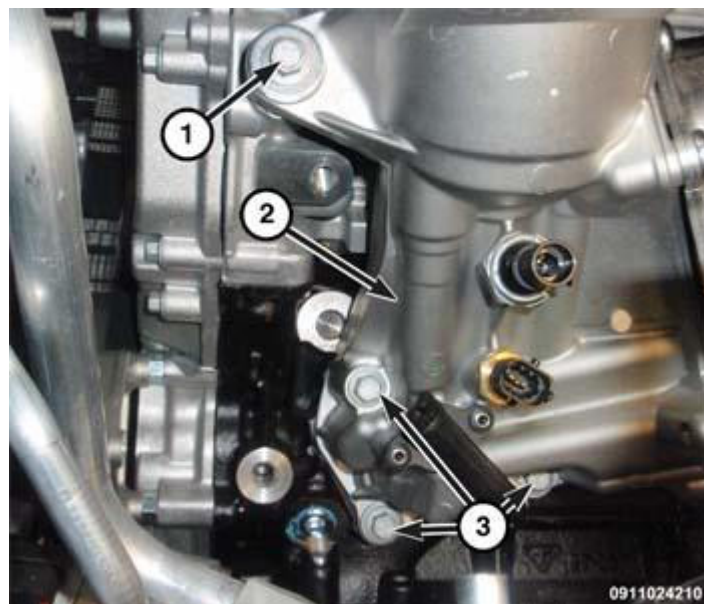


Fig. 363: Remove/Install Oil Cooler Assembly
Courtesy of CHRYSLER GROUP, LLC

12. Remove the oil cooler adapter. Refer to **ADAPTER, OIL COOLER, REMOVAL.**

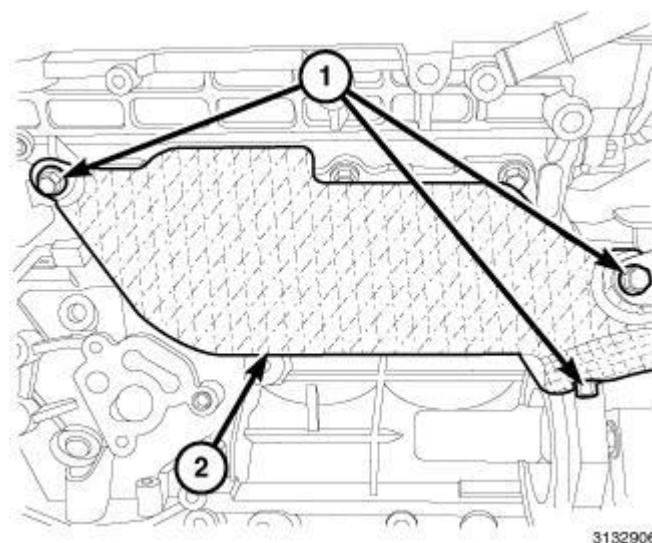
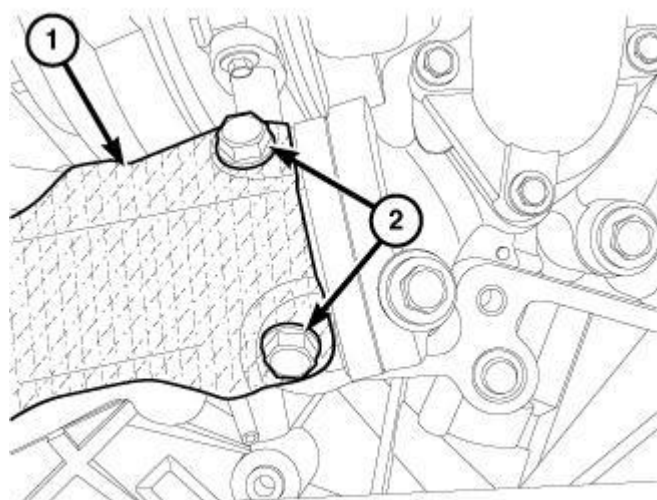


Fig. 364: Left Exhaust Manifold Heat Shield & Bolts
Courtesy of CHRYSLER GROUP, LLC

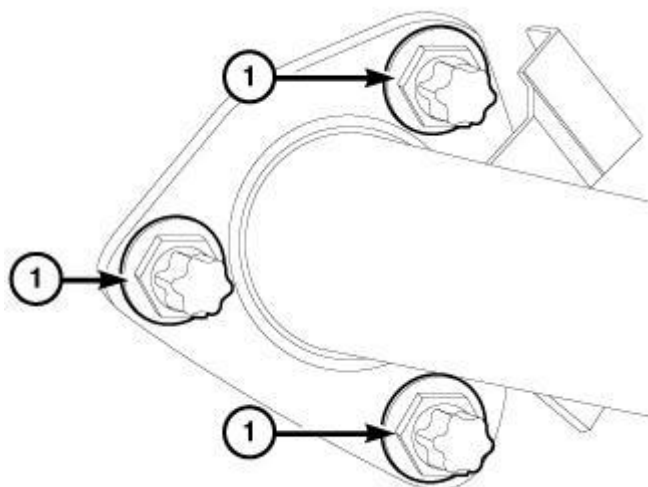
13. Remove bolts (1) and the left exhaust manifold heat shield (2).



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Fig. 365: Exhaust Manifold Pipe To Turbocharger Heat Shield & Bolts
Courtesy of CHRYSLER GROUP, LLC

14. Remove bolts (2) and the exhaust manifold pipe to turbocharger heat shield (1).



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Fig. 366: Exhaust Manifold Pipe To Turbocharger Nuts
Courtesy of CHRYSLER GROUP, LLC

15. Remove the three nuts (1) from exhaust manifold pipe to turbocharger.

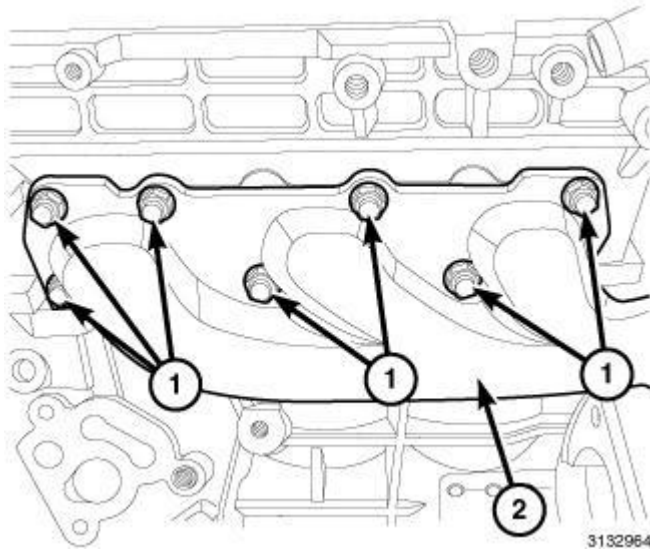


Fig. 367: Left Exhausts Manifold & Nuts
 Courtesy of CHRYSLER GROUP, LLC

16. Remove nuts (1) and the left exhausts manifold (2).
17. Remove and discard gaskets.

INSTALLATION

RIGHT BANK

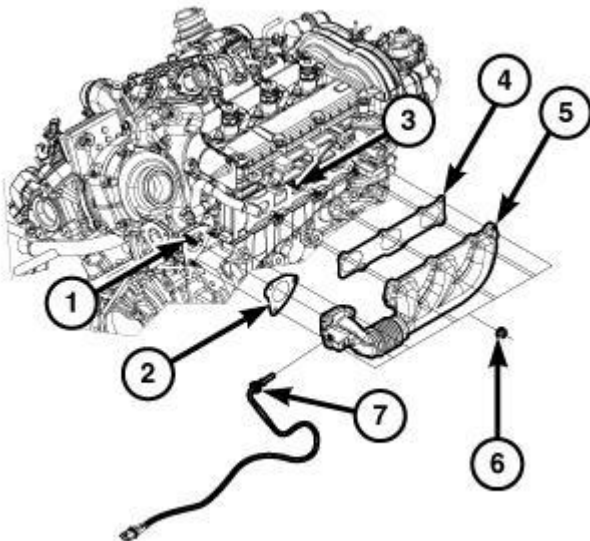
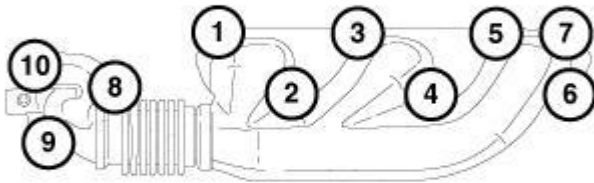


Fig. 368: Exhaust Manifold, Gaskets, Turbocharger, Cylinder Head & Fasteners
 Courtesy of CHRYSLER GROUP, LLC

1. Clean the cylinder head, exhaust manifold and turbocharger sealing surfaces. Refer to **ENGINE GASKET SURFACE PREPARATION**.
2. Install new exhaust manifold gaskets (2 and 4) to turbocharger (1) and the cylinder head (3).

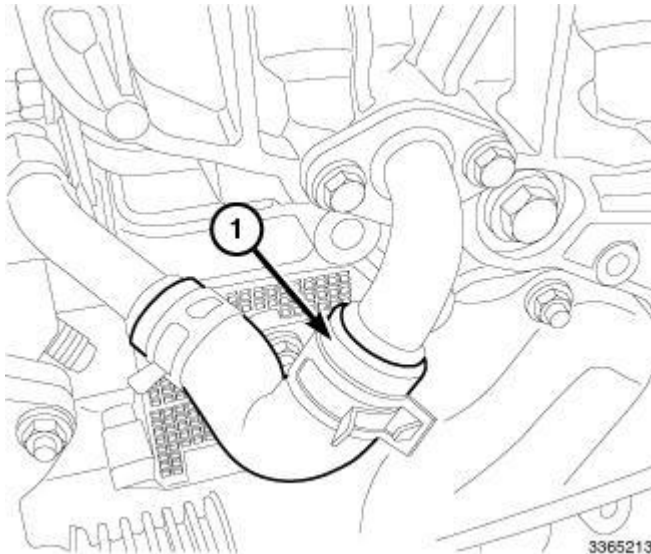
3. Install the exhaust manifold (5) and the retaining nuts (6) finger tight.



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Fig. 369: Right Bank Exhaust Manifold Tightening Sequence
Courtesy of CHRYSLER GROUP, LLC

4. Using the tightening sequence shown in illustration tighten nuts to:
 - Tighten nuts to 15 N.m (133 in. lbs.).
 - Tighten nuts to 40 N.m (30 ft. lbs.).
5. Install the exhaust pressure sensor. Refer to **SENSOR, EXHAUST PRESSURE, INSTALLATION**.



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Fig. 370: EGR Cooler Supply Hose
Courtesy of CHRYSLER GROUP, LLC

6. Connect the EGR cooler supply hose (1).

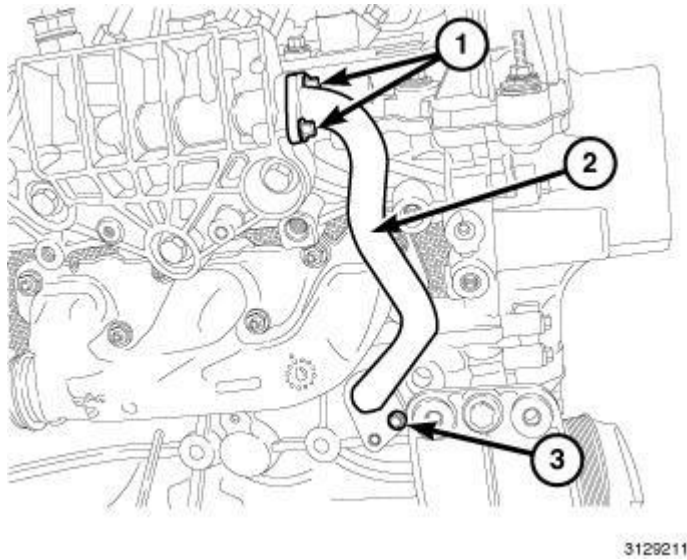


Fig. 371: EGR Cooler Coolant Tube & Bolts
Courtesy of CHRYSLER GROUP, LLC

7. Install bolt (1) at the rear EGR cooler bypass valve support bracket (2) and tighten to 25 N.m (18 ft. lbs.).
8. Using a new O-ring seal and gasket install the EGR cooler coolant tube (2). Tighten bolts (1 and 3) to 18 N.m (159 in. lbs.).

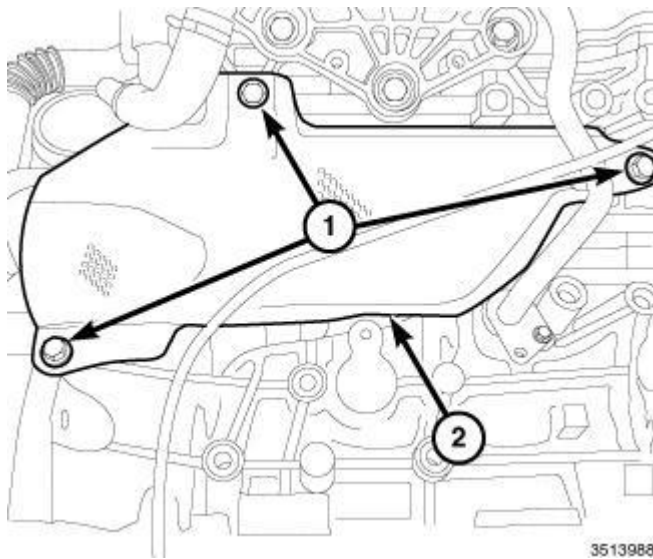


Fig. 372: Right Exhaust Manifold Heat Shield & Bolts
Courtesy of CHRYSLER GROUP, LLC

9. Install the right exhaust manifold heat shield (2). Tighten bolts (1) to 15 N.m (133 in. lbs.).

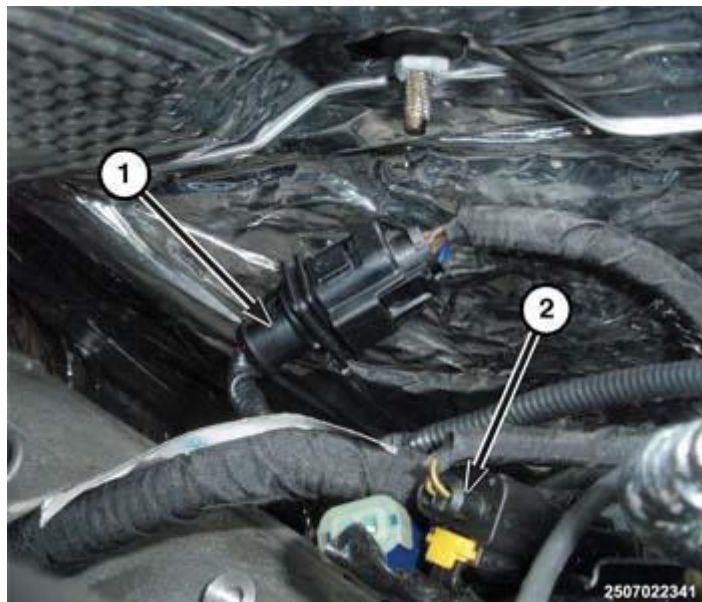


Fig. 373: Oxygen Sensor Wire Harness Connector
Courtesy of CHRYSLER GROUP, LLC

10. Connect the exhaust gas temperature sensor wire harness connector (2).

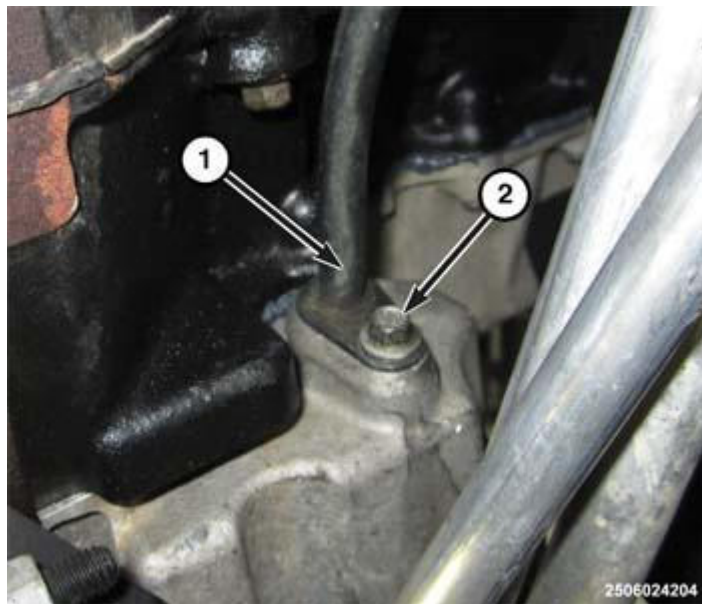


Fig. 374: Oil Dip Stick Tube & Bolt
Courtesy of CHRYSLER GROUP, LLC

11. Using a new O-ring seal, install the oil dipstick tube. Tighten upper bolt to 11 N.m (97 in. lbs.).
12. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE**.
13. Install the lower oil dipstick tube bolt. Tighten bolt to 11 N.m (97 in. lbs.).
14. Lower the vehicle.



Fig. 375: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

15. Fill the cooling system. Refer to STANDARD PROCEDURE .
16. Install the engine cover (1).
17. Connect the negative battery cable.
18. Start the engine and check for leaks.

LEFT BANK

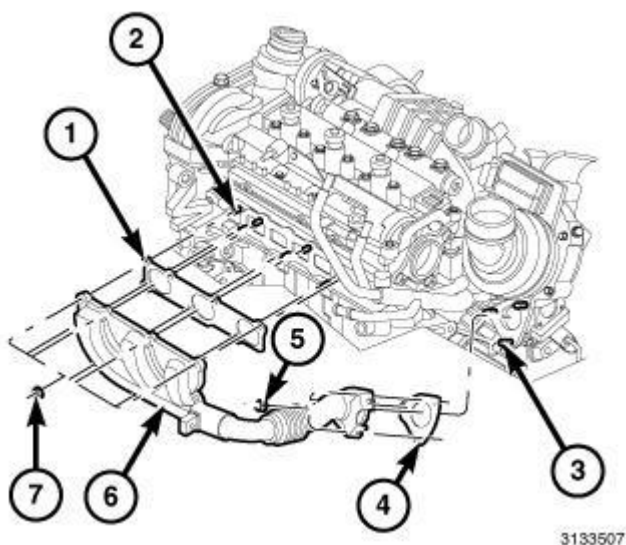


Fig. 376: Exhaust Manifold, Gaskets, Turbocharger, Cylinder Head & Fasteners
Courtesy of CHRYSLER GROUP, LLC

1. Clean the cylinder head and exhaust manifold sealing surfaces. Refer to ENGINE GASKET SURFACE

PREPARATION .

2. Install new exhaust manifold gaskets (1 and 4), to the cylinder head (2) and the turbocharger (3).
3. Install the exhaust manifold (6) and the retaining nuts (5 and 7) finger tight.

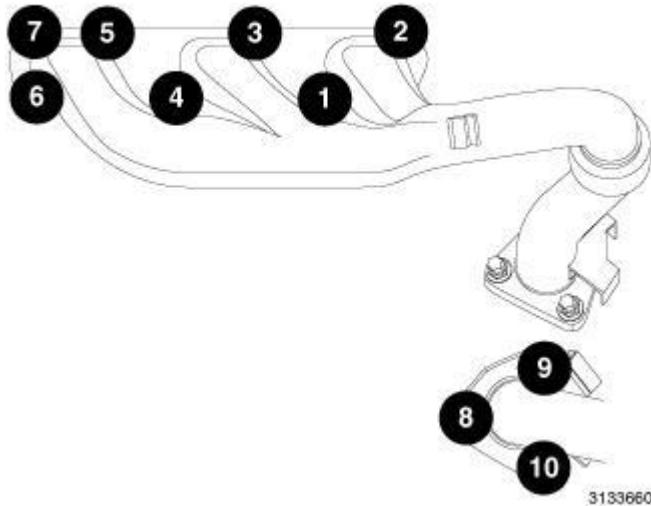


Fig. 377: Left Bank Exhaust Manifold Tightening Sequence
 Courtesy of CHRYSLER GROUP, LLC

4. Using the tightening sequence shown in illustration tighten nuts to:
 - Step 1: tighten nuts to 15 N.m (133 in. lbs.).
 - Step 2: Tighten nuts to 40 N.m (30 ft. lbs.).

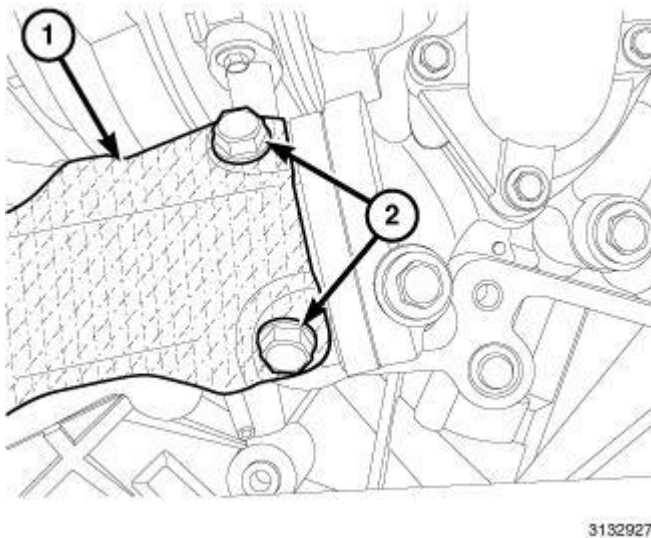


Fig. 378: Exhaust Manifold Pipe To Turbocharger Heat Shield & Bolts
 Courtesy of CHRYSLER GROUP, LLC

5. Install the exhaust heat shield (1). Tighten bolt (2) to 15 N.m (133 in. lbs.).

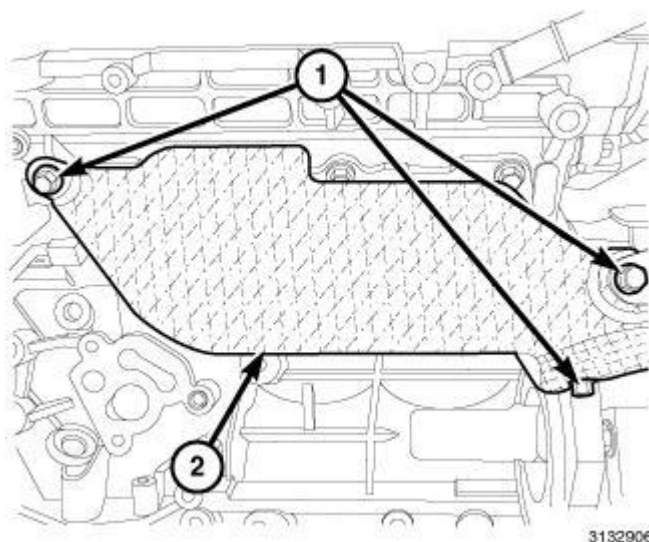


Fig. 379: Left Exhaust Manifold Heat Shield & Bolts
Courtesy of CHRYSLER GROUP, LLC

6. Install the left exhaust manifold heat shield (2). Tighten bolts (1) to 15 N.m (133 in. lbs.).

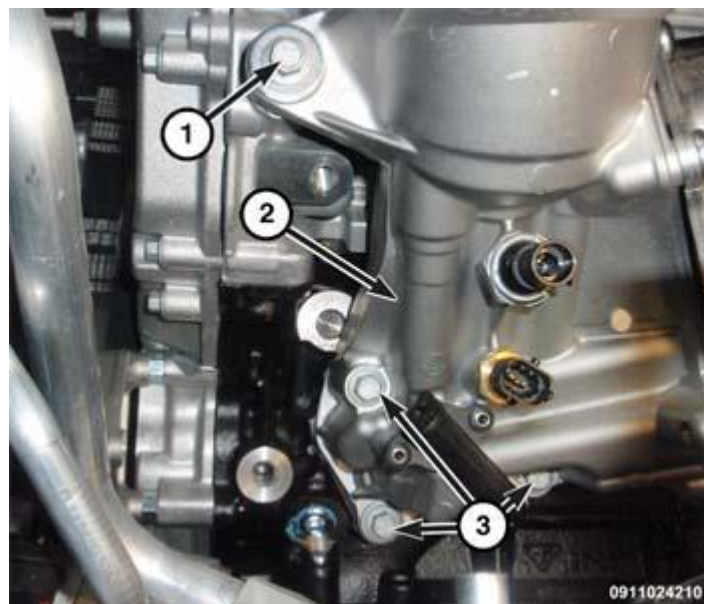


Fig. 380: Remove/Install Oil Cooler Assembly
Courtesy of CHRYSLER GROUP, LLC

7. Install the oil cooler adapter. Refer to **ADAPTER, OIL COOLER, INSTALLATION**.
8. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE**.

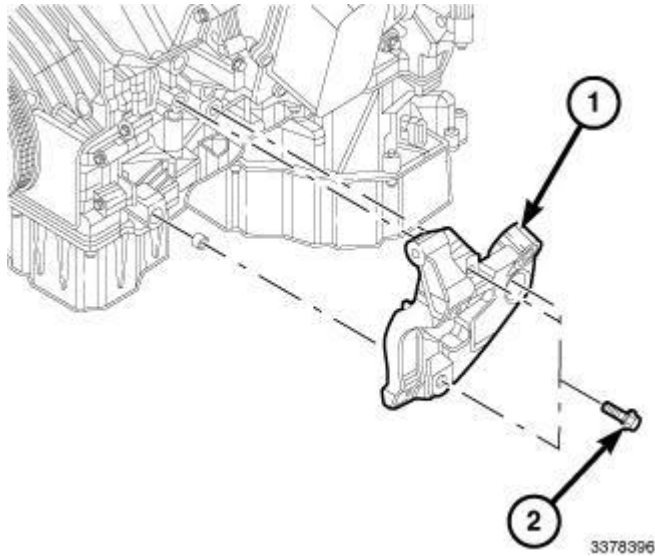


Fig. 381: A/C Compressor Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

9. Install the A/C compressor mounting bracket. Tighten bolts to 45 N.m (33 ft. lbs.).
10. Position the A/C compressor to the A/C compressor bracket (7) and install the stud (3). Tighten the stud (3) to 11 N.m (97 in. lbs.).
11. Install and hand tighten the nut (4) that secures the A/C compressor to the bracket.
12. Tighten the nut (4) at the front of the A/C compressor to 30 N.m (22 ft. lbs.).
13. Install the rear A/C compressor mounting bolt and tighten to bolt to 30 N.m (22 ft. lbs.).
14. Install the serpentine belt. Refer to **BELT, SERPENTINE, INSTALLATION** .
15. Install the transmission. Refer to **INSTALLATION** .
16. Lower the vehicle.
17. Fill the cooling system. Refer to **STANDARD PROCEDURE** .
18. Connect the negative battery cable.
19. Start the engine and check for leaks.



Fig. 382: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

20. Install the engine cover (1).

MANIFOLD, INTAKE

REMOVAL

REMOVAL



Fig. 383: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

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

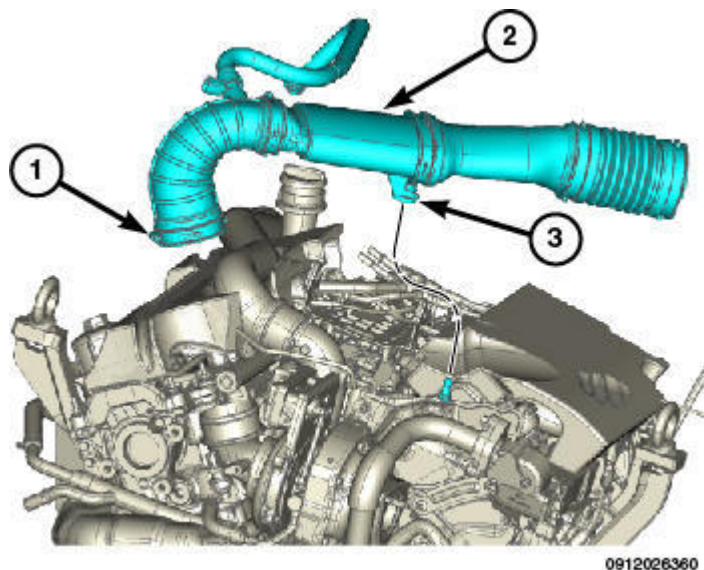


Fig. 384: Remove/Install Air Cleaner Body & Intake Air Tube
Courtesy of CHRYSLER GROUP, LLC

3. Remove the air cleaner body and intake air tube. Refer to **BODY, AIR CLEANER, REMOVAL**.



Fig. 385: Removing/Installing Intake Manifold Silencer
Courtesy of CHRYSLER GROUP, LLC

4. Remove the intake manifold silencer (2).
5. Remove the CAC from the turbocharger to the resonator.

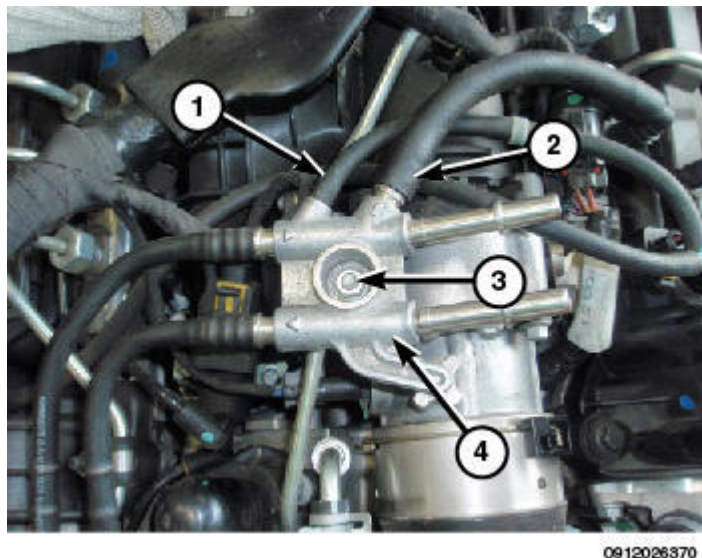


Fig. 386: Remove/Install Fuel Injector Return Line
Courtesy of CHRYSLER GROUP, LLC

6. Remove nut (3) and position aside the fuel manifold.

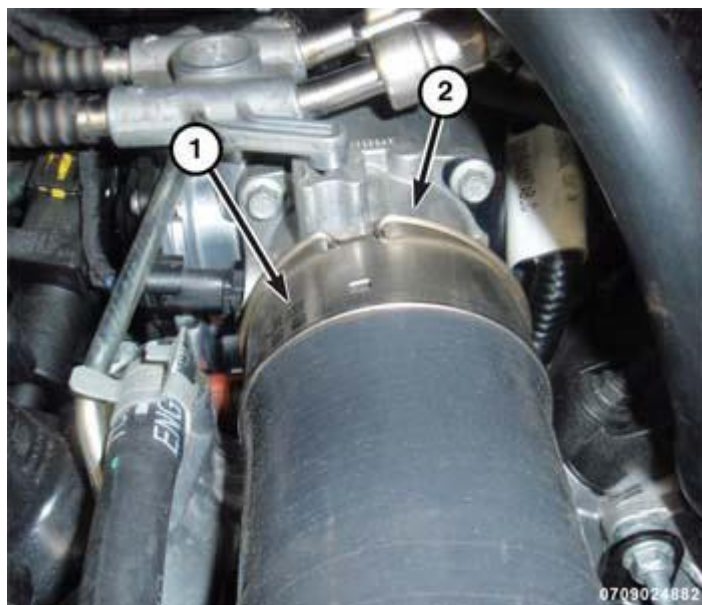
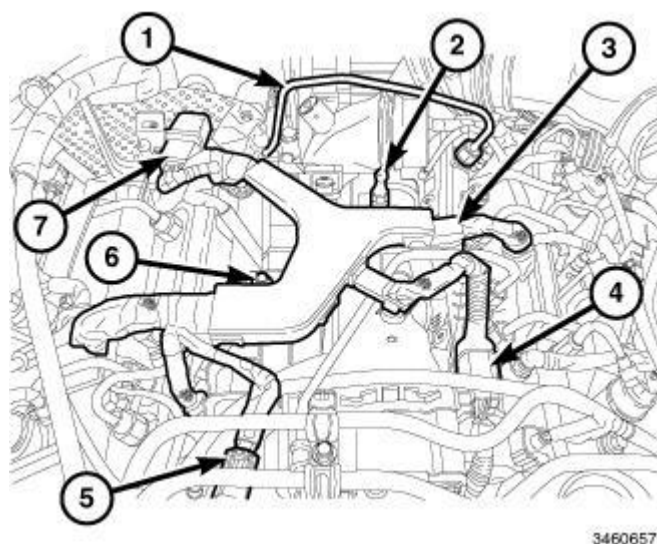


Fig. 387: CAC Hose & EGR Air Flow Control Valve
Courtesy of CHRYSLER GROUP, LLC

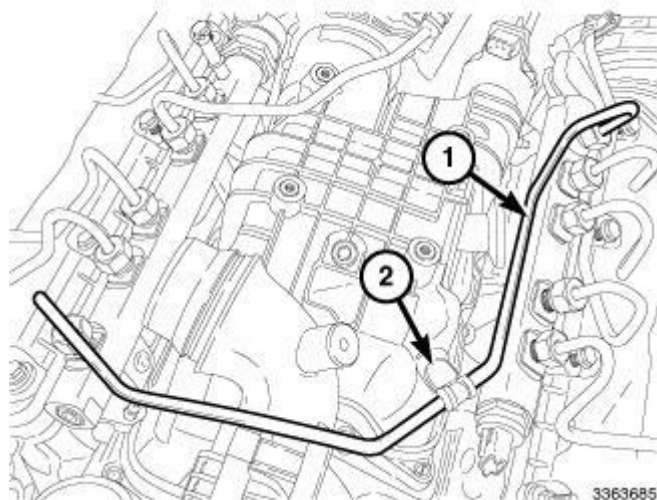
7. Disconnect the CAC hose (1) from the EGR air flow control valve (2).



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Fig. 388: Wiring Harness Connectors & Fasteners
Courtesy of CHRYSLER GROUP, LLC

8. Remove the wiring harness loom ball stud fastener (2) and the bolt (6).



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Fig. 389: Fuel Rail Cross-Over Line & Bolt
Courtesy of CHRYSLER GROUP, LLC

NOTE: The crossover fuel line is a one time use only. The fuel line must be discarded and a new line must be installed.

9. Remove the bolt (2) that secures the cross-over line to the intake manifold.
10. Remove the fuel rail cross-over line (1) and discard the line.
11. Remove the EGR tube. Refer to **TUBE, EXHAUST GAS RECIRCULATION (EGR), REMOVAL**.

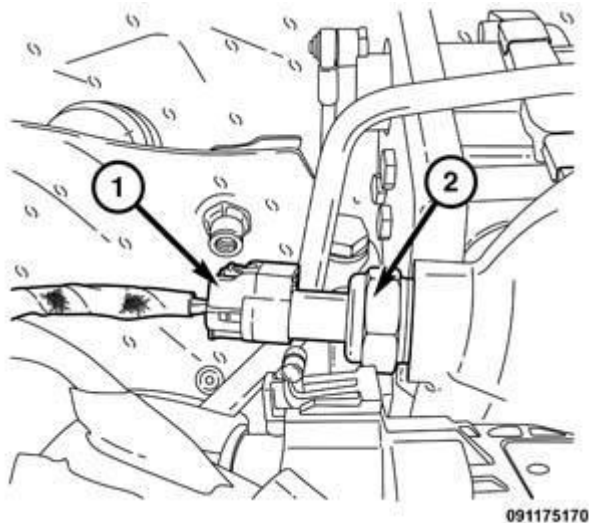


Fig. 390: Air Outlet Temperature Sensor
 Courtesy of CHRYSLER GROUP, LLC

12. Disconnect the turbocharger outlet temperature sensor wire harness connector (1).

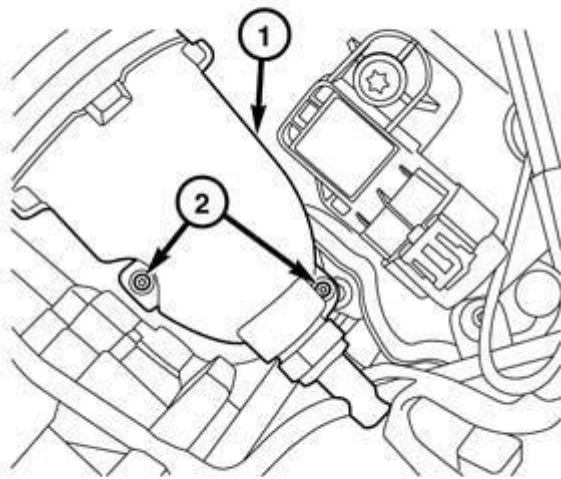


Fig. 391: Turbocharger Outlet Elbow & Bolts
 Courtesy of CHRYSLER GROUP, LLC

13. Remove bolts and the turbocharger outlet elbow.

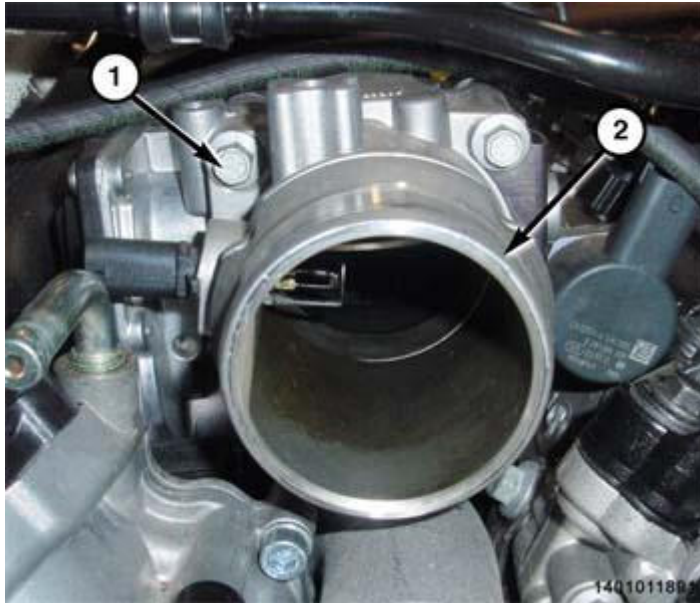


Fig. 392: EGR Air Flow Control Valve & Bolt
Courtesy of CHRYSLER GROUP, LLC

14. Remove the EGR air flow control valve (2). Refer to **VALVE, EXHAUST GAS RECIRCULATION (EGR) AIRFLOW CONTROL, REMOVAL** .
15. Disconnect the EGR solenoid vacuum lines.
16. Detach the vacuum brake booster tube from top of intake manifold.
17. Remove the engine wiring harness and position aside.

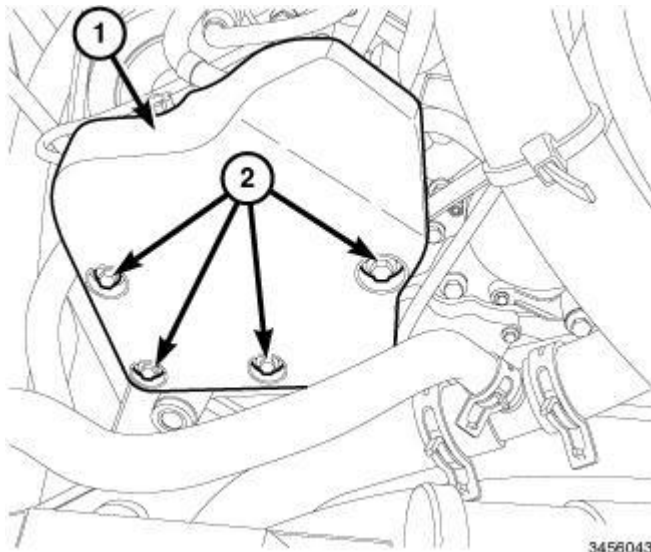


Fig. 393: High Pressure Pump Blocker Shield & Bolts
Courtesy of CHRYSLER GROUP, LLC

18. Remove bolts (2) and the high pressure pump blocker shield (1).

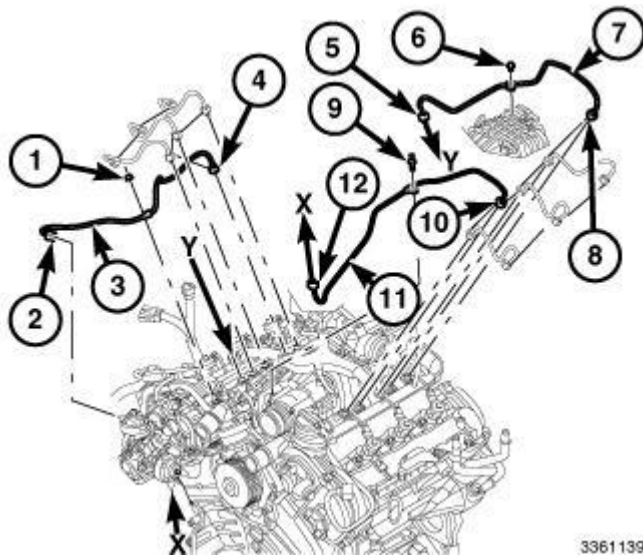


Fig. 394: Right & Left High Pressure Fuel Tubes & Union Nuts
Courtesy of CHRYSLER GROUP, LLC

19. Remove the left side high pressure feed tube (11).
20. Detach the fuel injector return line from top of intake manifold.
21. Remove the left side fuel rail. Refer to **RAIL, FUEL, REMOVAL** .

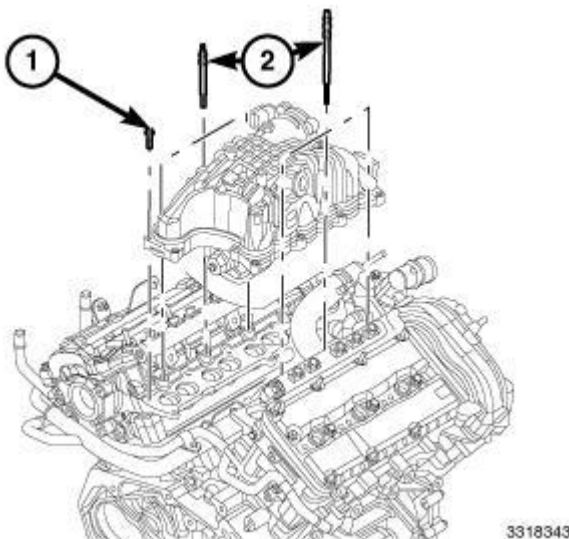


Fig. 395: Intake Manifold & Bolts
Courtesy of CHRYSLER GROUP, LLC

CAUTION: Do Not rest the intake manifold on the swirl valve actuator. Care must be taken when handling the swirl valve assembly.

22. Remove bolts (1) and the intake manifold.
23. Remove and discard gasket.

INSTALLATION

INSTALLATION

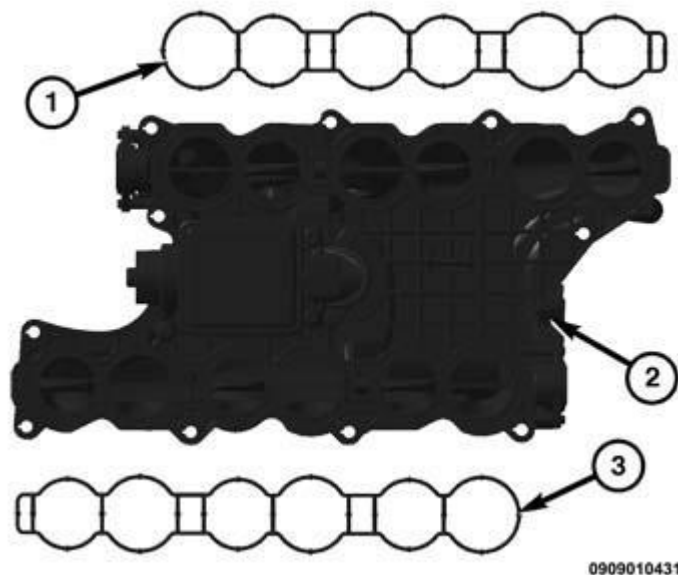


Fig. 396: Intake Manifold & Gaskets
Courtesy of CHRYSLER GROUP, LLC

1. Clean the gasket sealing surfaces. Refer to ENGINE GASKET SURFACE PREPARATION .
2. Install a new intake manifold gasket (1, 3).

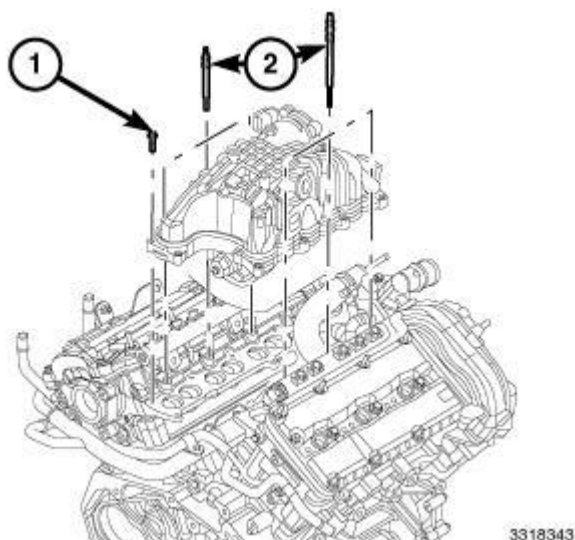
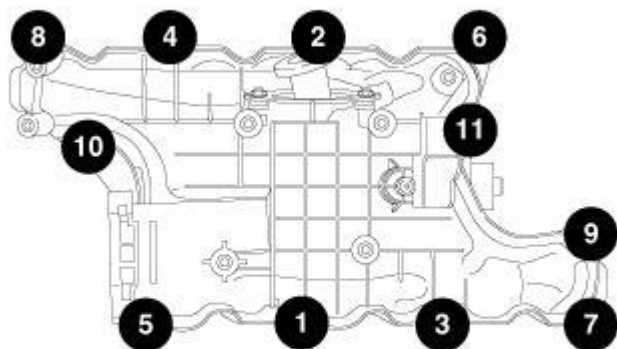


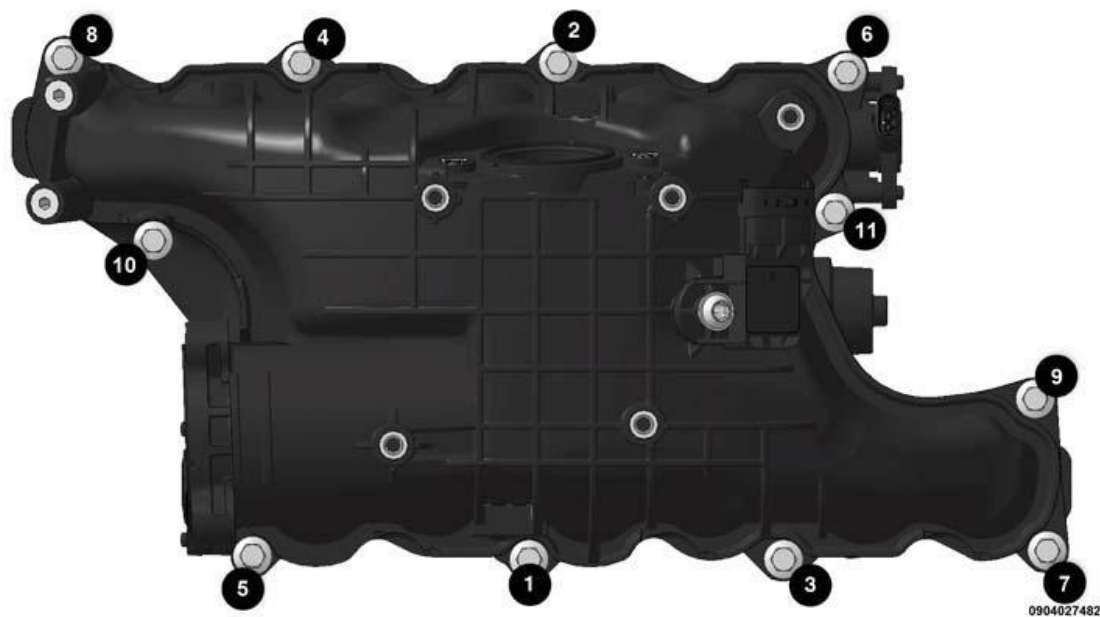
Fig. 397: Intake Manifold & Bolts
Courtesy of CHRYSLER GROUP, LLC

3. Install the intake manifold and tighten bolts finger tight.



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Fig. 398: Intake Manifold Tightening Sequence
 Courtesy of CHRYSLER GROUP, LLC



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Fig. 399: Intake Manifold Tightening Sequence
 Courtesy of CHRYSLER GROUP, LLC

4. Using the tightening sequence shown in illustration, tighten bolts to 12 N.m (106 in. lbs.).

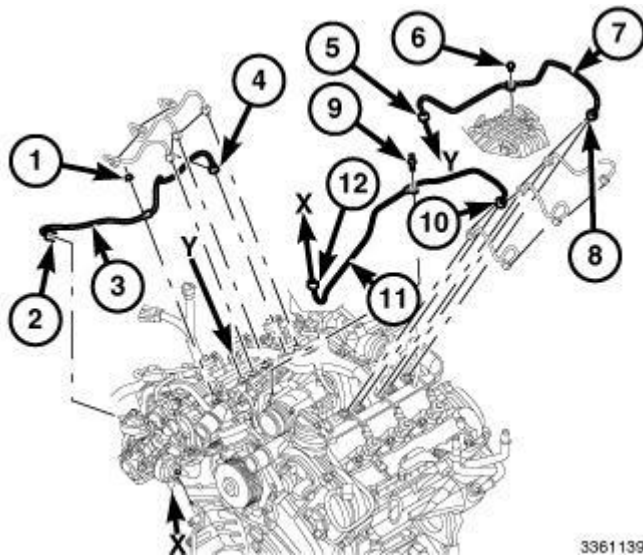


Fig. 400: Right & Left High Pressure Fuel Tubes & Union Nuts
Courtesy of CHRYSLER GROUP, LLC

NOTE: Fuel tubes are a one time only use and must be replaced anytime they have been removed.

5. Install the left side fuel rail. Refer to **RAIL, FUEL, INSTALLATION** .
6. Attach the fuel injector return line to the top of intake manifold.
7. Install the new left high pressure fuel tube (11) and tighten union nuts (10, 12) finger tight:
 - Tighten union nut (10) to 5 N.m (44 in. lbs.) plus an additional 75 degrees turn.
 - Tighten union nut (12) to 11 N.m (97 in. lbs.) plus an additional 75 degrees turn.

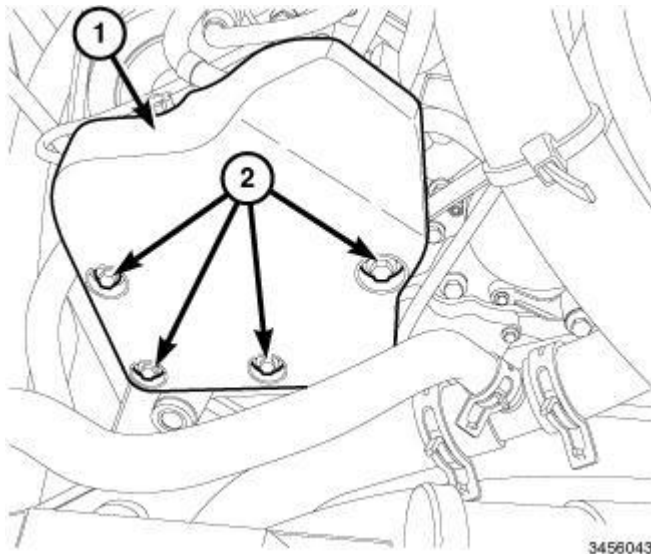


Fig. 401: High Pressure Pump Blocker Shield & Bolts
Courtesy of CHRYSLER GROUP, LLC

8. Install the high pressure pump blocker shield. Tighten bolts to 25 N.m (18 ft. lbs.).

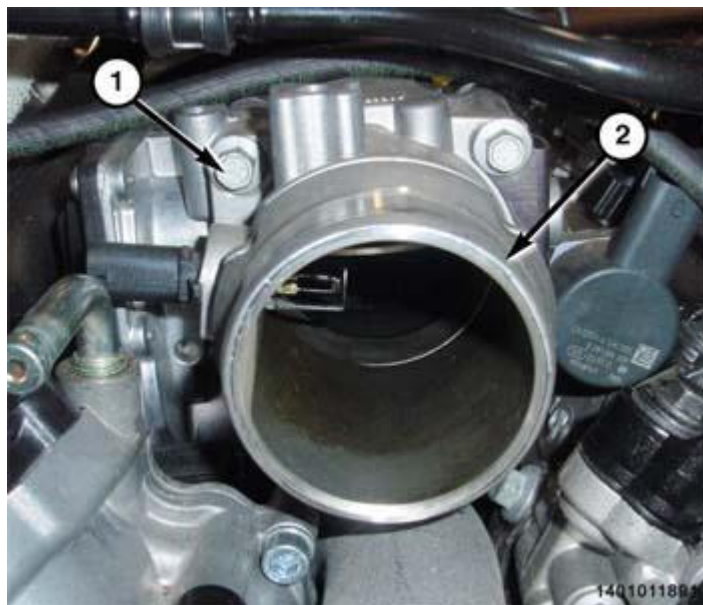
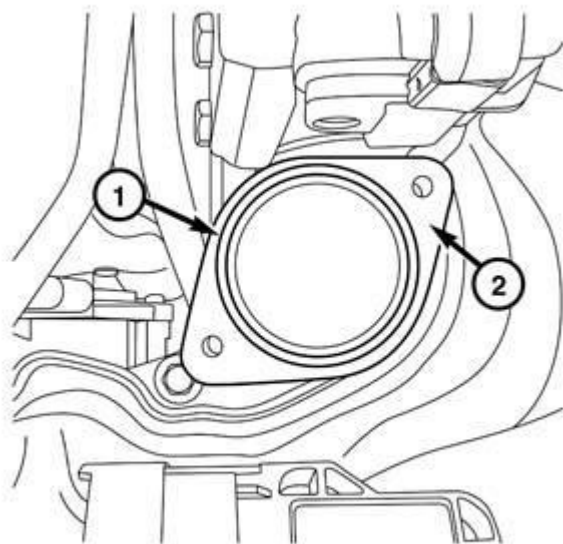


Fig. 402: EGR Air Flow Control Valve & Bolt
Courtesy of CHRYSLER GROUP, LLC

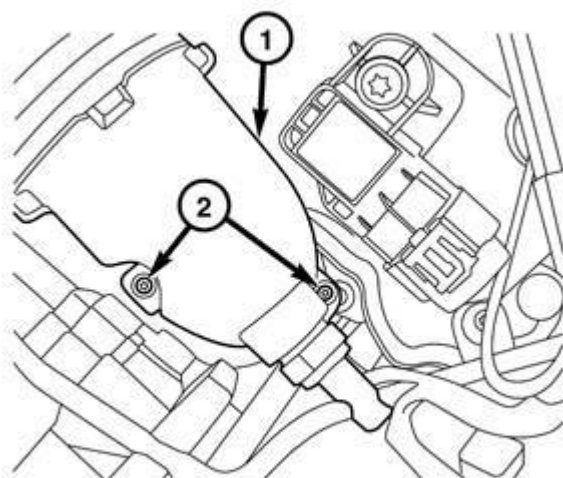
9. Position and properly route and install the engine wiring harness.
10. Attach the vacuum brake booster tube to the top of intake manifold.
11. Connect the EGR solenoid vacuum lines.
12. Install the EGR air flow control valve (2). Refer to **VALVE, EXHAUST GAS RECIRCULATION (EGR) AIRFLOW CONTROL, INSTALLATION**.



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Fig. 403: Turbocharger Outlet Flange & O-Ring
Courtesy of CHRYSLER GROUP, LLC

13. Install a new O-ring seal (1) onto turbocharger outlet flange (2).



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Fig. 404: Turbocharger Outlet Elbow & Bolts
Courtesy of CHRYSLER GROUP, LLC

14. Install the turbocharger outlet elbow (1). Tighten bolts (2) to 10 N.m (89 in. lbs.).

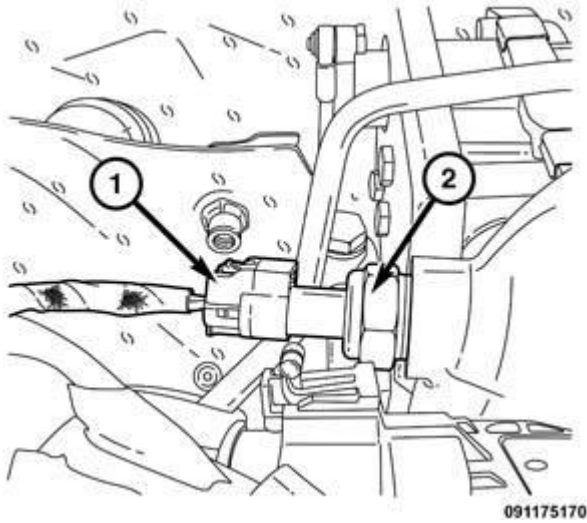


Fig. 405: Air Outlet Temperature Sensor
Courtesy of CHRYSLER GROUP, LLC

15. Connect the turbocharger outlet temperature sensor wire harness connector (1).

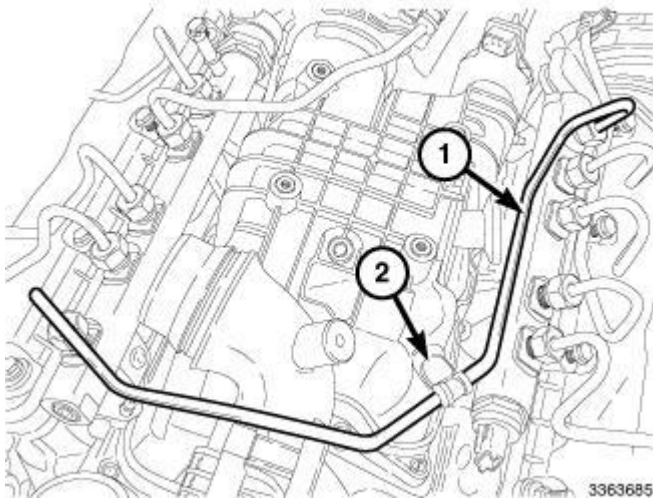


Fig. 406: Fuel Rail Cross-Over Line & Bolt
Courtesy of CHRYSLER GROUP, LLC

16. Install the EGR tube. Refer to **TUBE, EXHAUST GAS RECIRCULATION (EGR), INSTALLATION** .
17. Install a new fuel cross over line (1). Tighten the bolt (2) to 11 N.m (97 in. lbs.).

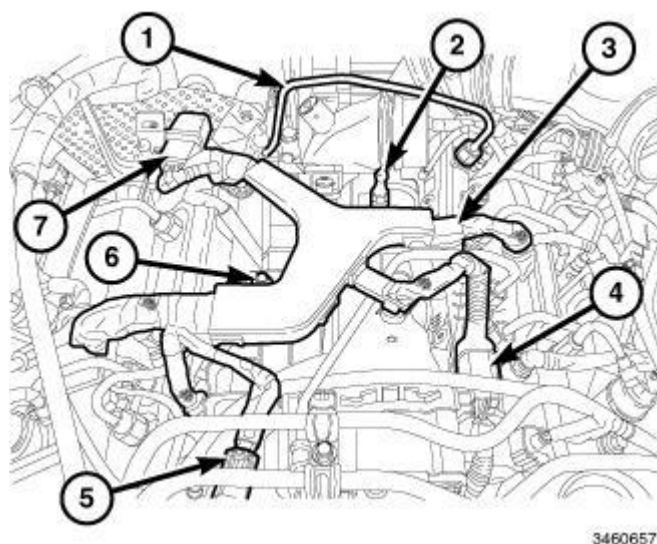


Fig. 407: Wiring Harness Connectors & Fasteners
Courtesy of CHRYSLER GROUP, LLC

18. Install the wiring loom (2) to the intake manifold. Tighten the Ball stud (2) and the bolt (6) to 11 N.m (97 in. lbs.).

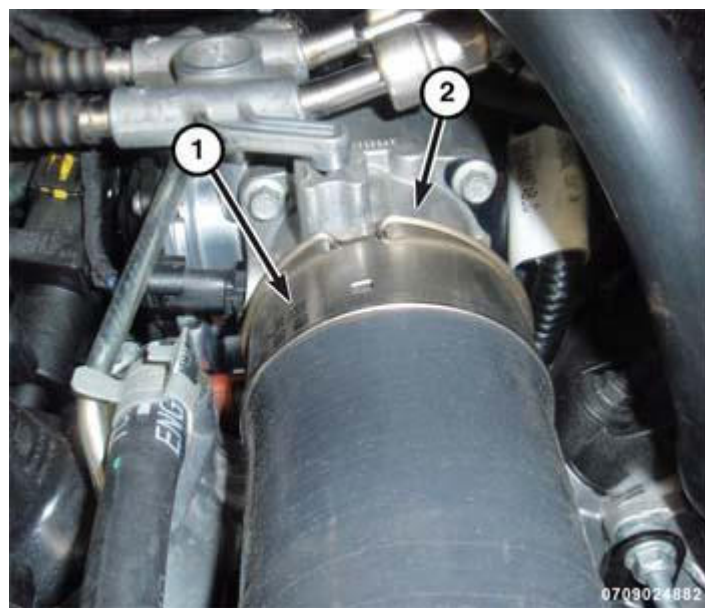


Fig. 408: CAC Hose & EGR Air Flow Control Valve
Courtesy of CHRYSLER GROUP, LLC

19. Connect the CAC hose (1) to the EGR air flow control valve.

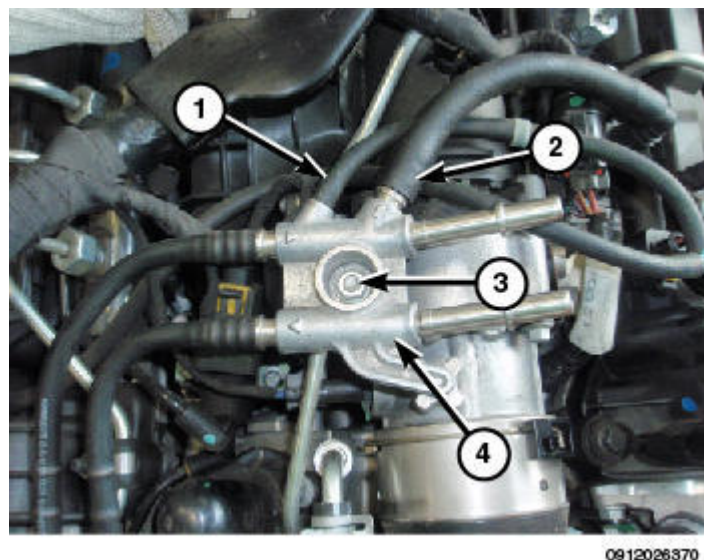


Fig. 409: Remove/Install Fuel Injector Return Line
Courtesy of CHRYSLER GROUP, LLC

20. Install the fuel manifold (4). Tighten nut (3) to 8 N.m (71 in. lbs.).



Fig. 410: Removing/Installing Intake Manifold Silencer
Courtesy of CHRYSLER GROUP, LLC

21. Install the CAC hose from turbocharger to resonator.
22. Install the intake manifold silencer (2).

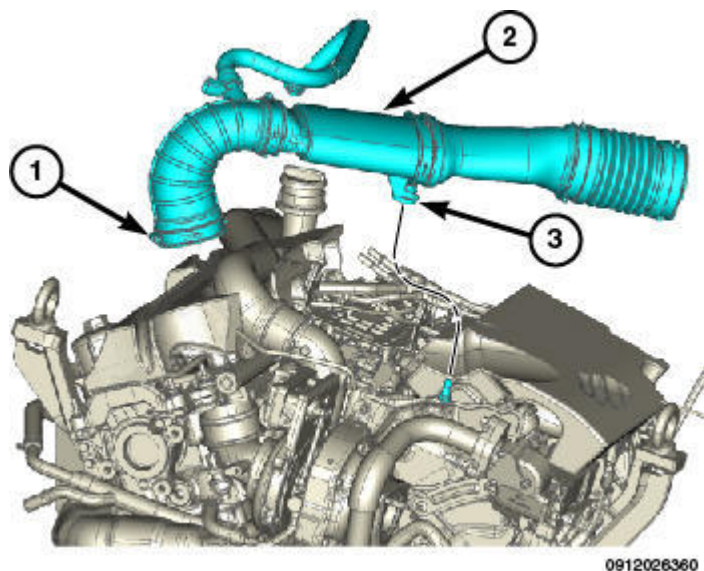


Fig. 411: Remove/Install Air Cleaner Body & Intake Air Tube
Courtesy of CHRYSLER GROUP, LLC

23. Install the air cleaner body and intake air tube. Refer to **BODY, AIR CLEANER, INSTALLATION**.



Fig. 412: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

24. Install the engine cover (1).
25. Connect the negative battery cable.
26. Start the engine, allow to warm, turn the engine off and inspect for leaks.

TURBOCHARGER SYSTEM

ACTUATOR, TURBOCHARGER

DESCRIPTION

DESCRIPTION

The turbocharger boost pressure servomotor is bolted to the side of the turbocharger housing and is responsible for controlling turbocharger boost pressure. It controls the boost pressure by varying the position of the guide vanes. The servomotor operates in response to a PWM signal from the Powertrain Control Module (PCM).

The turbocharger boost pressure servomotor is serviced with the turbocharger and **is not** serviceable separately. To replace the servomotor, replace the turbocharger. Refer to **TURBOCHARGER, REMOVAL**.

COOLER AND HOSES, CHARGE AIR

DESCRIPTION

DESCRIPTION

The charge air system consists of a inlet air compressor which is part of the turbocharger housing, charge air cooler locate in front of the radiator, and charge air cooler plumbing. The is also a electronic control valve placed after the charge air cooler, inline, that assists with air flow during the EGR operating mode.

The charge air cooler is a heat exchanger that uses air flow from vehicle motion to dissipate heat from the intake air. As the turbocharger increases air pressure, the air temperature increases. Lowering the intake air temperature increases engine efficiency and power.

REMOVAL

REMOVAL

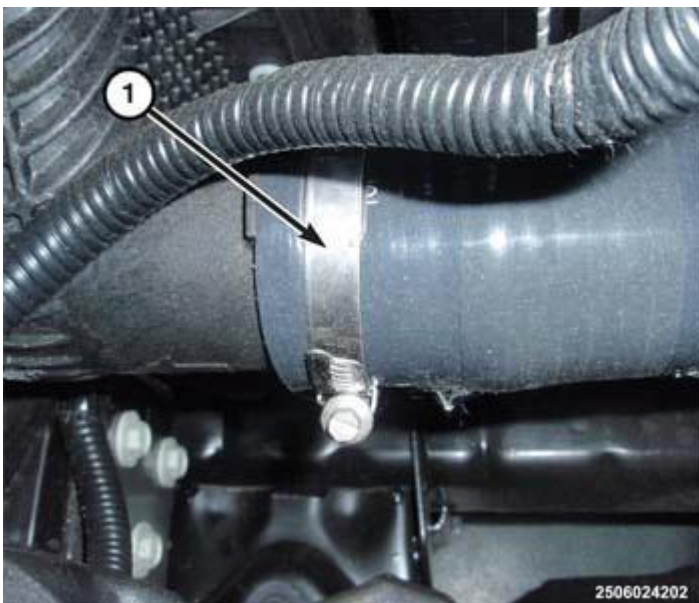


Fig. 413: Left Charge Air Cooler (CAC) Hose Clamp
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect the negative battery cable.
2. Loosen clamp and disconnect the left Charge Air Cooler (CAC) hose (1).



Fig. 414: Right Charge Air Cooler (CAC) Hose Clamp
Courtesy of CHRYSLER GROUP, LLC

3. Loosen clamp and disconnect the right CAC hose (1).
4. Remove the active shutter grille. Refer to **GRILLE, ACTIVE SHUTTER, REMOVAL** .

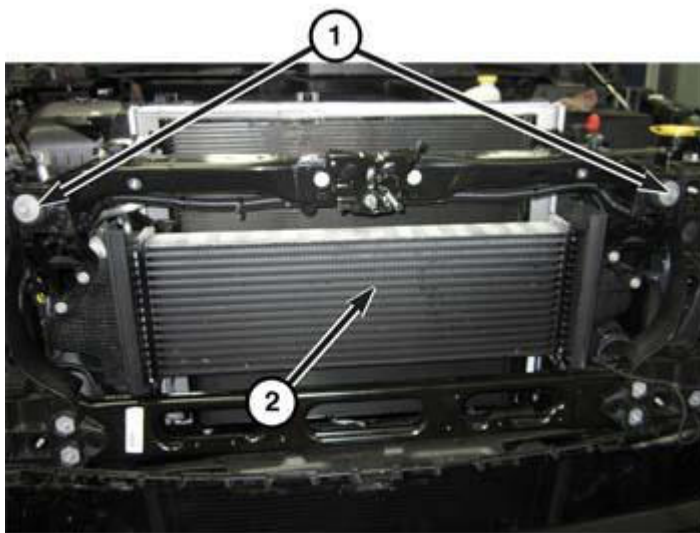


Fig. 415: Charge Air Cooler (CAC) & Bolts

Courtesy of CHRYSLER GROUP, LLC

5. Remove bolts (1) and the CAC (2) by lifting straight up and out.

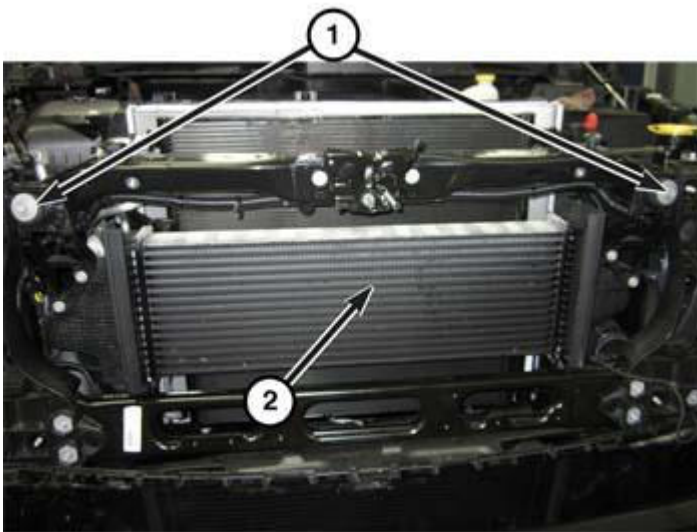
INSPECTION

INSPECTION

Visually inspect the charge air cooler and plumbing for cracks, holes, loose clamps, or damage. Inspect the tubes, fins, and welds for tears, breaks, or other damage. Replace the charge air cooler if damage is found.

INSTALLATION

INSTALLATION



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Fig. 416: Charge Air Cooler (CAC) & Bolts
Courtesy of CHRYSLER GROUP, LLC

1. Install the Charge Air Cooler (CAC). Tighten bolts to 20 N.m (177 in. lbs.).
2. Install the active shutter grille. Refer to **GRILLE, ACTIVE SHUTTER, INSTALLATION** .

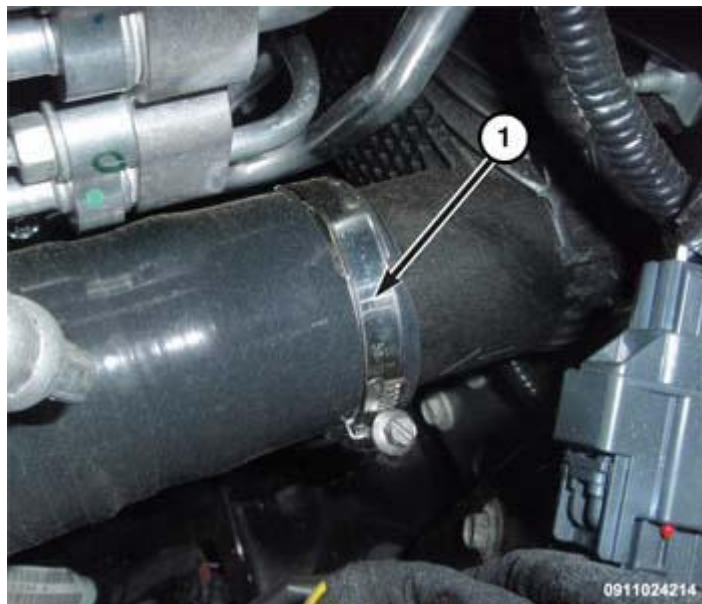


Fig. 417: Right Charge Air Cooler (CAC) Hose Clamp
Courtesy of CHRYSLER GROUP, LLC

3. Install the right CAC hose (1) and tighten clamp to 6 N.m (53 in. lbs.).

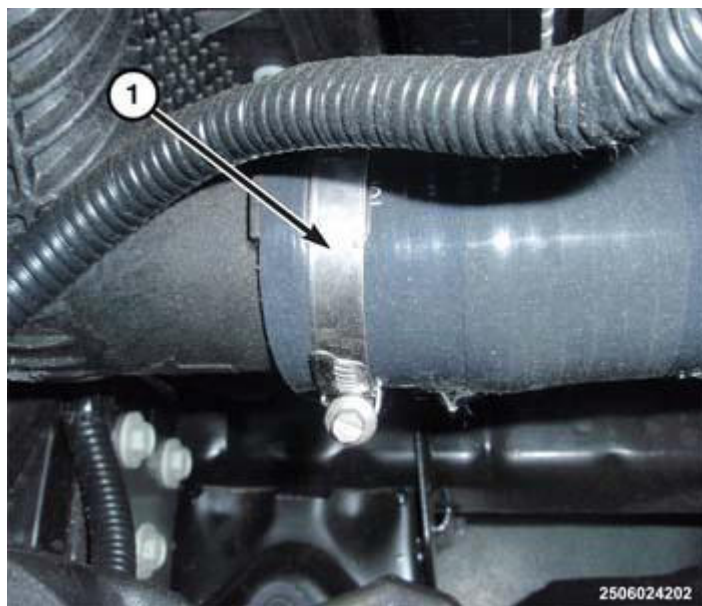


Fig. 418: Left Charge Air Cooler (CAC) Hose Clamp
Courtesy of CHRYSLER GROUP, LLC

4. Install the left CAC hose (1) and tighten clamp to 6 N.m (53 in. lbs.).
5. Connect the battery negative cable.

TURBOCHARGER

DESCRIPTION

DESCRIPTION

CAUTION: The turbocharger is a performance part and must not be tampered with. The actuator bracket is an integral part of the turbocharger. Tampering with the actuator or other components can reduce durability by increasing cylinder pressure and thermal loading due to incorrect inlet and exhaust manifold pressure. Poor fuel economy and failure to meet regulatory emissions laws may result. Increasing the turbocharger boost WILL NOT increase engine power.

The turbocharger used on this vehicle is of the variable turbine type. These turbochargers use the entire exhaust energy to boost efficiency of the turbocharger and the engine.

The turbocharger is liquid cooled as well as oil cooled for better heat reduction.

The advantages of a turbocharger with variable turbine geometry are:

- Higher charge pressure already in the lower and in upper engine speed ranges.
- Higher torque as a result of improved cylinder charge.
- Reduction in exhaust emissions as a result of an improvement in the air supply of the engine.
- Increased power output as a result of the higher charge pressure combined with a reduced exhaust back pressure and thus improved charge cycle.

OPERATION

OPERATION

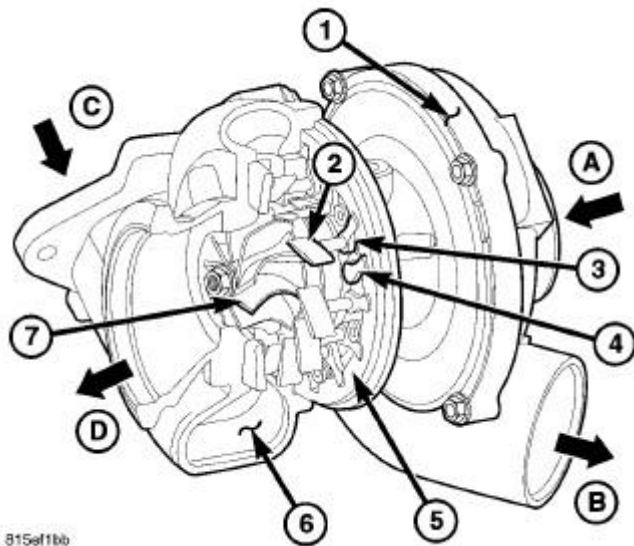


Fig. 419: Turbocharger Components
Courtesy of CHRYSLER GROUP, LLC

- 1 - COMPRESSOR HOUSING
- 2 - GUIDE VANE
- 3 - GUIDE STUD OF GUIDE VANE
- 4 - GUIDE STUD OF CONTROL LINKAGE
- 5- ADJUSTING RING
- 6 - TURBINE HOUSING
- 7 - TURBINE WHEEL
- A - TURBO INLET (FRESH AIR)
- B - TURBO OUTLET (COMPRESSED AIR)
- C - EXHAUST GASES TO TURBINE WHEEL
- D - EXHAUST OUTLET

The exhaust gases of the engine are directed through the exhaust manifold into the turbine housing (6) onto the turbine wheel (7). The flow energy of the exhaust gases cause the turbine wheel (7) to rotate. Consequently, the compressor wheel, which is connected through the turbine shaft with the turbine wheel (7), is driven at the same speed. The fresh air (A) inducted by the compressor wheel is compressed and passed to the engine.

The charge pressure is controlled by varying the position of the guide vanes (2). The guide stud (3) of the control linkage of the boost pressure actuator turns the adjusting ring (5) in the turbine housing (6). As a result, all the guide vanes (3) whose guide studs (4) likewise mesh into the adjusting ring (5), are also turned.

At low speeds, the flow cross-section is reduced by closing the guide vanes (2). Consequently the speed at which the exhaust gas impacts on the turbine wheel (7) is increased, as a result of which the speed of the turbocharger and thus the charge pressure rises.

At high engine speeds the guide vanes (2) are increasingly opened and the flow cross-section is thus enlarged, as a result of which the speed of the turbocharger reduces and the charge pressure drops.

The turbocharger guide vanes are controlled by the electronic actuator. The Powertrain Control Module (PCM) monitors the boost and charge air changes to the turbocharger system during operation. The PCM sends a PWM signal to the actuator. The actuator will then respond to the signal adjusting the guide vanes.

DIAGNOSIS AND TESTING

DIAGNOSIS AND TESTING - TURBOCHARGER

The turbocharger, charge air cooler and exhaust gas recirculation systems operate with one another and must be tested as a complete system. It is important that all components of the air intake system be thoroughly tested any time a symptom is present for one of these components.

It is typical to notice a small amount of engine oil in the air intake system. This comes from the crankcase ventilation and may weep out of hose connections that are not clamped properly. This does not mean that the turbocharger requires replacement.

If DTC's or the performance of the vehicle lead to the determination that the boost pressure and/or mass air flow values are out of range, the systems listed below should be inspected. If a DTC for the inlet or intake air temperature has been stored. Refer to the appropriate diagnostic procedure in appropriate ELECTRICAL

DIAGNOSTICS article.

NOTE: Also a continuous air leak may result in an intermittent symptom. The Powertrain Control Module (PCM) monitors the sensor readings continuously but only sets a DTC or reduces the engine torque when these readings are outside of the tolerances, which may occur under certain driving conditions.

Inspect the following:

- Air intake system plumbing: Loose or broken hoses or fittings may create an air leak resulting in a loss of pressure and mass air flow. (A smoke machine does not create enough pressure to find a leak in the air intake system).
- Turbo Resonator: Inspect the resonator (muffler, connected to the turbocharger) for air leaks at the seam between the two shells.
- Charge Air Cooler: A charge air cooler damaged by tools or external debris may leak air.
- Exhaust Gas Recirculation (EGR) valve: A sticking EGR valve influences the mass air flow causing implausibility with MAF, which displays one or more DTC's. Don't replace the EGR valve if no DTC's are present. Use the actuator test in the scan tool to move the EGR valve at idle speed. The MAF value should alternate between 500 to 600 mg/strk at 5% ratio (almost closed) and 200 to 300 mg/strk at 95% ratio (almost opened) when the "EGR Positioner" is being actuated by the scan tool.
- Mass Air Flow Sensor (MAF): The mass air flow, measured and provided by the MAF is critical for calculations performed by the PCM and may result in several DTC's related to the air intake system if not accurate.
- Boost Pressure Sensor: Make sure that the correct part number, or superseding part number, is installed. Refer to MOPAR® for the correct part number information.
- Turbocharger: Consider that an operating turbocharger creates a flow sound, which is normal and does not require replacement. Other sounds like whistling are potentially caused by the resonator or improper line connections.

TURBOCHARGER DIAGNOSTIC PROCEDURE

1. Visually inspect all the blades of the turbocharger compressor and turbine wheel for damage which may have been caused by foreign particles. For example if the air filter was improperly installed or an incorrect air filter was installed.

CAUTION: Do NOT try to move the actuator mechanism by pushing or pulling the connecting rod. There is a worm gear attached to the actuator mechanism, which doesn't allow any movement from its output side.

2. If the actuator mechanism doesn't move at all check power and ground supply of the actuator.

CAUTION: The boost pressure actuator is not serviceable and should not be disassembled. Do not remove or disconnect the boost pressure actuator connecting rod. Failure to follow these instructions may result in performance concerns or failure.

3. If the actuator mechanism doesn't move even though the electrical connection has been verified or moves erratically the turbocharger assembly is defective and must be replaced.

REMOVAL**REMOVAL**

Fig. 420: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

- 1.
2. Disconnect the negative battery.
3. Remove the engine cover (1).

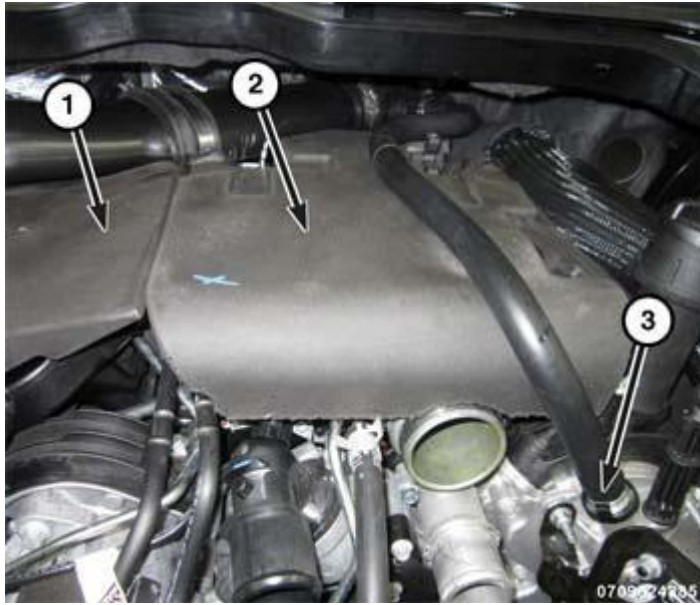
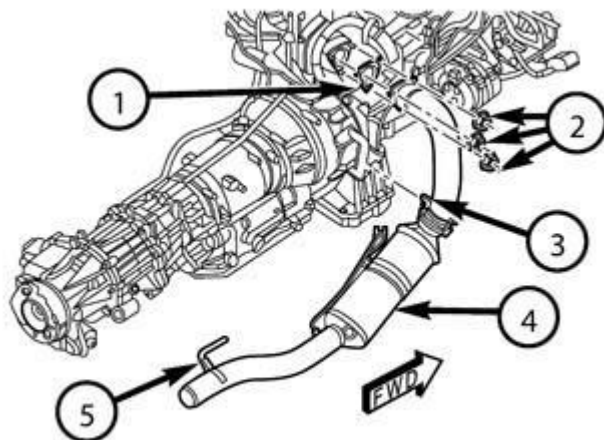


Fig. 421: Removing/Installing Intake Manifold Silencer
 Courtesy of CHRYSLER GROUP, LLC

4. Remove the intake manifold silencer pad (1).
5. Remove the air cleaner body and the air intake hose from turbocharger elbow. Refer to **BODY, AIR CLEANER, REMOVAL**.
6. Remove the right fuel injector silencer pad (1).
7. Disconnect the CAC inlet hose from turbocharger.
8. Remove the left fuel injector silencer pad.
9. Drain the coolant. Refer to **STANDARD PROCEDURE** .
10. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .
11. Remove the right front wheelhouse splash shield. Refer to **SHIELD, SPLASH, FRONT WHEELHOUSE, REMOVAL** .
12. Remove the left front wheelhouse splash shield. Refer to **SHIELD, SPLASH, FRONT WHEELHOUSE, REMOVAL** .
13. Remove the transmission. Refer to **REMOVAL** .



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Fig. 422: Remove/Install Diesel Particulate Filter (DPF)

Courtesy of CHRYSLER GROUP, LLC

14. Remove the Diesel Particulate Filter (DPF). Refer to **FILTER, DIESEL PARTICULATE, REMOVAL**.

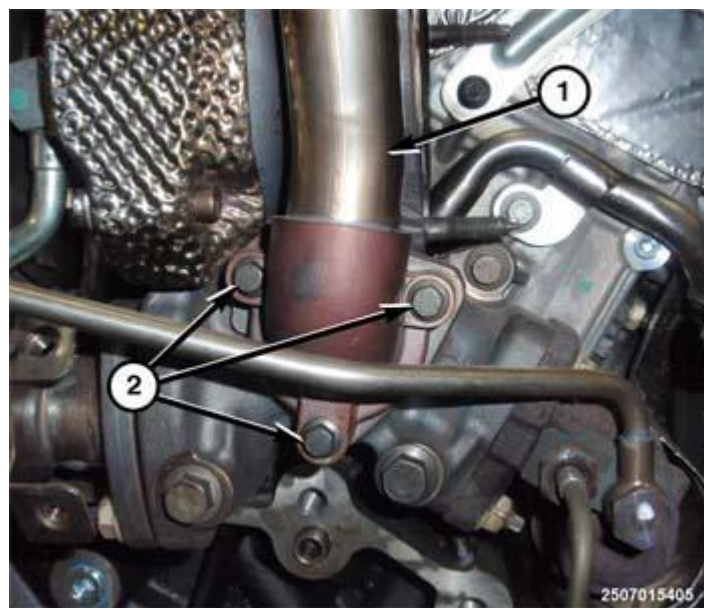


Fig. 423: EGR Cooler Tube & Bolts

Courtesy of CHRYSLER GROUP, LLC

15. Remove the EGR cooler tube bolts (2).
16. Lower the vehicle.

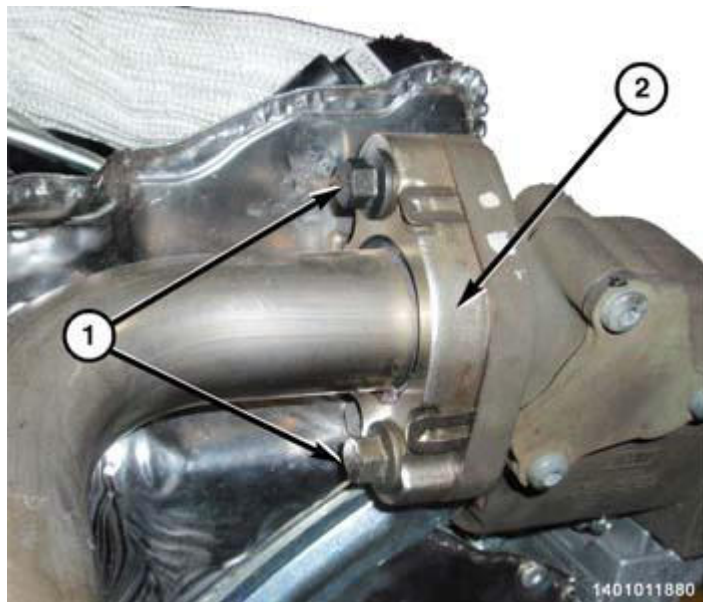


Fig. 424: Turbocharger-To-EGR Cooler Tube Bolts
Courtesy of CHRYSLER GROUP, LLC

17. Remove bolts (1) and the EGR cooler tube (2).

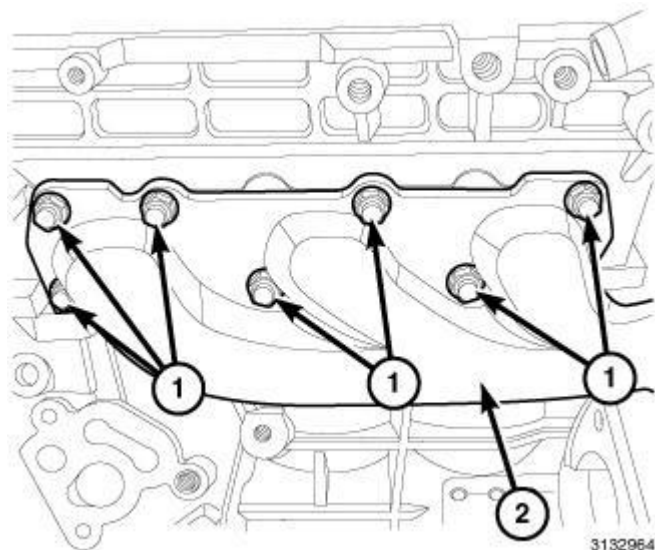


Fig. 425: Left Exhausts Manifold & Nuts
Courtesy of CHRYSLER GROUP, LLC

18. Remove the left exhaust manifold. Refer to MANIFOLD, EXHAUST, REMOVAL.

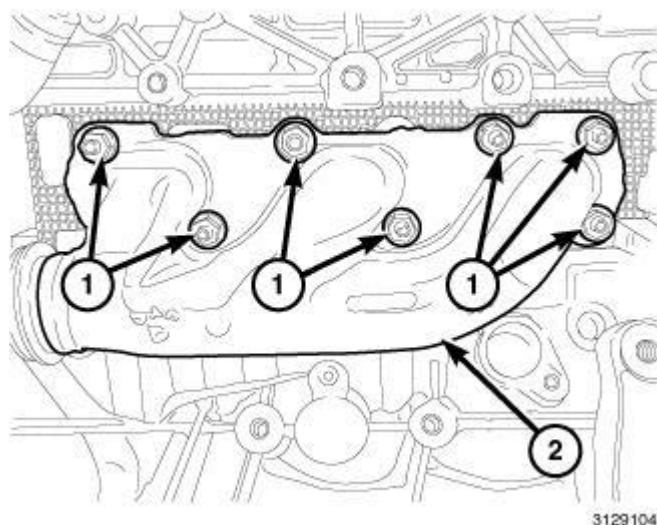


Fig. 426: Right Exhaust Manifold & Nuts
Courtesy of CHRYSLER GROUP, LLC

19. Remove the right exhaust manifold. Refer to **MANIFOLD, EXHAUST, REMOVAL**.

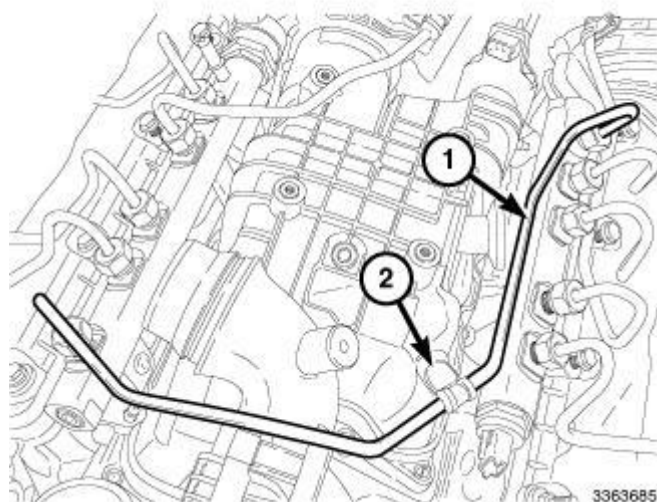


Fig. 427: Fuel Rail Cross-Over Line & Bolt
Courtesy of CHRYSLER GROUP, LLC

20. Remove the bolt (2) that secures the cross-over line to the intake manifold.
21. Remove the fuel rail cross-over line (1) and discard the line.

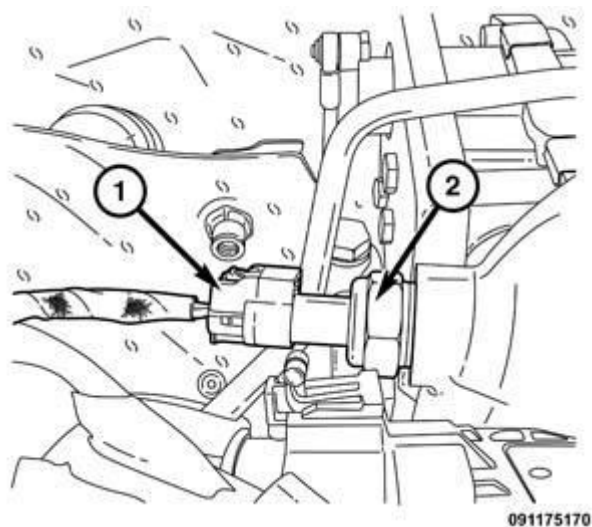
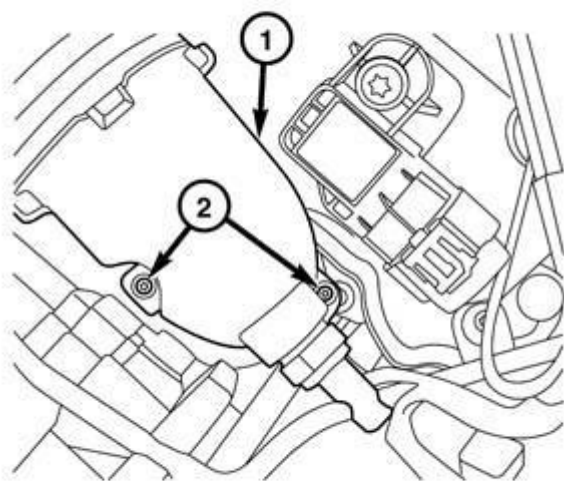


Fig. 428: Air Outlet Temperature Sensor
Courtesy of CHRYSLER GROUP, LLC

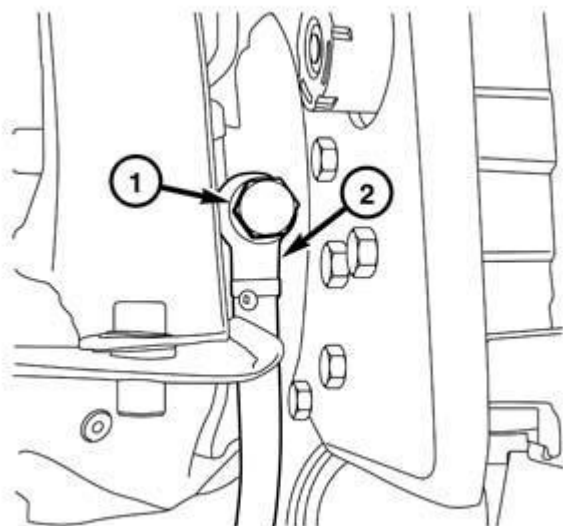
22. Disconnect the turbocharger outlet temperature sensor wire harness connector (1).



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Fig. 429: Turbocharger Outlet Elbow & Bolts
Courtesy of CHRYSLER GROUP, LLC

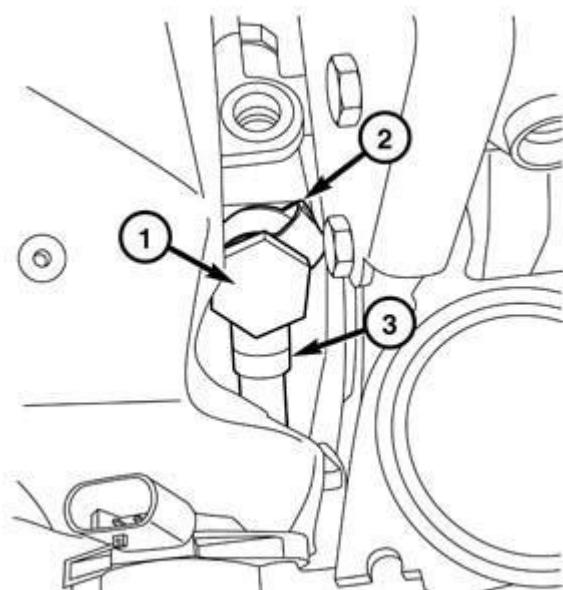
23. Remove bolts (2) and the turbocharger outlet elbow (1).
24. Disconnect the turbocharger actuator wire harness connector.
25. Remove the exhaust pressure sensor. Refer to **SENSOR, EXHAUST PRESSURE, REMOVAL** .



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Fig. 430: Turbocharger Oil Supply Line & Upper Banjo Bolt
 Courtesy of CHRYSLER GROUP, LLC

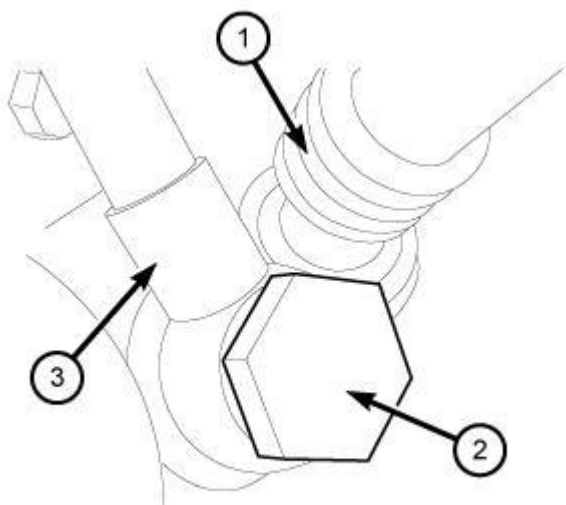
26. Remove upper banjo bolt (1) and the turbocharger oil supply line (2).



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Fig. 431: Coolant Tube & Upper Banjo Bolt
 Courtesy of CHRYSLER GROUP, LLC

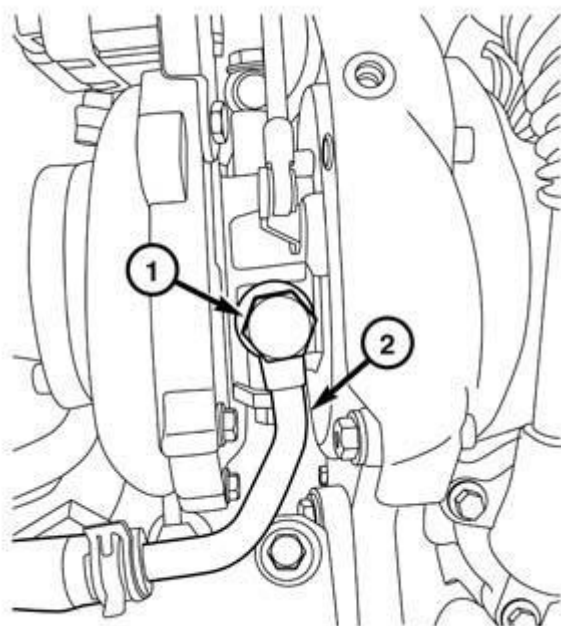
27. Remove the upper banjo bolt (1) securing coolant tube (3) to turbocharger.
28. Raise and support the vehicle.



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Fig. 432: Upper Banjo Bolt & Turbocharger Supply Lines
Courtesy of CHRYSLER GROUP, LLC

29. Remove the banjo bolt (2) at the engine block for the turbocharger oil supply line (3).



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Fig. 433: Coolant Tube & Lower Banjo Bolt
Courtesy of CHRYSLER GROUP, LLC

- 30.

31. Remove the lower banjo bolt (1) securing coolant tube (2) to turbocharger.

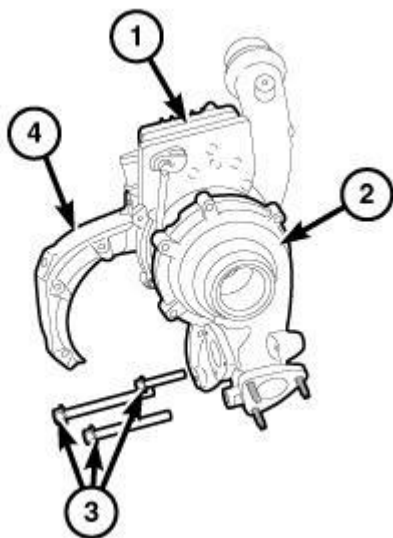
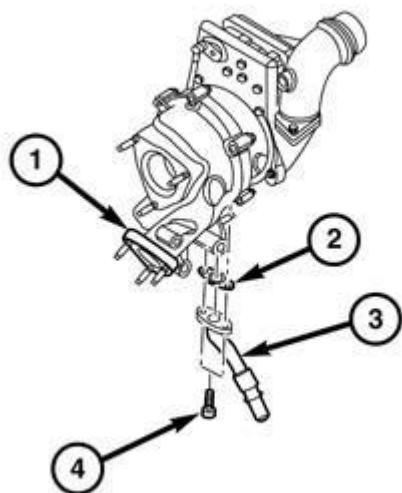


Fig. 434: Actuator, Turbo, Heat Shield & Bolts
Courtesy of CHRYSLER GROUP, LLC

32. Remove the turbo mounting bolts (3).

NOTE: The turbocharger oil return line is fitted into a rubber grommet on the engine block. Care must be used when removing the turbocharger, that the return line is not damaged.

33. With care, lift the turbo upwards and away from the engine block, to remove the turbocharger oil return tube from the engine block.



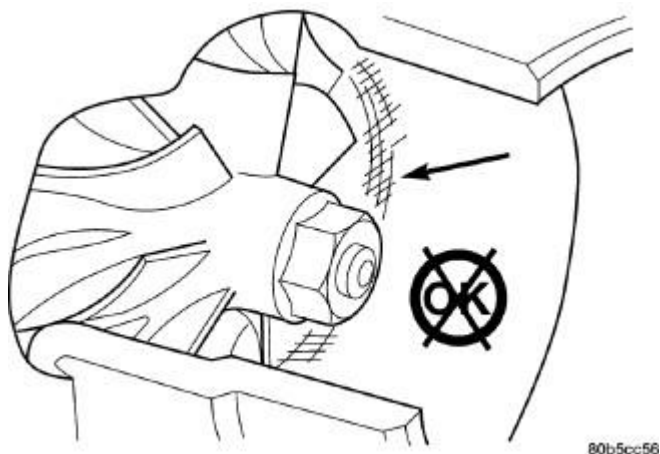
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Fig. 435: Remove/Install Turbocharger
Courtesy of CHRYSLER GROUP, LLC

34. If necessary, remove bolts (4) and the turbocharger oil return line (3).
35. If necessary, remove and discard gasket (2).

INSPECTION

INSPECTION



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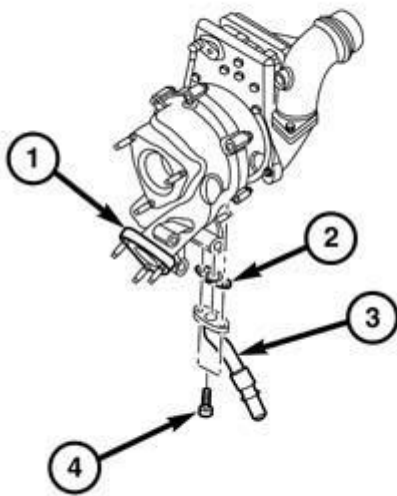
Fig. 436: Inspect Compressor Housing For Impeller Rubbing Condition
Courtesy of CHRYSLER GROUP, LLC

Visually inspect the turbocharger and exhaust manifold gasket surfaces. Replace stripped or eroded mounting studs.

1. Visually inspect the turbocharger for cracks. The following cracks are NOT acceptable:
 - Cracks in the turbine and compressor housing that go completely through.
 - Cracks in the mounting flange that are longer than 15 mm (0.6 in.).
 - Cracks in the mounting flange that intersect bolt through-holes.
 - Two (2) Cracks in the mounting flange that are closer than 6.4 mm (0.25 in.) together.
2. Visually inspect the impeller and compressor wheel fins for nicks, cracks, or chips. Note: Some impellers may have a factory placed paint mark which, after normal operation, appears to be a crack. Remove this mark with a suitable solvent to verify that it is not a crack.
3. Visually inspect the turbocharger compressor housing for an impeller rubbing condition. Replace the turbocharger if the condition exists.

INSTALLATION

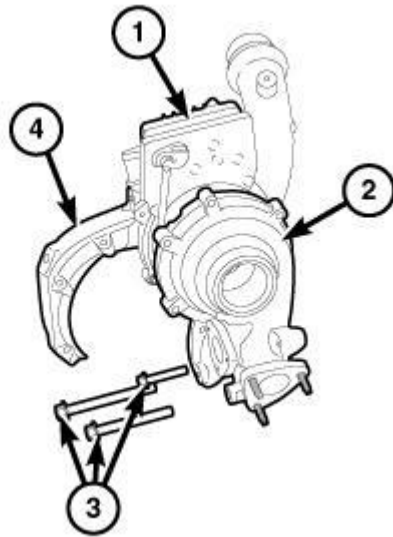
INSTALLATION



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Fig. 437: Remove/Install Turbocharger
Courtesy of CHRYSLER GROUP, LLC

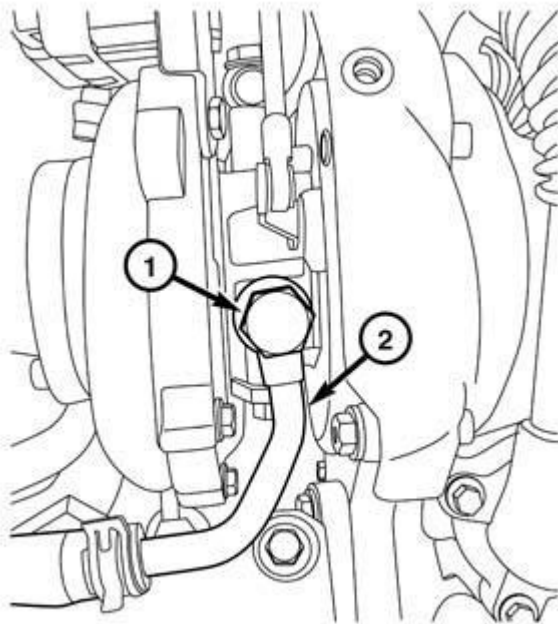
1. Clean the oil and coolant line sealing surfaces.
2. If removed, using a new gasket (2) install the turbocharger oil return line (3). Tighten bolts (4) to 13 N.m (115 in. lbs.).



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Fig. 438: Actuator, Turbo, Heat Shield & Bolts
 Courtesy of CHRYSLER GROUP, LLC

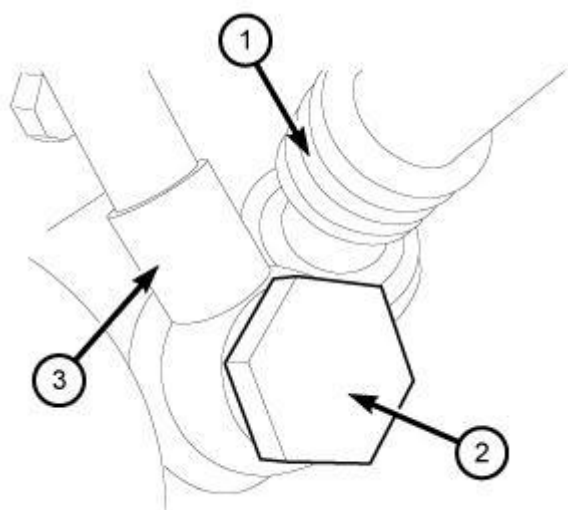
3. Install new oil return line grommet into the engine block.
4. Using care, position the turbo on to the engine block while guiding the oil return tube into the grommet.



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Fig. 439: Coolant Tube & Lower Banjo Bolt
 Courtesy of CHRYSLER GROUP, LLC

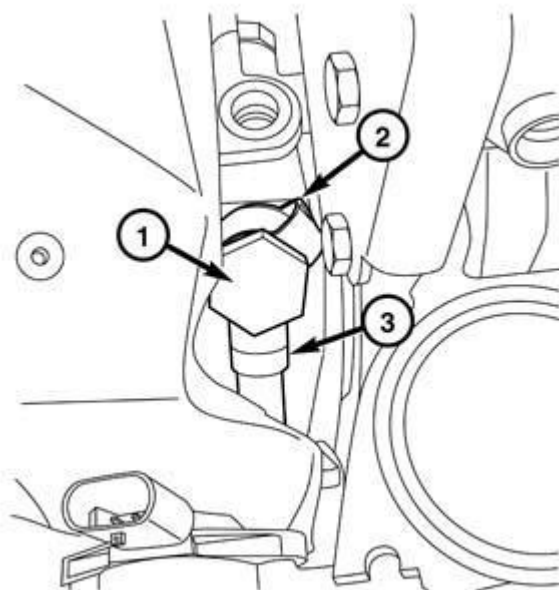
5. Using new sealing washers, install the lower banjo bolt (1) securing coolant tube (2) to turbocharger. Tighten banjo bolt (1) to 35 N.m (26 ft. lbs.).



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Fig. 440: Upper Banjo Bolt & Turbocharger Supply Lines
Courtesy of CHRYSLER GROUP, LLC

6. Using a new sealing washer, install banjo bolt (2) onto the oil supply line (3) at the engine block. Tighten banjo bolt (2) to 35 N.m (26 ft. lbs.).
7. Lower the vehicle.

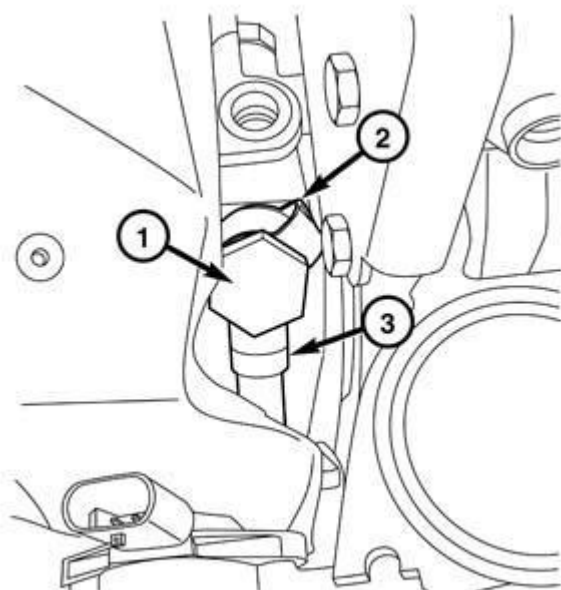


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Fig. 441: Coolant Tube & Upper Banjo Bolt
Courtesy of CHRYSLER GROUP, LLC

8. Using new sealing washers (2), install the upper banjo bolt (1) securing coolant tube (3) to turbocharger finger tight.

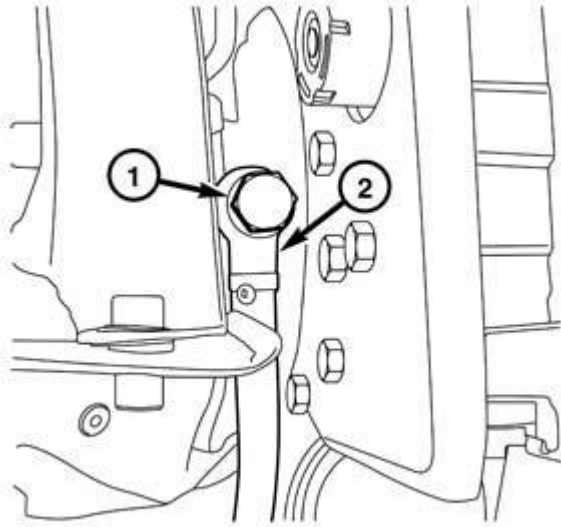
9. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE**.
10. Install the M10 mounting bolts to the engine block. Tighten M10 bolts to 55 N.m (41 ft. lbs.).
11. Install the M8 mounting bolt to the cylinder head. Tighten M8 bolts to 25 N.m (18 ft. lbs.).



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Fig. 442: Coolant Tube & Upper Banjo Bolt
Courtesy of CHRYSLER GROUP, LLC

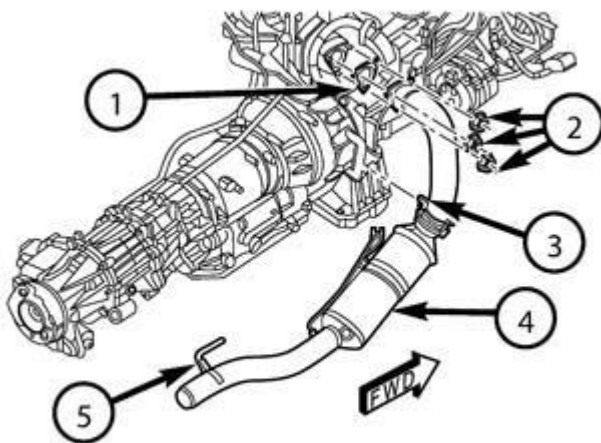
12. Tighten the upper coolant tube banjo bolt (1) to 35 N.m (26 ft. lbs.).



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Fig. 443: Turbocharger Oil Supply Line & Upper Banjo Bolt
 Courtesy of CHRYSLER GROUP, LLC

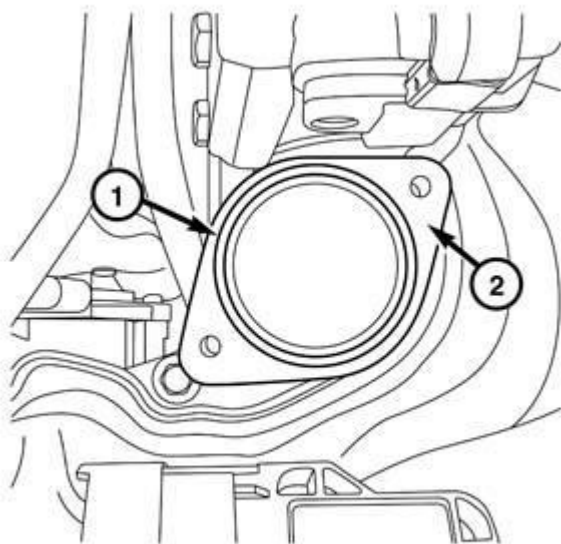
13. Install the turbocharger oil supply line (2). Using new sealing washers, tighten the upper banjo bolt (1) to 25 N.m (18 ft. lbs.).



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Fig. 444: Remove/Install Diesel Particulate Filter (DPF)
 Courtesy of CHRYSLER GROUP, LLC

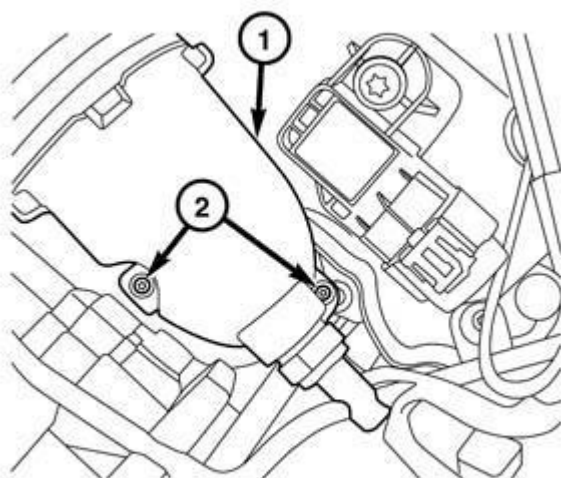
14. Lower the vehicle.
15. Position the Diesel Particulate Filter (DPF) (3) onto the turbocharger. Tighten nuts (2) to 32 N.m (24 ft. lbs.).



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Fig. 445: Turbocharger Outlet Flange & O-Ring
Courtesy of CHRYSLER GROUP, LLC

16. Install a new O-ring seal (1) onto turbocharger (2).



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Fig. 446: Turbocharger Outlet Elbow & Bolts
Courtesy of CHRYSLER GROUP, LLC

17. Install the turbocharger outlet elbow (1). Tighten bolts (2) to 10 N.m (89 in. lbs.).

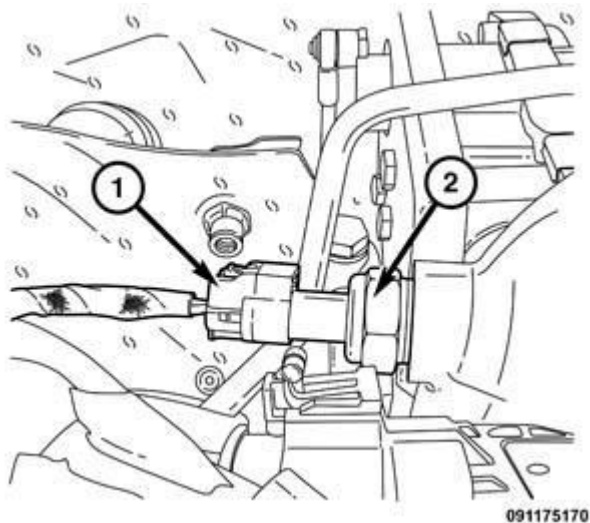


Fig. 447: Air Outlet Temperature Sensor
Courtesy of CHRYSLER GROUP, LLC

18. Connect the turbocharger outlet temperature sensor wire harness connector (1).

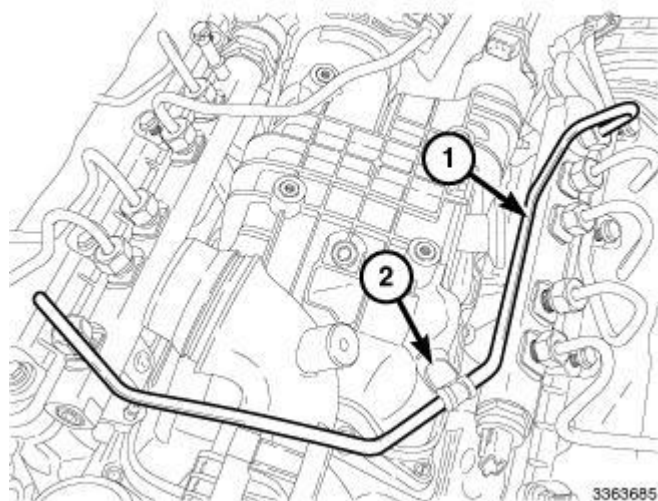


Fig. 448: Fuel Rail Cross-Over Line & Bolt
Courtesy of CHRYSLER GROUP, LLC

19. Install the fuel cross over line (1). Tighten the bolt (2) to 15 N.m (11 ft. lbs.).

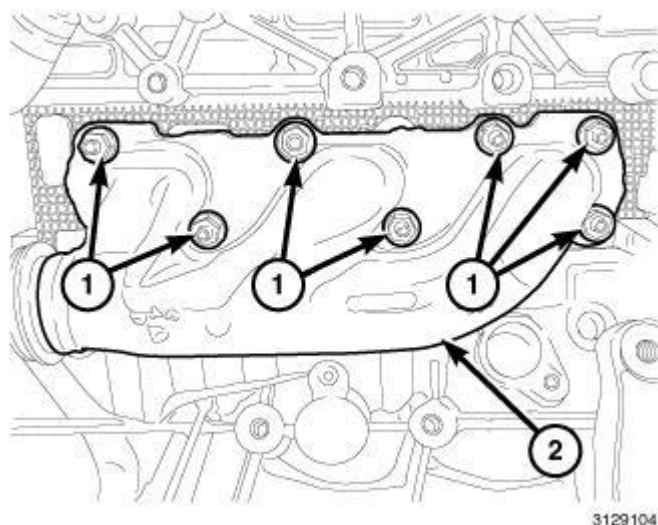


Fig. 449: Right Exhaust Manifold & Nuts
Courtesy of CHRYSLER GROUP, LLC

20. Install the right side exhaust manifold. Refer to MANIFOLD, EXHAUST, INSTALLATION.

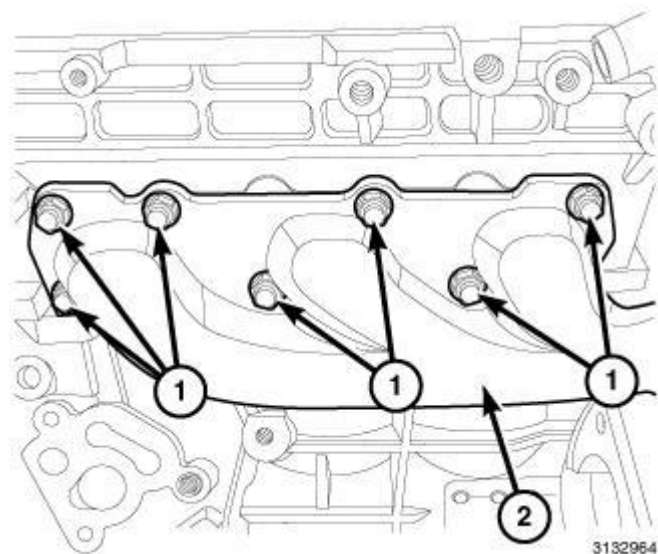


Fig. 450: Left Exhausts Manifold & Nuts
Courtesy of CHRYSLER GROUP, LLC

21. Install the left side exhaust manifold. Refer to MANIFOLD, EXHAUST, INSTALLATION.

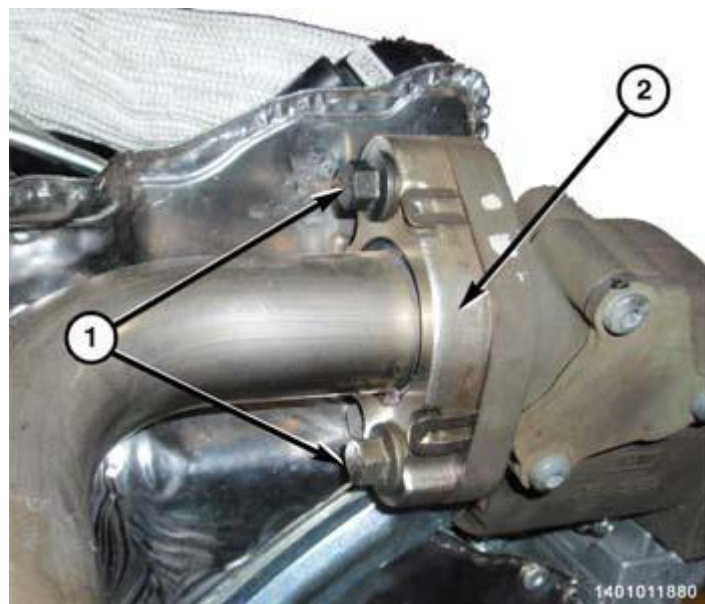


Fig. 451: Turbocharger-To-EGR Cooler Tube Bolts
Courtesy of CHRYSLER GROUP, LLC

22. Using a new gasket, install the EGR cooler tube. Tighten bolts (1) to 25 N.m (18 ft. lbs.).
23. Raise the vehicle.

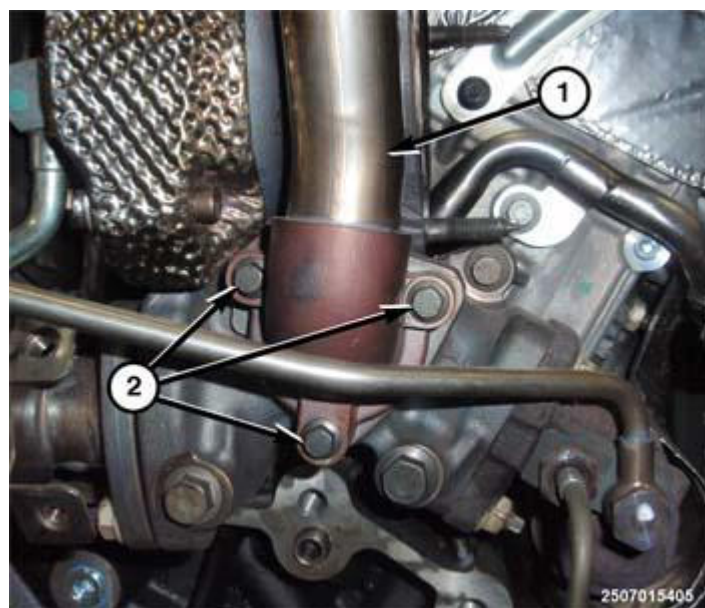
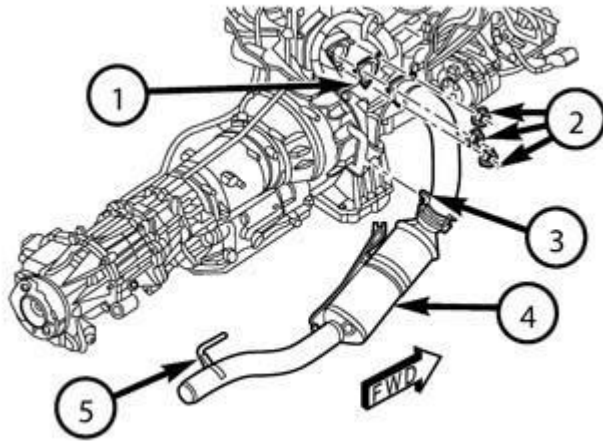


Fig. 452: EGR Cooler Tube & Bolts
Courtesy of CHRYSLER GROUP, LLC

24. Install a new gasket on the EGR cooler tube (1). Tighten bolts (2) to 25 N.m (18 ft. lbs.).



0911006566

Fig. 453: Remove/Install Diesel Particulate Filter (DPF)

Courtesy of CHRYSLER GROUP, LLC

25. Install the Diesel Particulate Filter (DPF). Refer to **FILTER, DIESEL PARTICULATE, INSTALLATION** .
26. Install the transmission. Refer to **INSTALLATION** .
27. Install the left front wheelhouse splash shield. Refer to **SHIELD, SPLASH, FRONT WHEELHOUSE, INSTALLATION** .
28. Install the right front wheelhouse splash shield. Refer to **SHIELD, SPLASH, FRONT WHEELHOUSE, INSTALLATION** .
29. Lower the vehicle.
30. Install the left fuel injector silencer pad.
31. Install the CAC to turbocharger.



Fig. 454: Removing/Installing Intake Manifold Silencer
Courtesy of CHRYSLER GROUP, LLC

32. Install the right fuel injector silencer pad (1).
33. Install the air intake hose to turbocharger and the air cleaner body. Refer to **BODY, AIR CLEANER, INSTALLATION**.
34. Install the intake manifold silencer pad (2)



Fig. 455: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

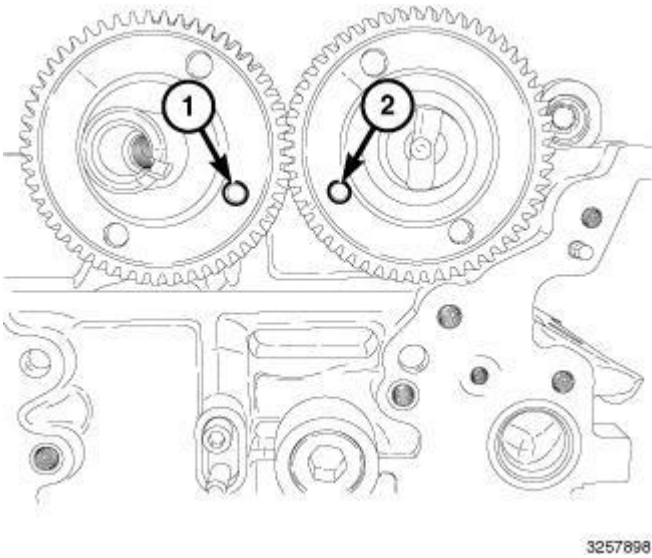
35. Install the engine cover (1).
36. Fill the cooling system. Refer to **STANDARD PROCEDURE**.
37. Connect the negative battery cable.
38. Start the engine and check for leaks.

VALVE TIMING

STANDARD PROCEDURE

CAMSHAFT TIMING

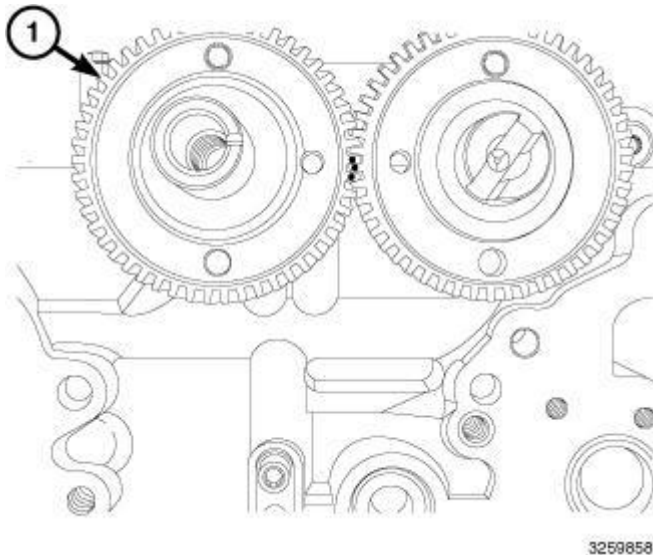
RIGHT CAMSHAFT



3257898

Fig. 456: Exhaust Camshaft Gear Timing Mark & Intake Camshaft Timing Gear Mark
Courtesy of CHRYSLER GROUP, LLC

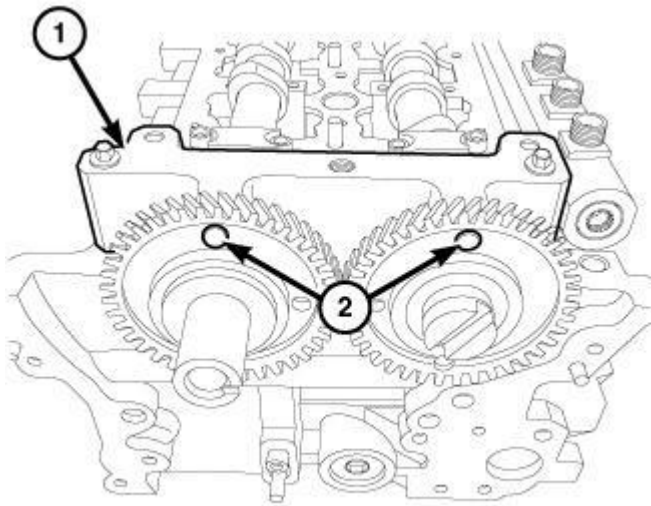
NOTE: The (special tool #VM.10339, Tool, Crankshaft Timing) should be installed prior to timing camshafts.



3259858

Fig. 457: Right Camshaft Gear Dots
Courtesy of CHRYSLER GROUP, LLC

1. The exhaust camshaft gear timing mark (1) should be at the four O'clock position and the intake camshaft timing gear mark (2) should be at the seven O'clock position.
2. Rotate the camshafts to line up the three camshaft gear dots and install the (special tool #VM.10338A-1, Timing Tool, Camshaft (Right)) (1).

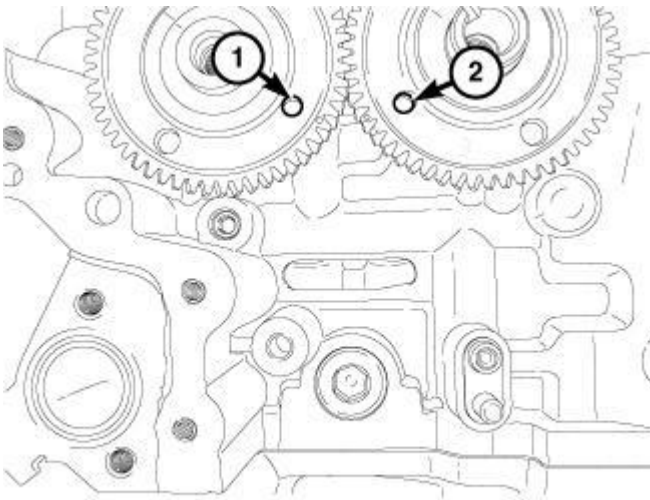


3259942

Fig. 458: Camshaft Timing Tool & Sprockets Holes - Right
Courtesy of CHRYSLER GROUP, LLC

3. If the (special tool #VM.10338A-1, Timing Tool, Camshaft (Right)) (1) locking pins don't align up and fit into the holes (2) on the camshaft gears then the camshafts are not timed properly.

LEFT CAMSHAFT



3197719

Fig. 459: Intake Camshaft Gear Timing Mark & Exhaust Camshaft Timing Gear Mark
Courtesy of CHRYSLER GROUP, LLC

NOTE: The (special tool #VM.10339, Tool, Crankshaft Timing) should be installed prior to timing camshafts.

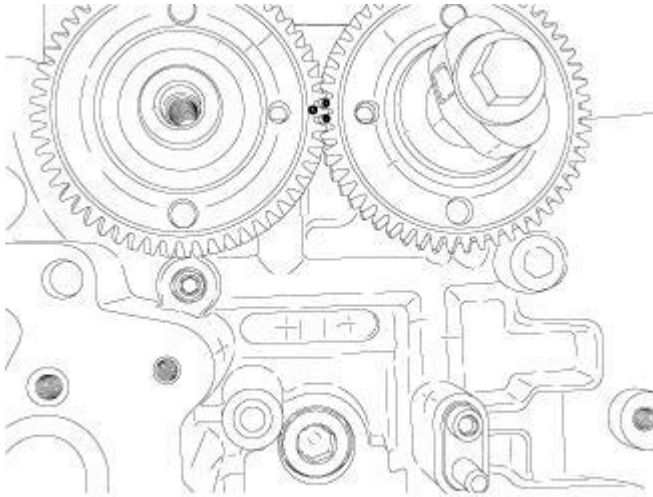


Fig. 460: Left Camshaft Gear Dots
Courtesy of CHRYSLER GROUP, LLC

1. The intake camshaft gear timing mark (1) should be at the four O'clock position and the exhaust camshaft timing gear mark (2) should be at the seven O'clock position.
2. Rotate the camshafts to line up the three camshaft gear dots and install the (special tool #VM.10338A-2, Timing Tool, Camshaft (Left)) (1).

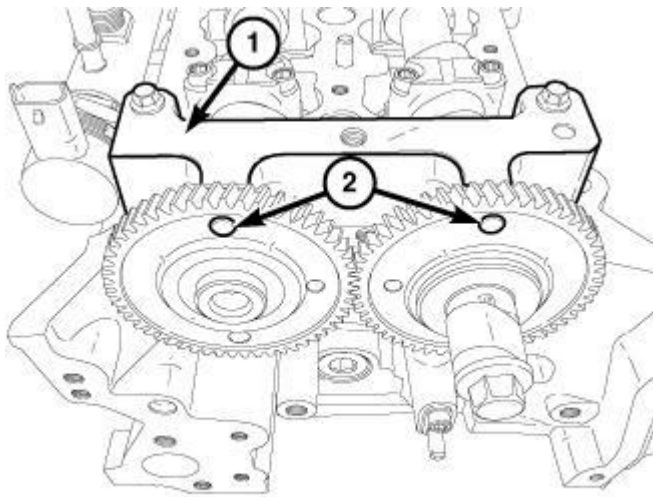
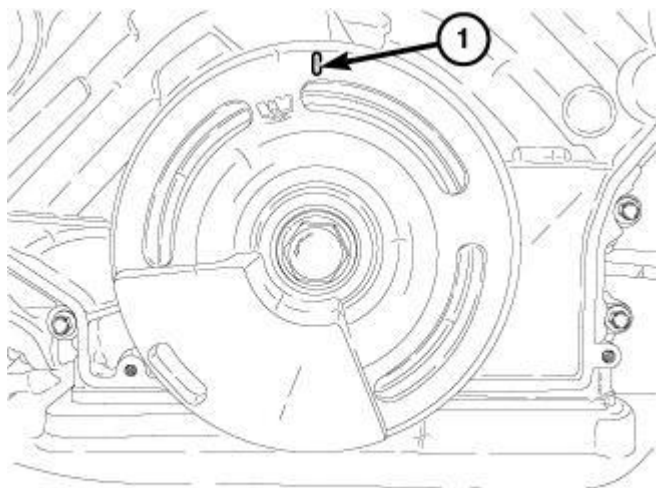


Fig. 461: Camshaft Timing Tool & Sprockets Holes - Left
Courtesy of CHRYSLER GROUP, LLC

3. If the (special tool #VM.10338A-2, Timing Tool, Camshaft (Left)) (1) locking pins don't align up and fit into the holes (2) on the camshaft gears then the camshafts are not timed properly.

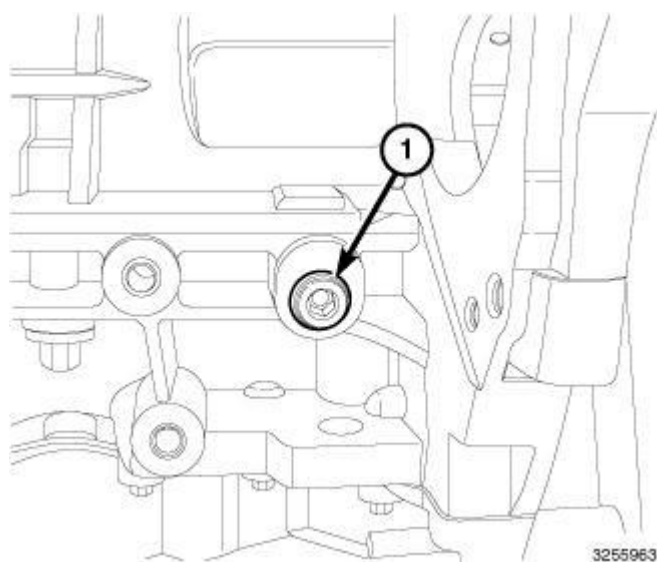
LOCKING ENGINE 30 DEGREES AFTER TDC



3363192

Fig. 462: Crankshaft At 12 O'clock Position
Courtesy of CHRYSLER GROUP, LLC

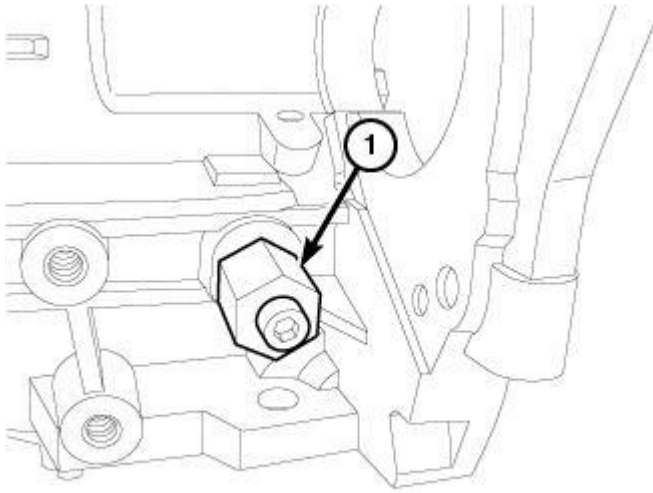
1. Disconnect negative battery cable.
2. Rotate the engine until timing mark (1) on the crankshaft is at the 12 O'clock position, (this is 30° ATDC).



3255963

Fig. 463: Engine Block Plug
Courtesy of CHRYSLER GROUP, LLC

3. Remove the engine block plug (1).



3192937

Fig. 464: Crankshaft Timing Tool
Courtesy of CHRYSLER GROUP, LLC

4. Install the (special tool #VM.10339, Tool, Crankshaft Timing) (1) into the starter side of the engine block. If the (special tool #VM.10339, Tool, Crankshaft Timing) does not fully go into the engine block and stops short, the engine is not properly set to 30° ATDC. Rotate the engine so the Crankshaft Locking Tool (special tool #VM.10339, Tool, Crankshaft Timing) fully engages into engine block and crankshaft. Once full engaged thread tool into engine block and install the bolt. The crankshaft is now set at 30° ATDC.

CHAIN AND SPROCKETS, TIMING

REMOVAL

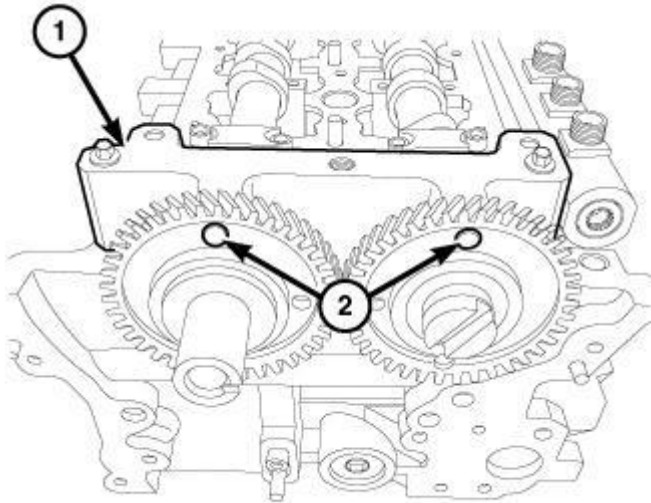
REMOVAL



Fig. 465: Removing/Installing Engine Cover

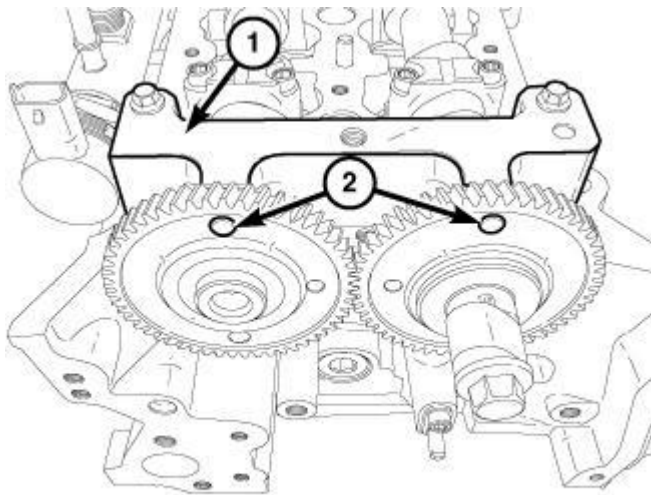
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect negative battery cable.
2. Remove the engine cover (1).
3. Remove the lower timing cover. Refer to **COVER(S), ENGINE TIMING, REMOVAL**.
4. Lock the engine to 30 degrees ATDC. Refer to **LOCKING ENGINE 30 DEGREES AFTER TDC**.

**Fig. 466: Camshaft Timing Tool & Sprockets Holes - Right**

Courtesy of CHRYSLER GROUP, LLC

5. Install the (special tool #VM.10338-1, Timing Tool, Camshaft (Right)) (1) and securely tighten bolts.

**Fig. 467: Camshaft Timing Tool & Sprockets Holes - Left**

Courtesy of CHRYSLER GROUP, LLC

6. Install the (special tool #VM.10338-2, Timing Tool, Camshaft (Left)) (1) and securely tighten bolts.

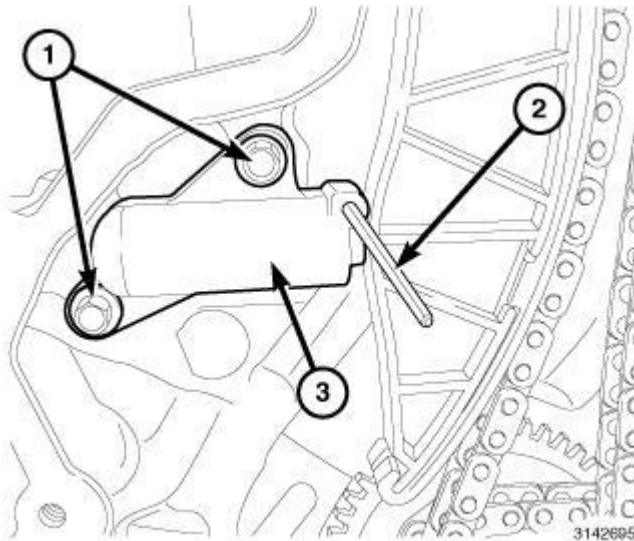


Fig. 468: Pin, Right Timing Chain Tensioner & Bolts
Courtesy of CHRYSLER GROUP, LLC

7. Install the (special tool #VM.10359A, Pin, Tensioner) (2) into timing chain tensioner (3).
8. Remove bolts (1) and the right timing chain tensioner (3).

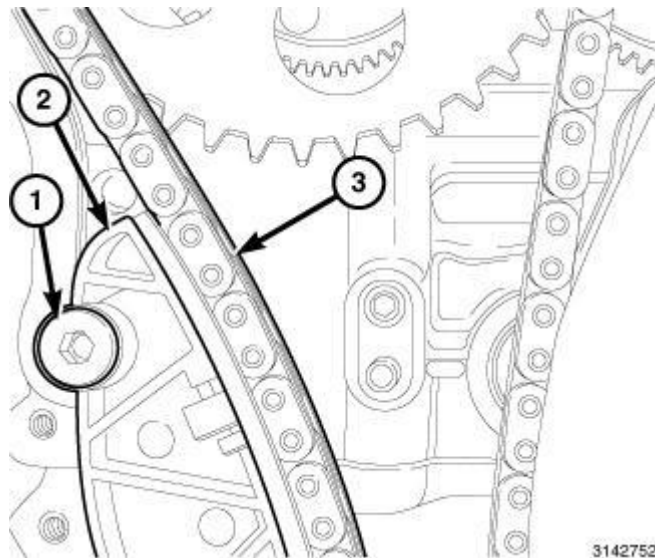


Fig. 469: Right Outer Timing Chain Guide & Bolt
Courtesy of CHRYSLER GROUP, LLC

9. Remove bolt (1) and the right outer timing chain guide (2).

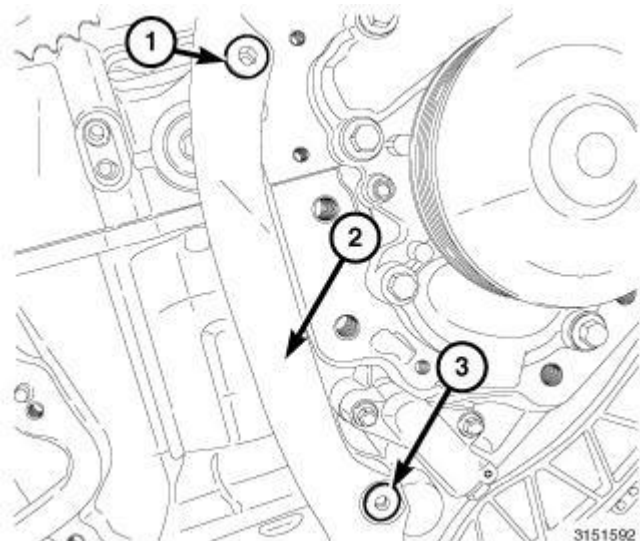


Fig. 470: Right Inner Timing Chain Guide & Bolts
Courtesy of CHRYSLER GROUP, LLC

10. If necessary, remove bolt (1 and 3) and the right inner timing chain guide (2).

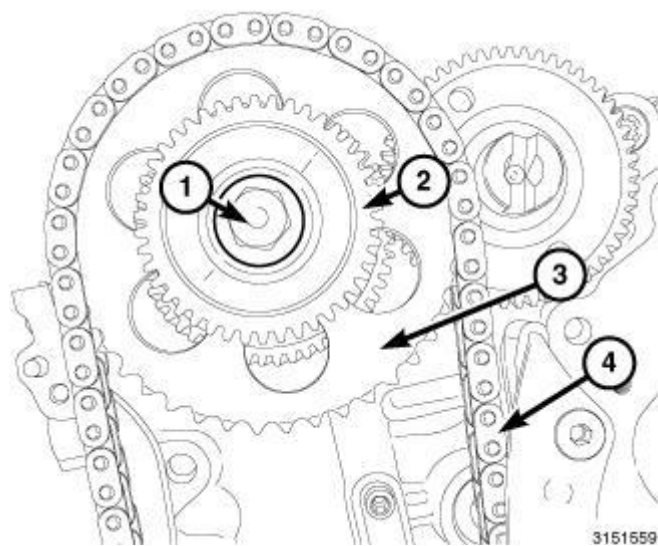


Fig. 471: High Pressure Pump Drive Gear, Right Timing Chain Sprocket, Timing Chain & Bolt
Courtesy of CHRYSLER GROUP, LLC

11. Remove bolt (1) and the fuel injection pump drive gear (2).
12. Remove the right timing chain sprocket (4) and timing chain (3).

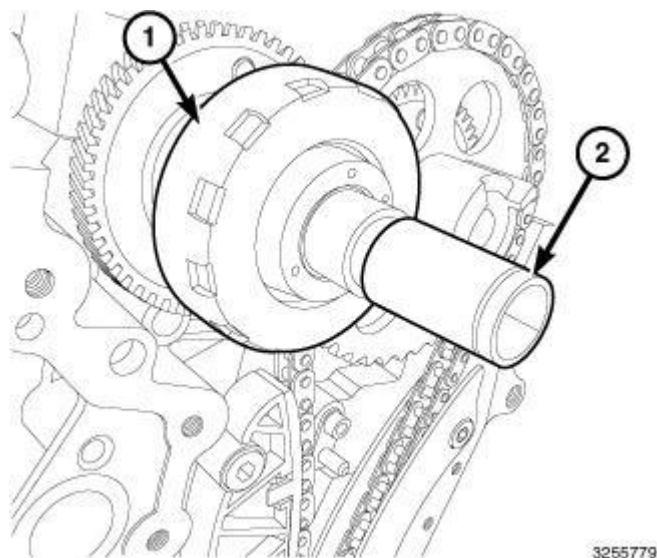


Fig. 472: Oil Separator & Oil Separator Remover/Installer Tool
Courtesy of CHRYSLER GROUP, LLC

13. Using the (special tool #VM.10344, Tool, Oil Separator Remover/Installer) (2), remove the oil separator (1) from the left intake camshaft.

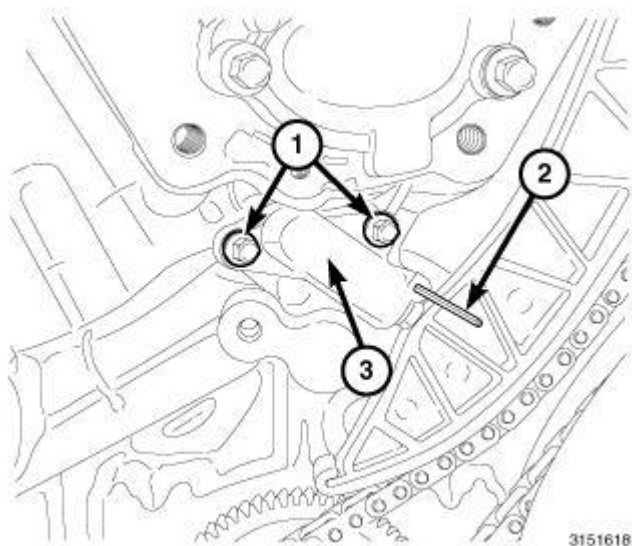


Fig. 473: Left Timing Chain Tensioner, Pin & Bolt
Courtesy of CHRYSLER GROUP, LLC

14. Install the (special tool #VM.10359A, Pin, Tensioner) (2) into the timing chain tensioner (3).
15. Remove bolts (1) and the left timing chain tensioner (3).

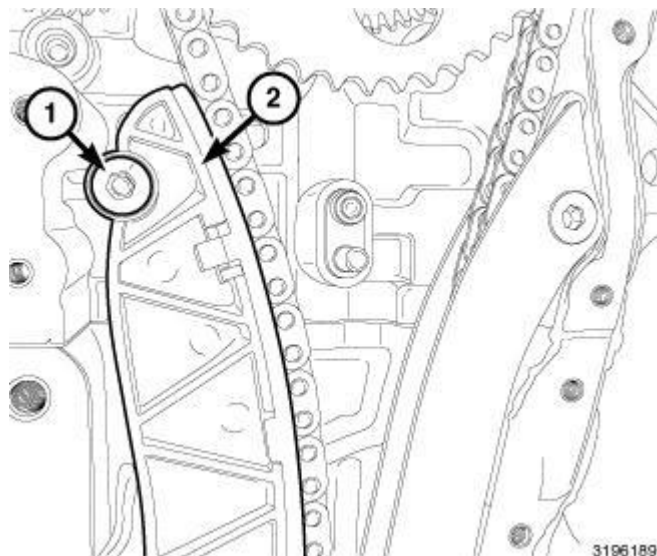


Fig. 474: Left Inner Timing Chain Guide & Bolt
Courtesy of CHRYSLER GROUP, LLC

16. Remove bolt (1), and the left inner timing chain guide (2).

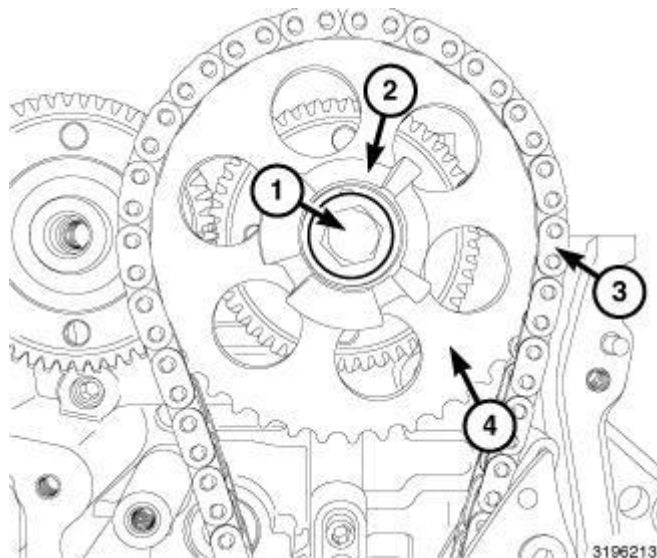


Fig. 475: Camshaft Position Sensor (CMP) Reluctor Wheel, Left Camshaft Timing Chain Sprocket, Timing Chain & Bolt
Courtesy of CHRYSLER GROUP, LLC

17. Remove bolt (1) and the reluctor wheel (2).
18. Remove the left camshaft timing chain sprocket (3) and timing chain (4).

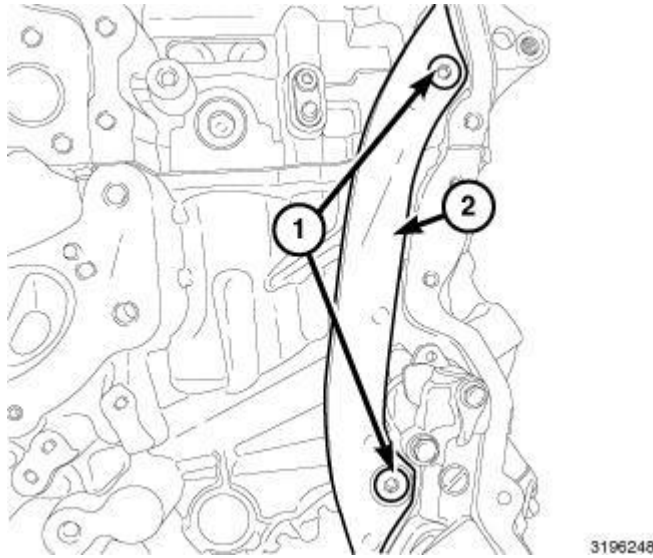


Fig. 476: Left Outer Timing Chain Guide & Bolts
Courtesy of CHRYSLER GROUP, LLC

19. If necessary, remove bolts (1) and the left outer timing chain guide (2).
20. If necessary, remove the crankshaft timing chain sprocket.
21. If necessary, remove the oil pump drive gear.

INSPECTION

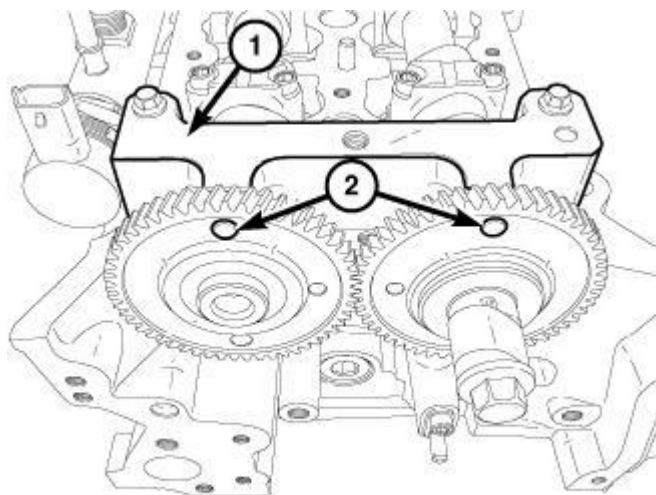
INSPECTION

Inspect the following valve timing components:

- Sprockets for excessive tooth wear. Some tooth markings are normal and not a cause for sprocket replacement.
- Idler sprocket assembly bushing and shaft for excessive wear.
- Chain guides and tensioner arms. Replace these parts if grooving in plastic face is more than 1 mm (0.039 in.) deep.
- Secondary chain tensioner piston and ratcheting device. Inspect for evidence of heavy contact between tensioner piston and tensioner arm. If this condition exist the tensioner arm and chain should be replaced.
- Primary chain tensioner plastic faces. Replace as required.

INSTALLATION

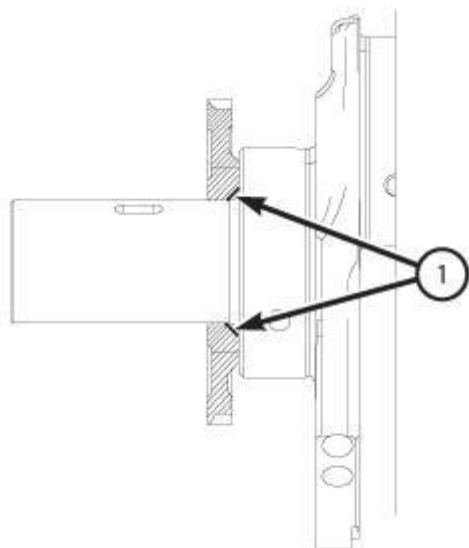
INSTALLATION



3260459

Fig. 477: Camshaft Timing Tool & Sprockets Holes - Left
Courtesy of CHRYSLER GROUP, LLC

NOTE: Camshafts should already be timed and (special tool #VM.10338A, Tool, Camshaft Timing) installed.



3704739

Fig. 478: Crankshaft Timing Chain Sprocket With Beveled Edge
Courtesy of CHRYSLER GROUP, LLC

NOTE: The oil pump drive gear beveled edge (1) which should be facing the engine.

1. If removed, install the oil pump drive gear with beveled edge (1) facing the engine.
2. If removed, install the crankshaft timing chain sprocket.

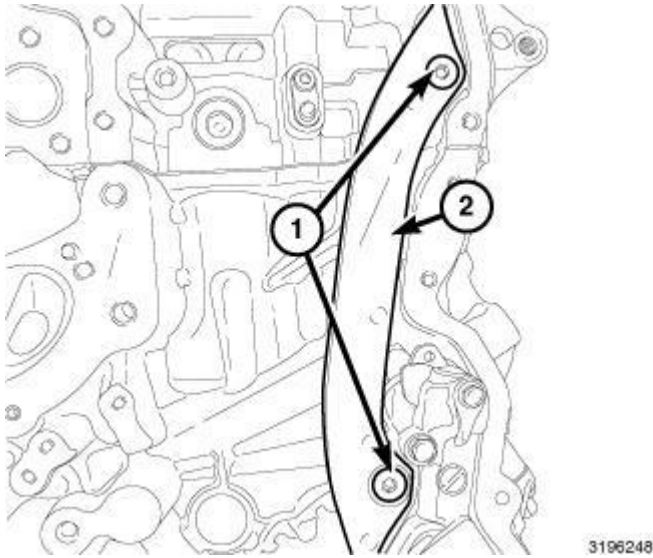


Fig. 479: Left Outer Timing Chain Guide & Bolts
 Courtesy of CHRYSLER GROUP, LLC

3. If removed, install the left outer timing chain guide (2). Tighten bolts (1) to 30 N.m (22 ft. lbs.).

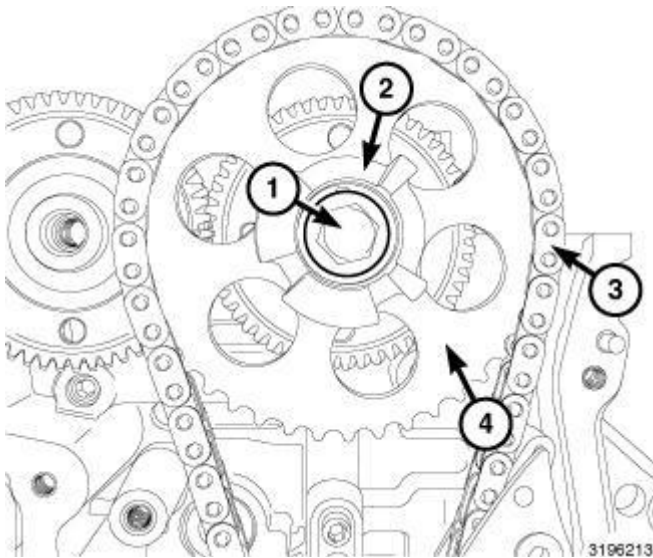


Fig. 480: Camshaft Position Sensor (CMP) Reluctor Wheel, Left Camshaft Timing Chain Sprocket, Timing Chain & Bolt
 Courtesy of CHRYSLER GROUP, LLC

4. Install the left timing chain (3) and camshaft timing chain sprocket (4).
5. Install the reluctor wheel (2). Tighten bolt (1) finger tight.

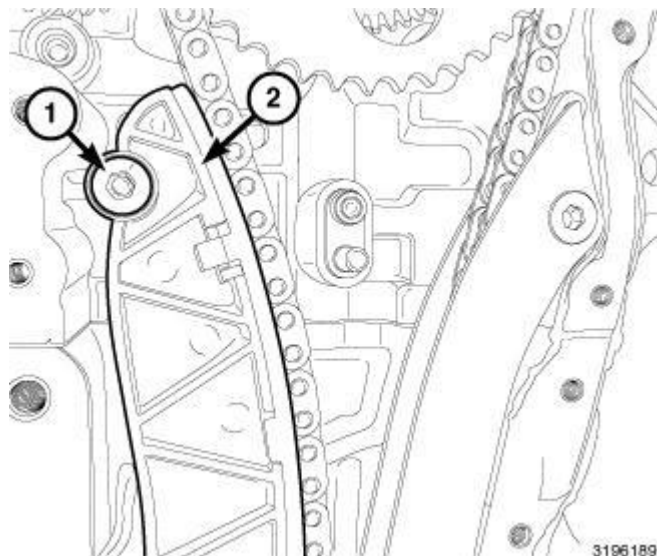


Fig. 481: Left Inner Timing Chain Guide & Bolt
 Courtesy of CHRYSLER GROUP, LLC

6. Install the left inner timing chain guide (2). Tighten bolt (1) to 30 N.m (22 ft. lbs.).

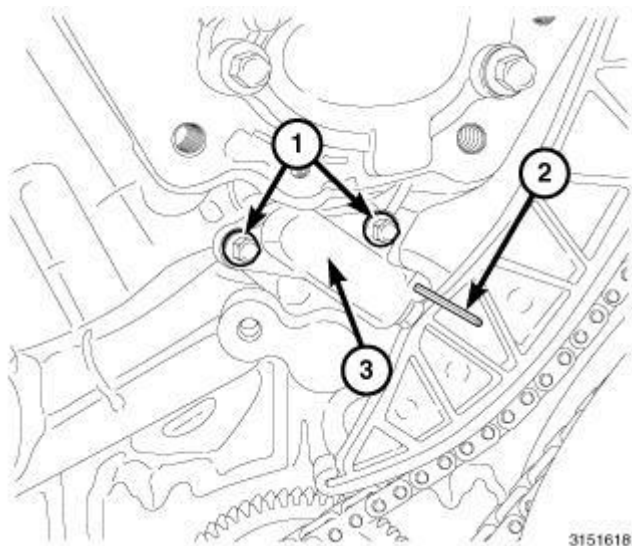


Fig. 482: Left Timing Chain Tensioner, Pin & Bolt
 Courtesy of CHRYSLER GROUP, LLC

7. Install the left timing chain tensioner (3). Tighten bolts (1) to 14 N.m (124 in. lbs.).
8. Remove the (special tool #VM.10359A, Pin, Tensioner) (2) from timing chain tensioner (3).

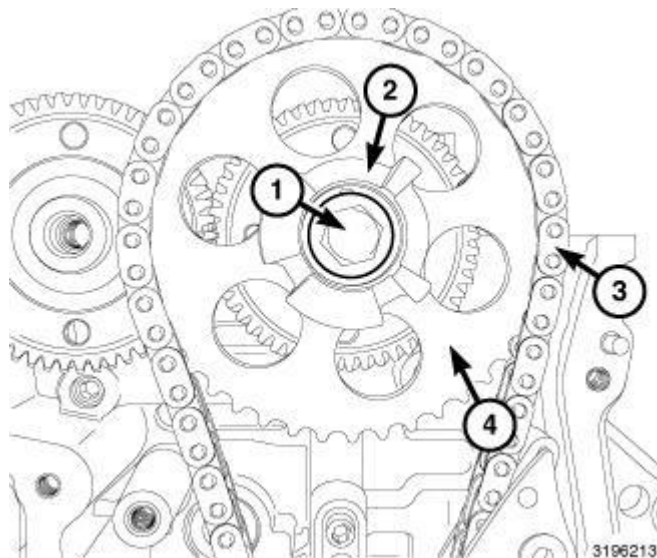


Fig. 483: Camshaft Position Sensor (CMP) Reluctor Wheel, Left Camshaft Timing Chain Sprocket, Timing Chain & Bolt
Courtesy of CHRYSLER GROUP, LLC

9. Tighten the reluctor wheel (2) bolt (1) to 20 N.m (177 in. lbs.) plus an additional 60° turn.

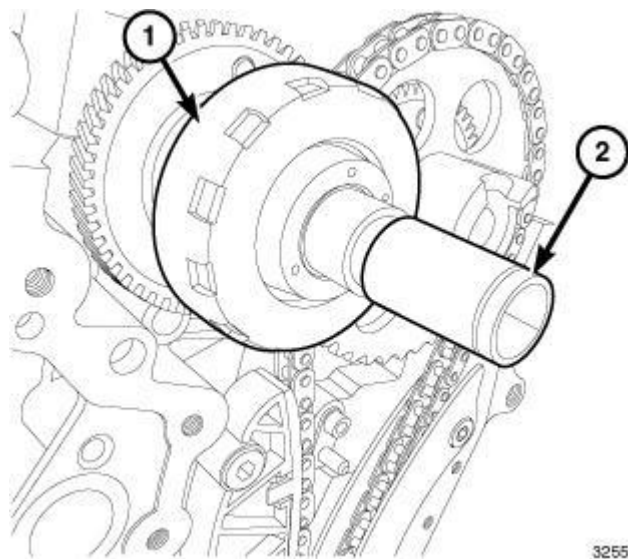
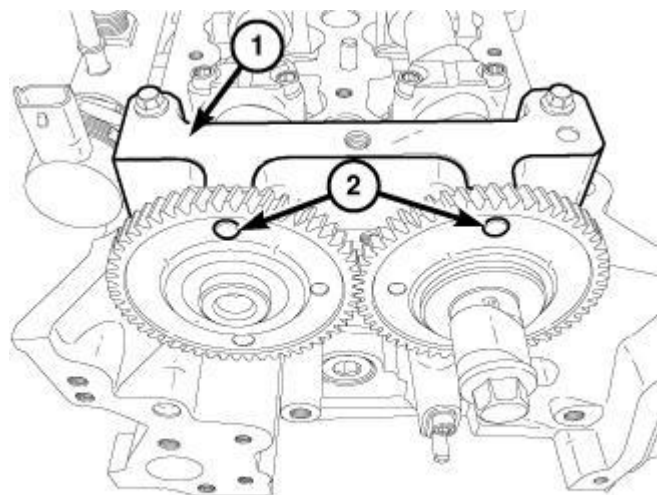


Fig. 484: Oil Separator & Oil Separator Remover/Installer Tool
Courtesy of CHRYSLER GROUP, LLC

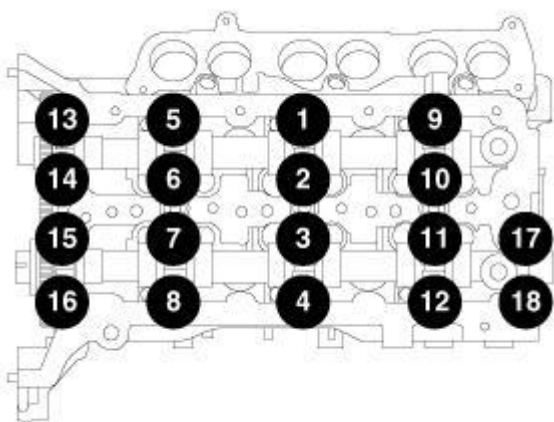
10. (1). Using the (special tool #VM.10344, Tool, Oil Separator Remover/Installer) (2), install the oil separator and tighten to 30 N.m (22 ft. lbs.).



3260459

Fig. 485: Camshaft Timing Tool & Sprockets Holes - Left
Courtesy of CHRYSLER GROUP, LLC

11. Remove bolts and the (special tool #VM.10338-2, Timing Tool, Camshaft (Left)) (1).



3173223

Fig. 486: Camshaft Bearing Cap Tightening Sequence - Left
Courtesy of CHRYSLER GROUP, LLC

12. Install the left camshaft bearing caps 13 through 16 and tighten bolts to 11 N.m (97 in. lbs.).

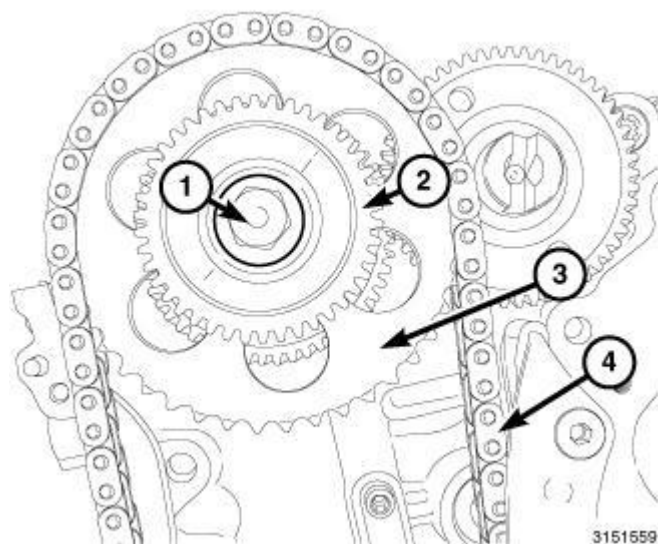


Fig. 487: High Pressure Pump Drive Gear, Right Timing Chain Sprocket, Timing Chain & Bolt
Courtesy of CHRYSLER GROUP, LLC

13. Install the right timing chain (4) and timing chain sprocket (3).
14. Install the fuel injection pump drive gear (2). Tighten bolt (1) finger tight.

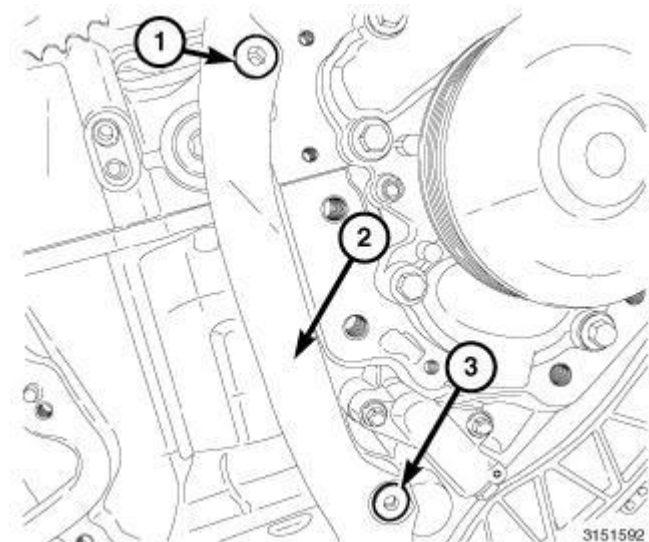


Fig. 488: Right Inner Timing Chain Guide & Bolts
Courtesy of CHRYSLER GROUP, LLC

15. If removed install the right inner timing chain guide (2). Tighten bolts (1 and 3) to 30 N.m (22 ft. lbs.).

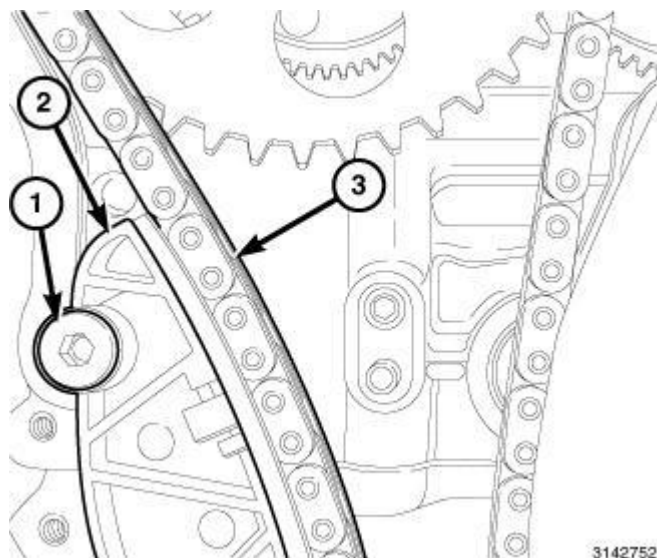


Fig. 489: Right Outer Timing Chain Guide & Bolt
Courtesy of CHRYSLER GROUP, LLC

16. Install the right outer timing chain guide (2). Tighten bolt (1) to 30 N.m (22 ft. lbs.).

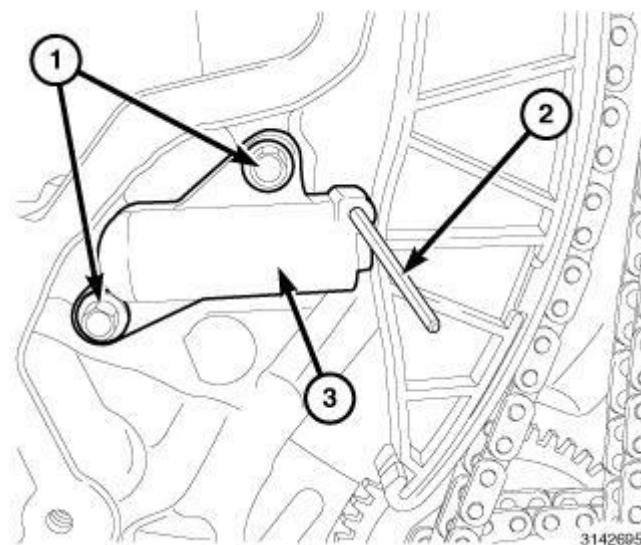


Fig. 490: Pin, Right Timing Chain Tensioner & Bolts
Courtesy of CHRYSLER GROUP, LLC

17. Install the right timing chain tensioner (3). Tighten bolts (1) to 14 N.m (124 in. lbs.).
18. Remove (special tool #VM.10359A, Pin, Tensioner) (2) from timing chain tensioner (3).

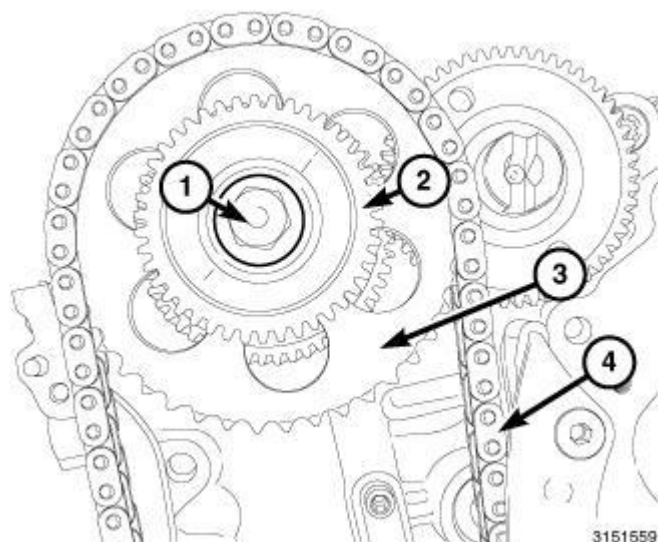


Fig. 491: High Pressure Pump Drive Gear, Right Timing Chain Sprocket, Timing Chain & Bolt
Courtesy of CHRYSLER GROUP, LLC

19. Tighten the fuel injection pump drive gear (2) bolt (1) to 20 N.m (177 in. lbs.) plus an additional 60° turn.

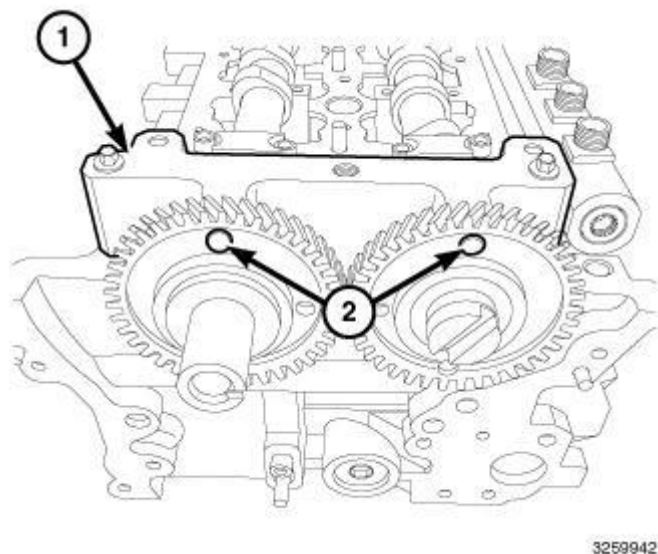
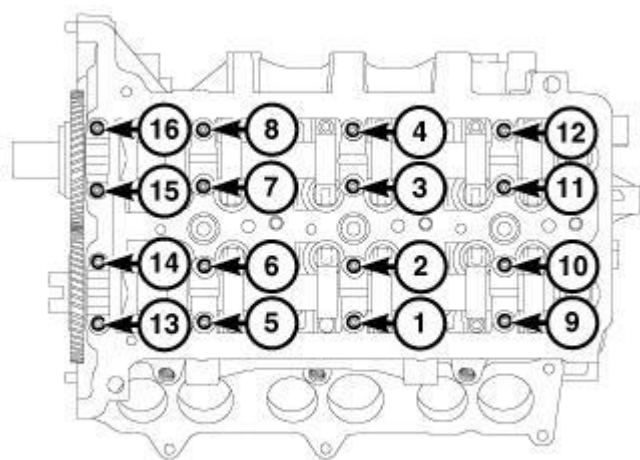


Fig. 492: Camshaft Timing Tool & Sprockets Holes - Right
Courtesy of CHRYSLER GROUP, LLC

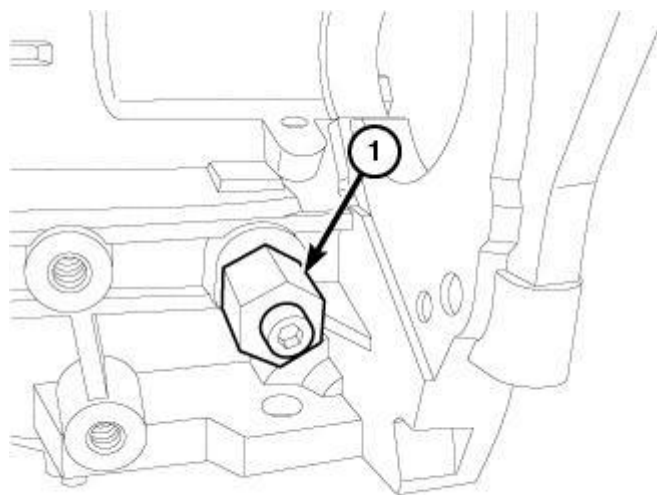
20. Remove the (special tool #VM.10338-1, Timing Tool, Camshaft (Right)) (1).



3173820

Fig. 493: Camshaft Bearing Cap Tightening Sequence - Right
Courtesy of CHRYSLER GROUP, LLC

21. Install the right camshaft bearing caps 13 through 16 and tighten bolts to 11 N.m (97 in. lbs.).



3192937

Fig. 494: Crankshaft Timing Tool
Courtesy of CHRYSLER GROUP, LLC

22. Remove the (special tool #VM.10339, Tool, Crankshaft Timing) (1).

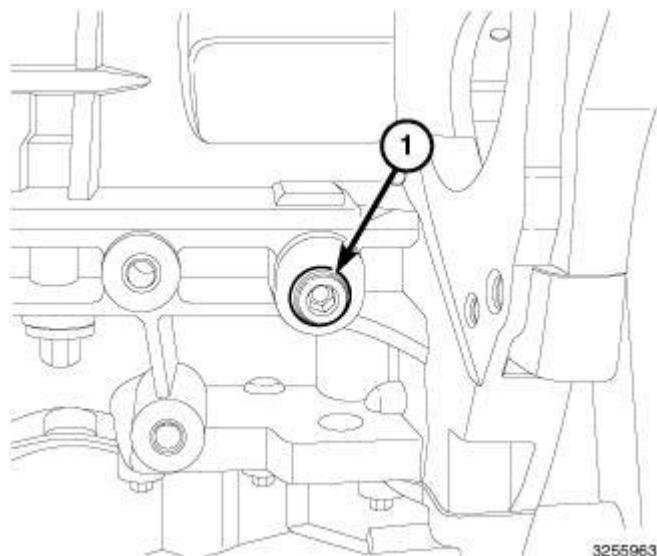


Fig. 495: Engine Block Plug

Courtesy of CHRYSLER GROUP, LLC

23. Install engine block plug (1). Tighten 30 N.m (22 ft. lbs.).
24. Install the lower timing cover. Refer to **COVER(S), ENGINE TIMING, INSTALLATION**.



Fig. 496: Removing/Installing Engine Cover

Courtesy of CHRYSLER GROUP, LLC

25. Connect negative battery cable.
26. Start engine and inspect for leaks. Care must be taken to observe the fuel system warnings.
27. Install engine cover (1).

COVER(S), ENGINE TIMING

REMOVAL**UPPER TIMING COVER**

Fig. 497: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect the negative battery cable.
2. Remove the engine cover (1).
3. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE** .

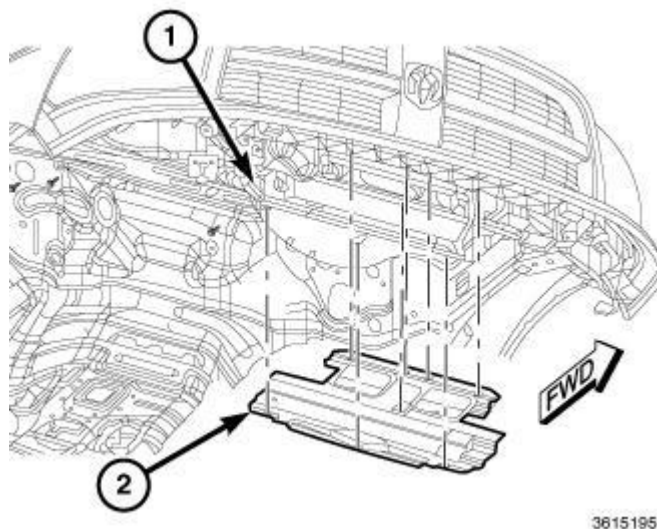


Fig. 498: Lower Radiator Cover
Courtesy of CHRYSLER GROUP, LLC

4. Remove the belly pan (2).

5. Drain the cooling system. Refer to **STANDARD PROCEDURE** .
6. Lower the vehicle.
7. Remove the air cleaner body and intake air tube. Refer to **BODY, AIR CLEANER, REMOVAL**.
8. Remove the charge air outlet tube.

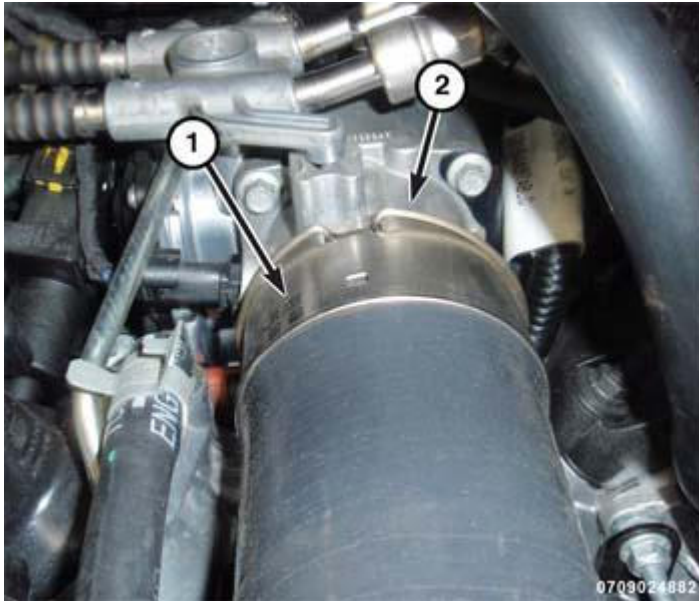


Fig. 499: CAC Hose & EGR Air Flow Control Valve
Courtesy of CHRYSLER GROUP, LLC

9. Remove the Charge Air Cooler (CAC) hose from EGR air flow control valve (2).
10. Remove the electric vacuum pump. Refer to **PUMP, ELECTRIC VACUUM, REMOVAL** .
11. Remove the upper and lower radiator hoses.
12. Remove the high pressure fuel injection pump. Refer to **PUMP, FUEL INJECTION, HIGH PRESSURE, REMOVAL** .
13. Remove the vacuum pump. Refer to **PUMP, VACUUM, REMOVAL**.
14. Remove the right and left cylinder head covers. Refer to **COVER(S), CYLINDER HEAD, REMOVAL**.

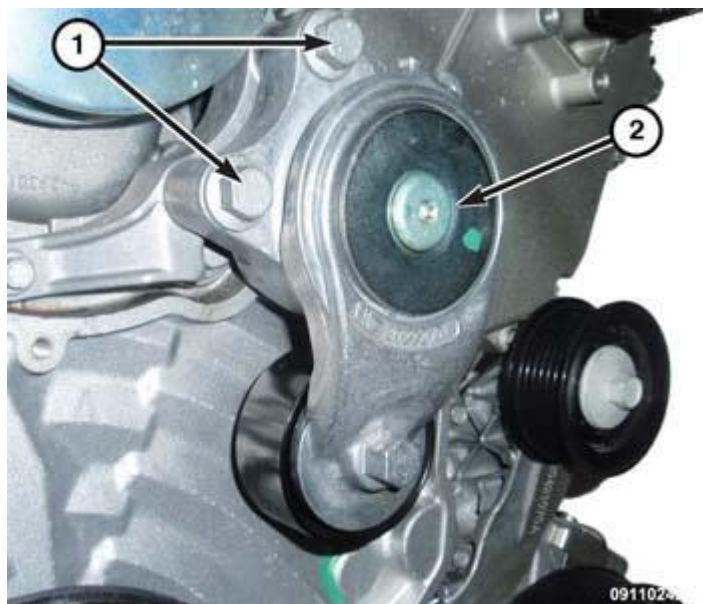


Fig. 500: Belt Tensioner & Bolts
Courtesy of CHRYSLER GROUP, LLC

15. Remove the serpentine belt tensioner. Refer to **TENSIONER, BELT, REMOVAL** .

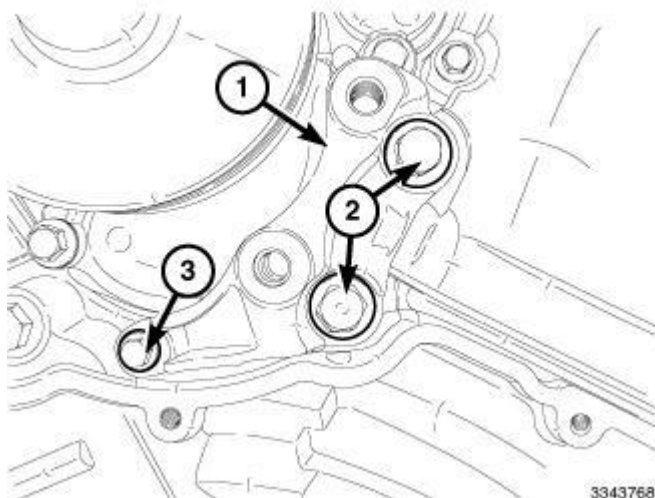


Fig. 501: Serpentine Belt Tensioner Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

16. Remove bolts (2 and 3) and the serpentine belt tensioner bracket (1).

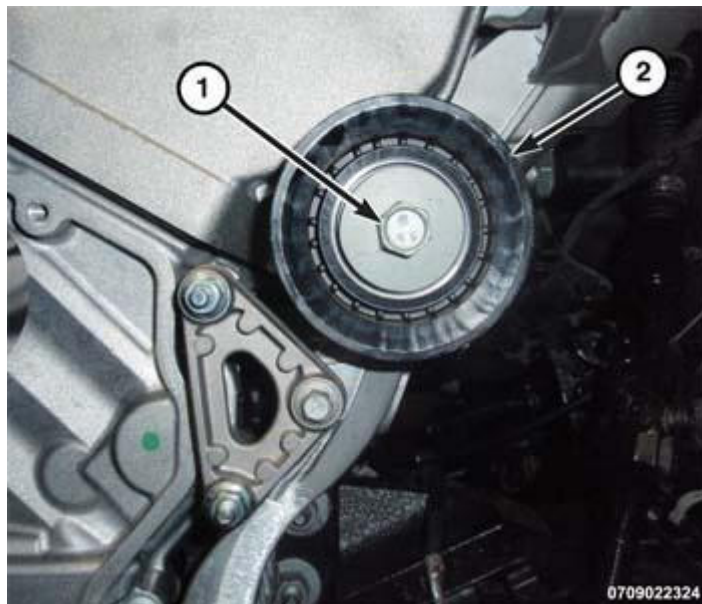


Fig. 502: Idler Pulley & Bolt
Courtesy of CHRYSLER GROUP, LLC

17. Remove bolts (1) and the idler pulley (2).

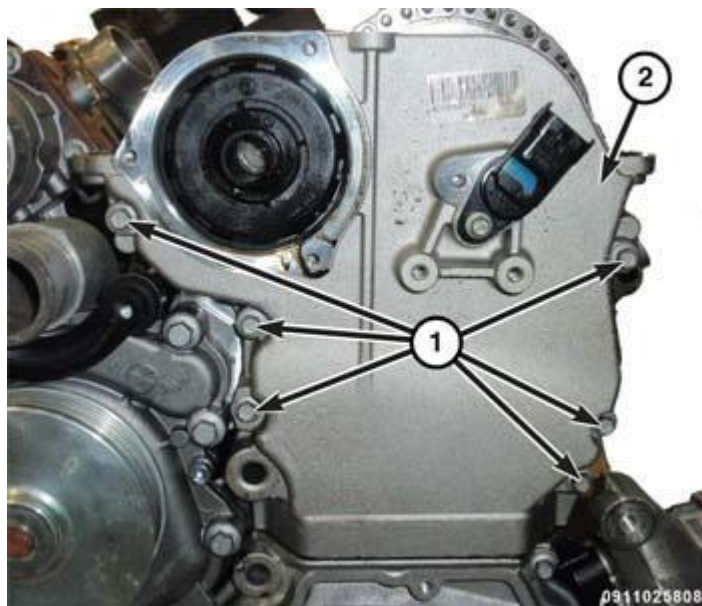


Fig. 503: Left Timing Cover & Bolts
Courtesy of CHRYSLER GROUP, LLC

18. Remove bolts (1) and the left timing cover (2).

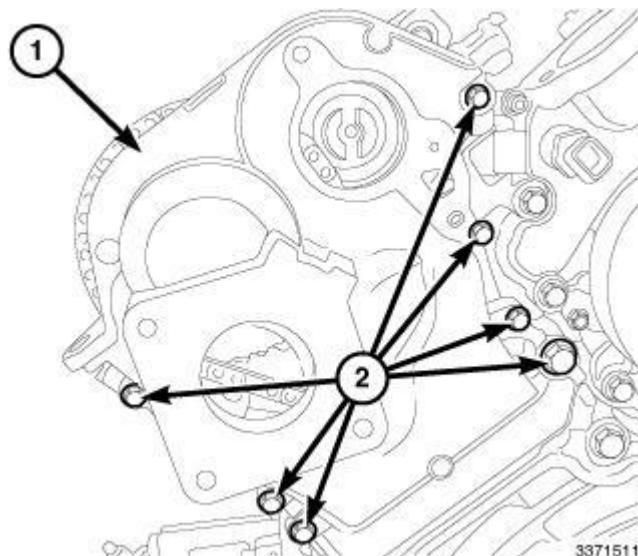


Fig. 504: Right Upper Cover & Bolts
Courtesy of CHRYSLER GROUP, LLC

19. Remove bolts (2) and the right upper cover (1).

LOWER TIMING CHAIN COVER

1. Disconnect the negative battery cable.
2. Remove the right and left upper timing chain cover. Refer to **COVER(S), ENGINE TIMING, REMOVAL**.

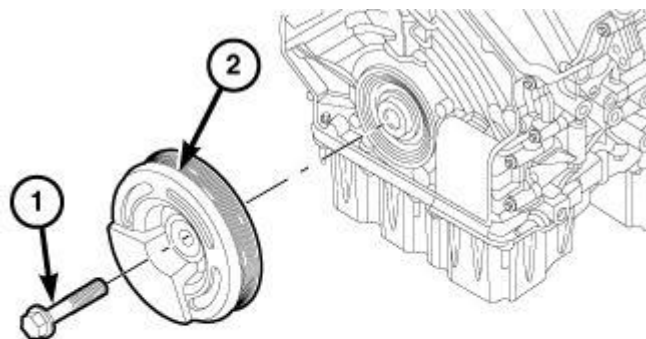
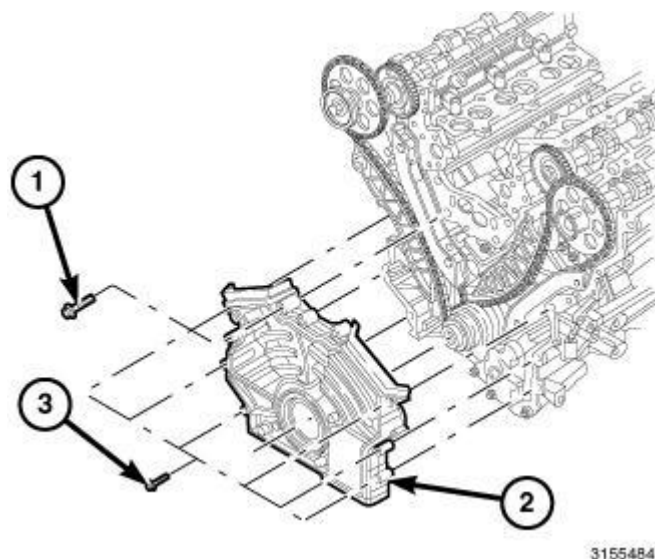


Fig. 505: Vibration Damper & Bolt
Courtesy of CHRYSLER GROUP, LLC

NOTE: The crankshaft damper bolt is a left hand thread.

3. Remove the vibration damper (2). Refer to **DAMPER, VIBRATION, REMOVAL**.
4. Remove the generator. Refer to **GENERATOR, REMOVAL**.



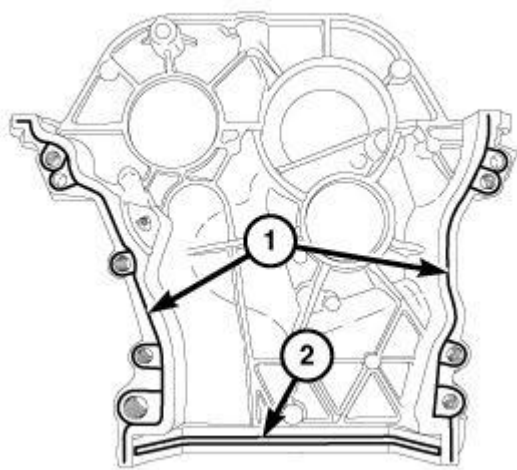
3155484

Fig. 506: Lower Timing Chain Cover & Bolts
 Courtesy of CHRYSLER GROUP, LLC

5. Remove the five oil pan-to-lower timing chain cover bolts.
6. Remove bolts (1 and 3) and the lower timing chain cover (2).

INSTALLATION

UPPER TIMING COVER



3163701

Fig. 507: RTV Sealant Locations To Right Upper Timing Cover
 Courtesy of CHRYSLER GROUP, LLC

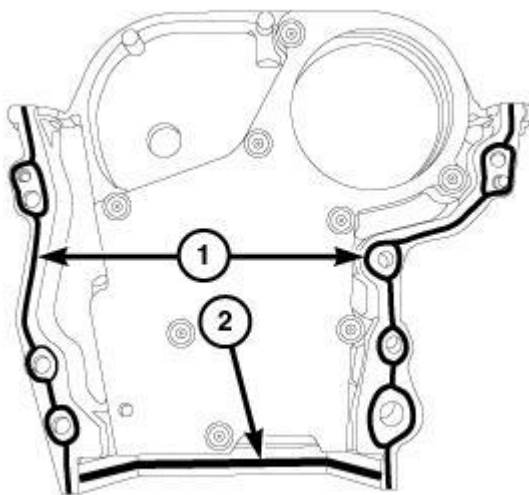
1. Clean and gasket sealing surfaces. Refer to ENGINE GASKET SURFACE PREPARATION.

CAUTION: Engine assembly requires the use of a unique sealant that is compatible with engine oil. Using a sealant other than Mopar® Threebond Engine RTV Sealant may result in engine fluid leakage.

CAUTION: Following the application of Mopar® Threebond Engine RTV Sealant to the gasket surfaces, the components must be assembled within 20 minutes and the attaching fasteners must be tightened to specification within 45 minutes. Prolonged exposure to the air prior to assembly may result in engine fluid leakage.

NOTE: Sealing surfaces must be free of a gasket material and oil residue. Clean the oil pan sealing surfaces with isopropyl alcohol in preparation for sealant application.

2. Apply a 3 mm wide bead of Mopar® Threebond Engine RTV Sealant to locations 1 and 2 of the right upper timing cover.
3. Install the right upper timing cover and tighten bolts finger tight.

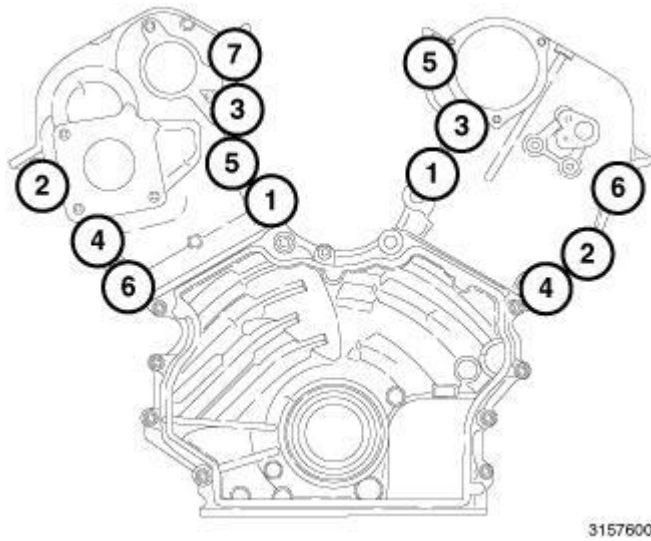


3163758

Fig. 508: RTV Sealant Locations To Left Upper Timing Cover
Courtesy of CHRYSLER GROUP, LLC

NOTE: Sealing surfaces must be free of a gasket material and oil residue. Clean the oil pan sealing surfaces with isopropyl alcohol in preparation for sealant application.

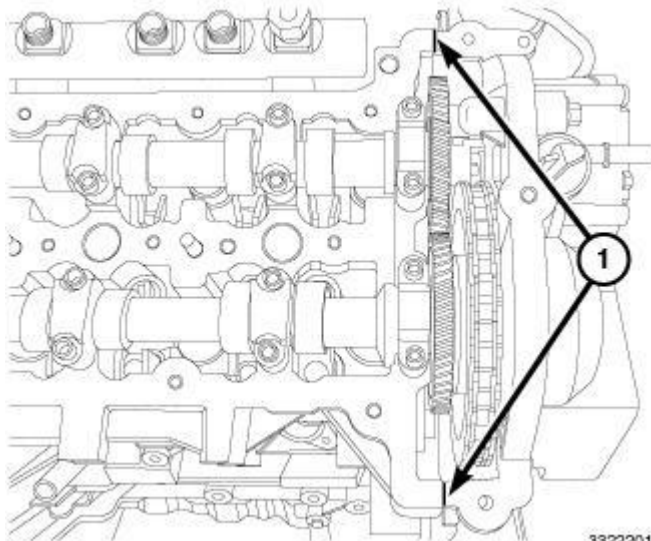
4. Apply a 3 mm wide bead of Mopar® Threebond Engine RTV Sealant to locations 1 and 2 of the left upper timing cover.
5. Install the left upper timing cover and tighten bolts finger tight.



3157600

Fig. 509: Left & Right Upper Timing Cover Tightening Sequence
Courtesy of CHRYSLER GROUP, LLC

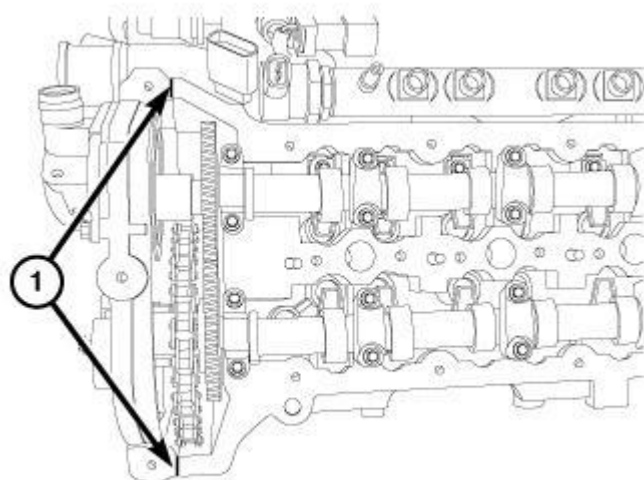
6. Using the sequence shown in illustration, tighten right and left side bolts to:
 - M10 to 25 N.m (18 ft. lbs.).
 - M6 to 9 N.m (80 in. lbs.).
 - Loosen M10 bolt 60 degrees and retighten to 45 N.m (33 ft. lbs.).
 - Loosen M6 bolts 60 degrees and retighten to 15 N.m (133 in. lbs.).



3322201

Fig. 510: RTV Sealant At The T-Joints
Courtesy of CHRYSLER GROUP, LLC

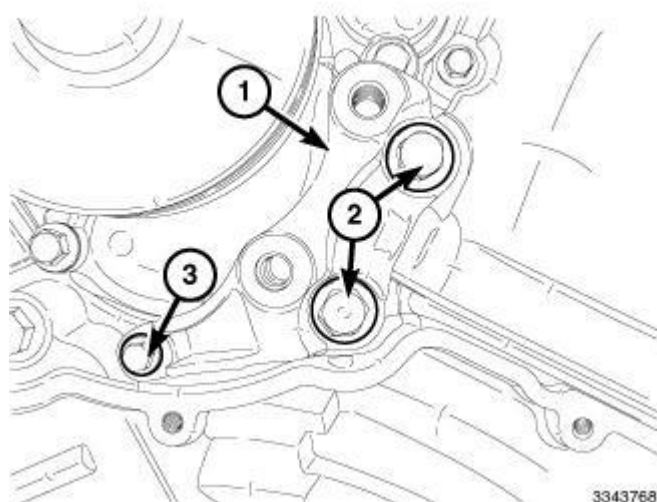
7. Remove any of Mopar® Threebond Engine RTV Sealant that may have squeezed out of the right upper timing cover T-joint (1).



3322039

Fig. 511: Left Upper Timing Cover Excess RTV Sealant Locations
Courtesy of CHRYSLER GROUP, LLC

8. Remove any of Mopar® Threebond Engine RTV Sealant that may have squeezed out of the left upper timing cover T-joint (1).



3343768

Fig. 512: Serpentine Belt Tensioner Bracket & Bolts
Courtesy of CHRYSLER GROUP, LLC

9. Install the serpentine belt tensioner bracket (1) and tighten bolts to:
 - M10 bolts to 45 N.m (33 ft. lbs.).
 - M6 bolt to 11 N.m (97 in. lbs.).

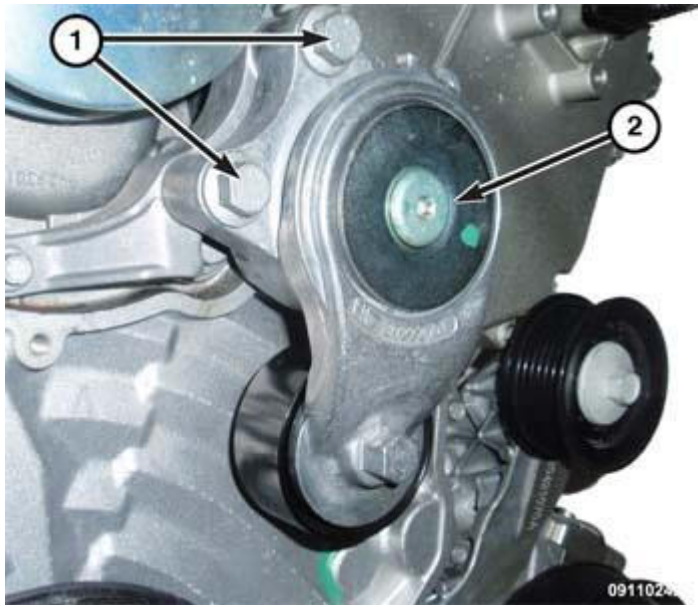


Fig. 513: Belt Tensioner & Bolts
Courtesy of CHRYSLER GROUP, LLC

10. Install the serpentine belt tensioner. Refer to TENSIONER, BELT, INSTALLATION .
11. Install the right and left cylinder head covers. Refer to COVER(S), CYLINDER HEAD, INSTALLATION.
12. Install the vacuum pump. Refer to PUMP, VACUUM, INSTALLATION.
13. Install the lower and upper radiator hoses.
14. Install the electric vacuum pump. Refer to PUMP, ELECTRIC VACUUM, INSTALLATION .

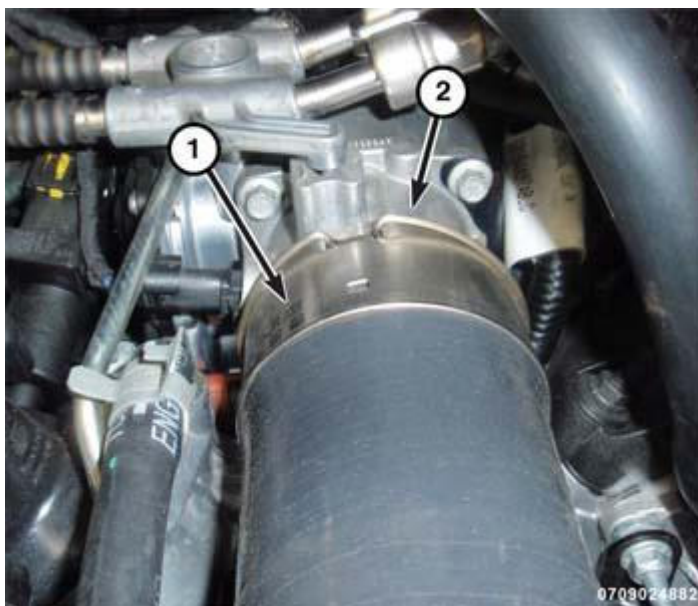


Fig. 514: CAC Hose & EGR Air Flow Control Valve
Courtesy of CHRYSLER GROUP, LLC

15. Install the Charge Air Cooler (CAC) hose to the EGR air flow control valve (2).
16. Install the charge air outlet tube.
17. Install the air cleaner body and intake air tube. Refer to **BODY, AIR CLEANER, INSTALLATION**.
18. Raise and support the vehicle. Refer to **HOISTING, STANDARD PROCEDURE**.

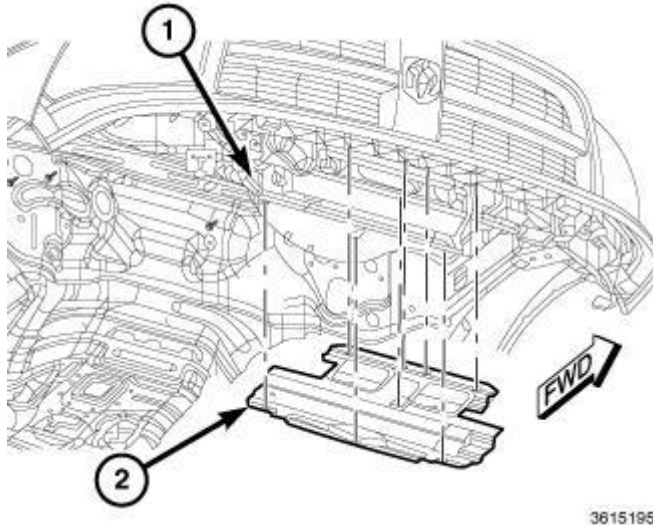


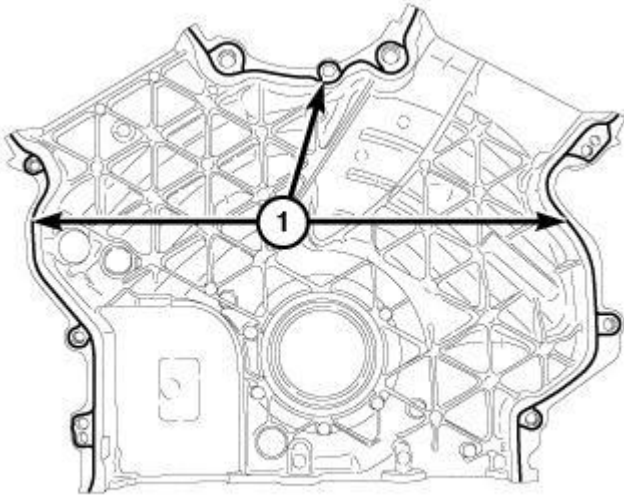
Fig. 515: Lower Radiator Cover
Courtesy of CHRYSLER GROUP, LLC

19. Install the belly pan (2).
20. Lower the vehicle.
21. Fill the cooling system. Refer to **STANDARD PROCEDURE**.



Fig. 516: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

22. Connect the negative battery cable.
23. Start the engine and check for leaks.
24. Install the engine cover (1).

LOWER TIMING CHAIN COVER

3163713

Fig. 517: Lower Timing Chain Cover RTV Sealant Locations
Courtesy of CHRYSLER GROUP, LLC

1. Clean the oil pan sealing surfaces with isopropyl alcohol in preparation for sealant application. Refer to **ENGINE GASKET SURFACE PREPARATION**.

CAUTION: Engine assembly requires the use of a unique sealant that is compatible with engine oil. Using a sealant other than Mopar® Threebond Engine RTV Sealant may result in engine fluid leakage.

CAUTION: Following the application of Mopar® Threebond Engine RTV Sealant to the gasket surfaces, the components must be assembled within 20 minutes and the attaching fasteners must be tightened to specification within 45 minutes. Prolonged exposure to the air prior to assembly may result in engine fluid leakage.

2. Apply a 3 mm wide bead of Mopar® Threebond Engine RTV Sealant to the following locations (1).

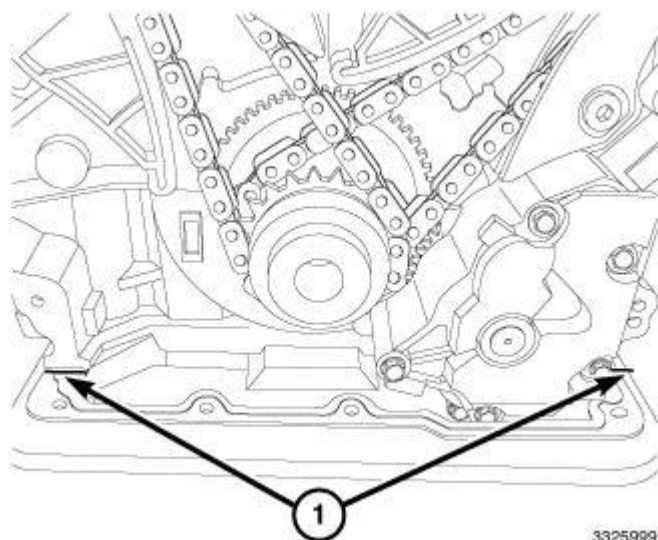


Fig. 518: Lower Timing Chain Cover RTV Sealant T-Joint Locations
Courtesy of CHRYSLER GROUP, LLC

3. Apply a 3 mm wide bead of Mopar® Threebond Engine RTV Sealant at the T-joint (1).

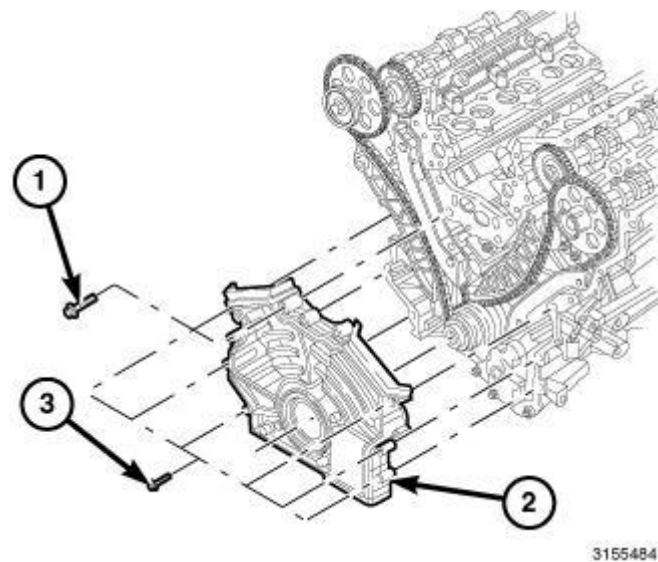


Fig. 519: Lower Timing Chain Cover & Bolts
Courtesy of CHRYSLER GROUP, LLC

4. Install the timing chain cover (2) and tighten bolts (1 and 3) finger tight.

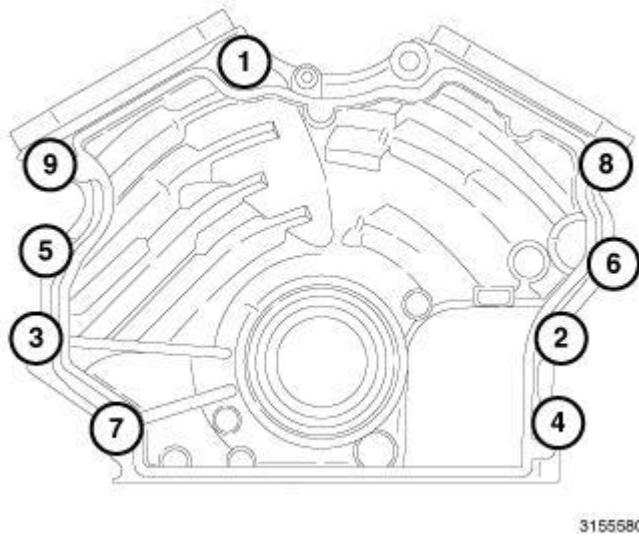


Fig. 520: Lower Timing Chain Cover Tightening Sequence
Courtesy of CHRYSLER GROUP, LLC

5. Using the sequence shown in illustration, tighten bolts to:
 - M10 bolts (1) 25 N.m (18 ft. lbs.).
 - M6 to 9 N.m (80 in. lbs.).
 - Loosen M10 bolt 60 degrees and retighten to 45 N.m (33 ft. lbs.).
 - Loosen M6 bolts 60 degrees and retighten to 15 N.m (133 in. lbs.).
6. Install the five oil pan-to-lower chain cover bolts and tighten bolts finger tight:
 - Tighten bolts to 15 N.m (133 in. lbs.).
 - Loosen each bolt 90° one at a time and retighten to 15 N.m (133 in. lbs.).

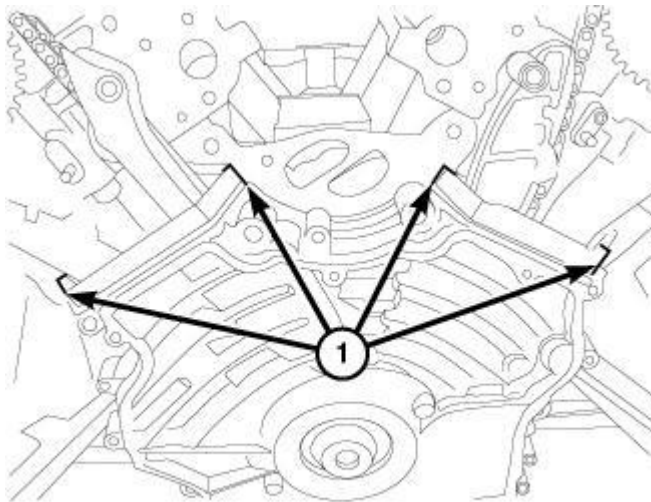
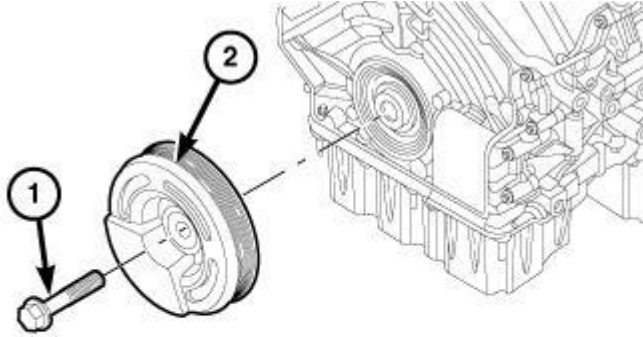


Fig. 521: Lower Timing Cover Excess RTV Sealant Locations
Courtesy of CHRYSLER GROUP, LLC

7. Remove any of Mopar® Threebond Engine RTV Sealant that may have squeezed out of the lower timing cover joints (1).
8. Install the generator. Refer to **GENERATOR, INSTALLATION**.



3155678

Fig. 522: Vibration Damper & Bolt
Courtesy of CHRYSLER GROUP, LLC

NOTE: The crankshaft damper bolt is a left hand thread.

9. Install the vibration damper. Refer to **DAMPER, VIBRATION, INSTALLATION**.
10. Install the left and right upper timing chain cover. Refer to **COVER(S), ENGINE TIMING, INSTALLATION**.
11. Connect the negative battery cable.

TENSIONER, ENGINE TIMING

DESCRIPTION

DESCRIPTION

Both timing chain tensioner is located on the engine block. The tensioner is hydraulically operated with the adjusting portion riding on the right timing chain guide. Hydraulic support for the tensioner is supplied by forward oil passages in the engine block.

REMOVAL

REMOVAL

1. Disconnect the negative battery cable.
2. Remove the lower timing cover. Refer to **COVER(S), ENGINE TIMING, REMOVAL**.

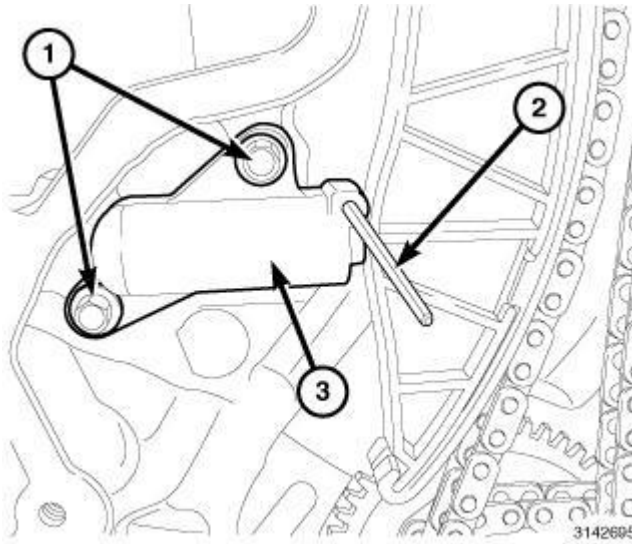


Fig. 523: Pin, Right Timing Chain Tensioner & Bolts
Courtesy of CHRYSLER GROUP, LLC

3. Pushing back the tensioner piston, and install Tensioner Pin (special tool #VM.10359A, Pin, Tensioner) (2).
4. Remove bolts (1) and the right timing chain tensioner (3).

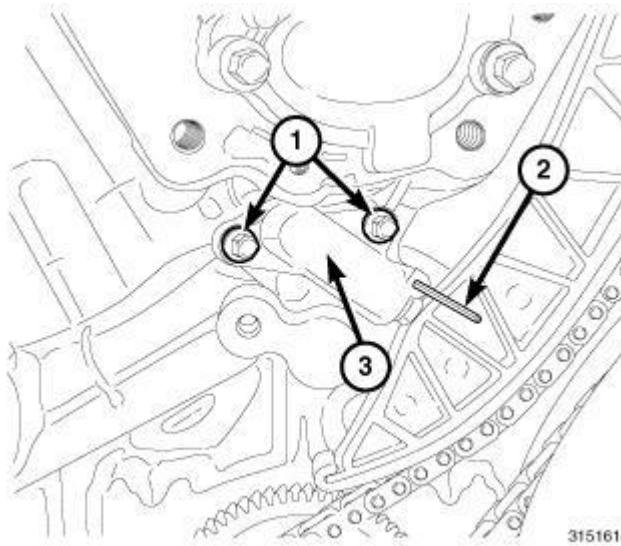


Fig. 524: Left Timing Chain Tensioner, Pin & Bolt
Courtesy of CHRYSLER GROUP, LLC

5. Pushing back the piston, and install Tensioner Pin (special tool #VM.10359A, Pin, Tensioner) (2).
6. Remove bolts (1) and the left timing chain tensioner (3).

INSTALLATION

INSTALLATION

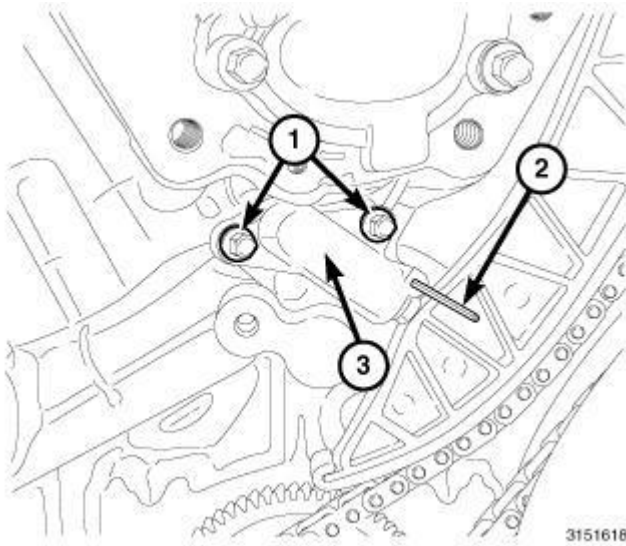


Fig. 525: Left Timing Chain Tensioner, Pin & Bolt
Courtesy of CHRYSLER GROUP, LLC

1. Install the left timing chain tensioner (3). Tighten bolts (1) to 14 N.m (124 in. lbs.).

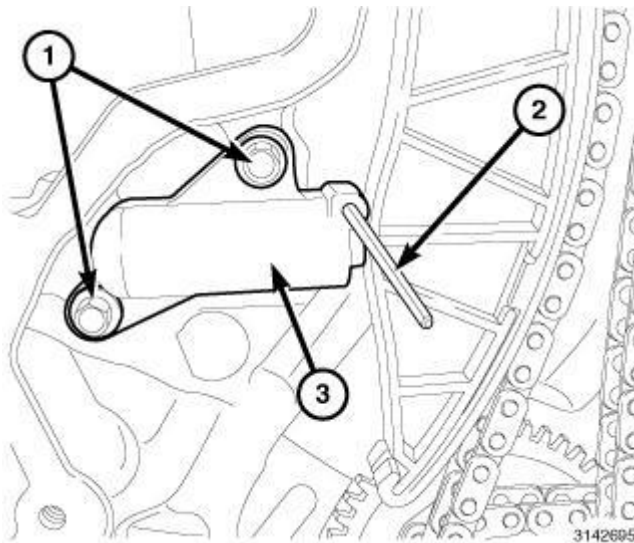


Fig. 526: Pin, Right Timing Chain Tensioner & Bolts
Courtesy of CHRYSLER GROUP, LLC

2. Install the right timing chain tensioner (3). Tighten bolts (1) to 14 N.m (124 in. lbs.).
3. Remove both Tensioner Pins (special tool #VM.10359A, Pin, Tensioner) (2).
4. Install the lower timing cover. Refer to **COVER(S), ENGINE TIMING, INSTALLATION**.
5. Connect the negative battery cable.
6. Start the engine and inspect for leaks.

AIR INTAKE SYSTEM

AIR CLEANER

REMOVAL

REMOVAL

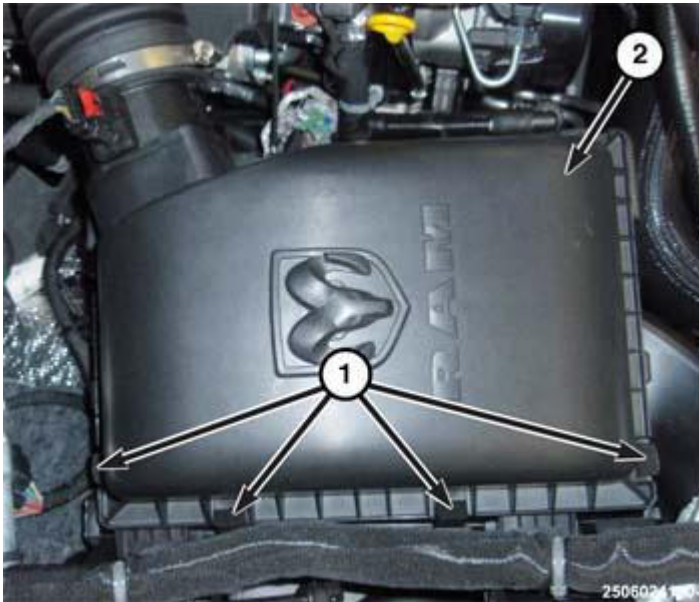


Fig. 527: Front Housing Cover & Spring Clips
Courtesy of CHRYSLER GROUP, LLC

NOTE: Housing removal is not necessary for element (filter) replacement.

1. Release the spring clips (1) from front of housing cover (2) and remove the cover.

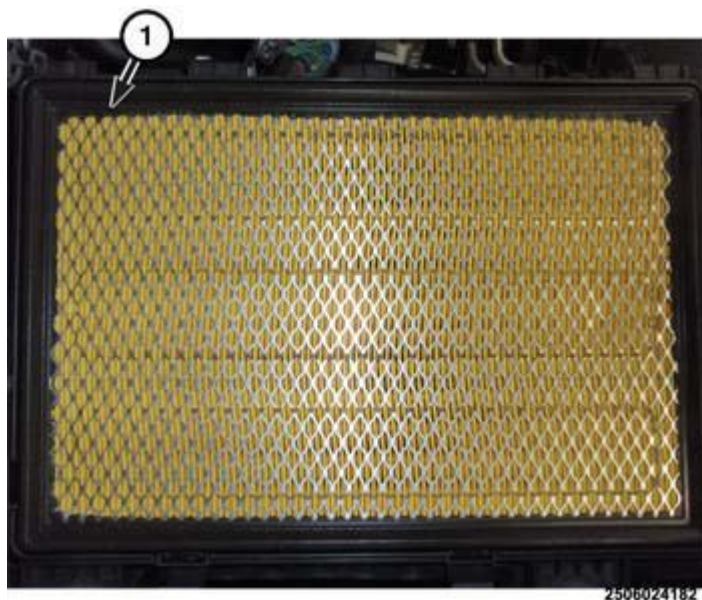


Fig. 528: Air Cleaner Element

Courtesy of CHRYSLER GROUP, LLC

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

INSTALLATION

INSTALLATION

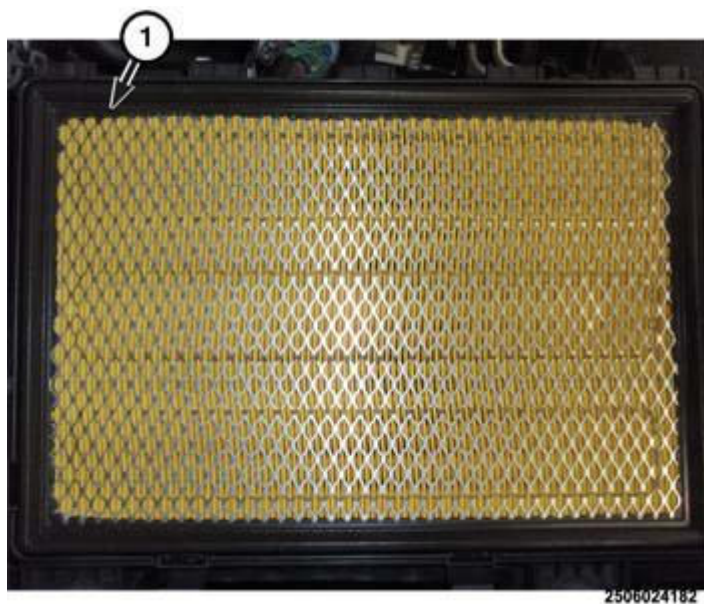


Fig. 529: Air Cleaner Element

Courtesy of CHRYSLER GROUP, LLC

1. If necessary, clean out the air cleaner body.
2. Install the air cleaner element (1) into housing.

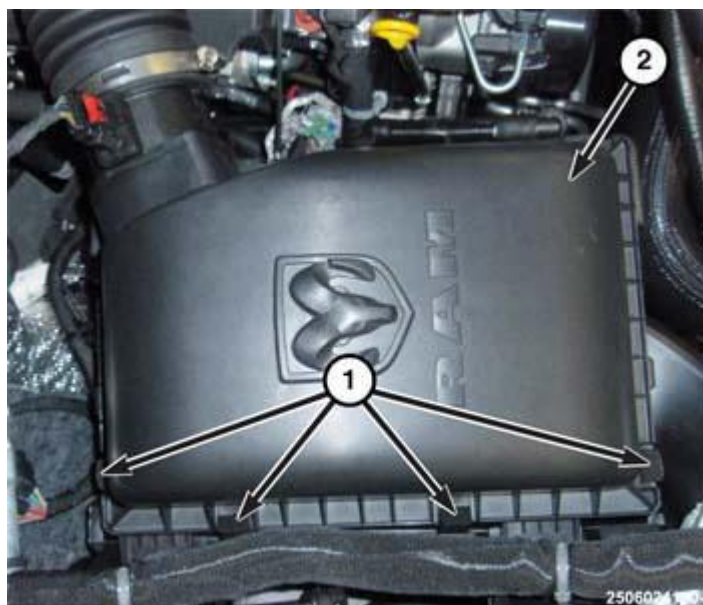


Fig. 530: Front Housing Cover & Spring Clips
Courtesy of CHRYSLER GROUP, LLC

3. Position housing cover locating tabs into rear housing and seat cover onto housing.
4. Lock the spring clips (1) to housing cover (2).

BODY, AIR CLEANER

REMOVAL

REMOVAL

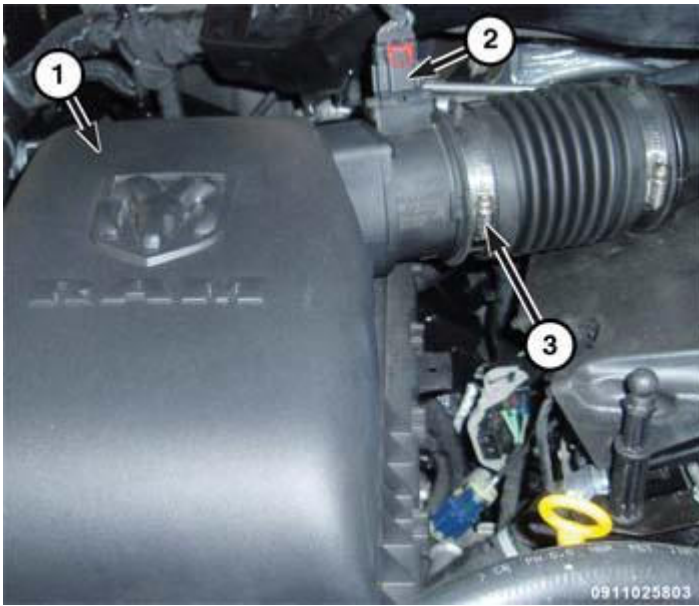


Fig. 531: Air Cleaner Body, Mass Air Flow (MAF) Sensor Harness Connectors & Screw Clamp
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect the negative battery cable.
2. Disconnect the Mass Air Flow (MAF) sensor harness connectors (2).
3. Loosen screw clamp (3) and remove the air outlet tube from the MAF sensor.
4. Pulling upward, remove the air cleaner body (1).

INTAKE AIR TUBE



Fig. 532: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

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



Fig. 533: Removing/Installing Intake Manifold Silencer
Courtesy of CHRYSLER GROUP, LLC

3. Remove the CCV hose (3) from upper timing cover. (During removal of the CCV hose do NOT disconnect CCV hose at the Air Tube.)



Fig. 534: CCV Hose Heater Harness Connector
Courtesy of CHRYSLER GROUP, LLC

4. Disconnect the CCV hose heater harness connector (1).

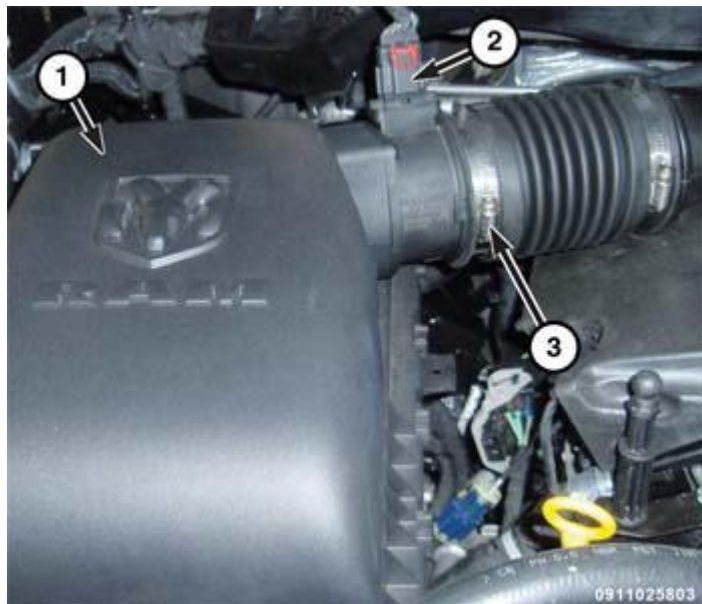


Fig. 535: Air Cleaner Body, Mass Air Flow (MAF) Sensor Harness Connectors & Screw Clamp
Courtesy of CHRYSLER GROUP, LLC

5. Loosen clamp and remove intake air tube from MAF sensor.

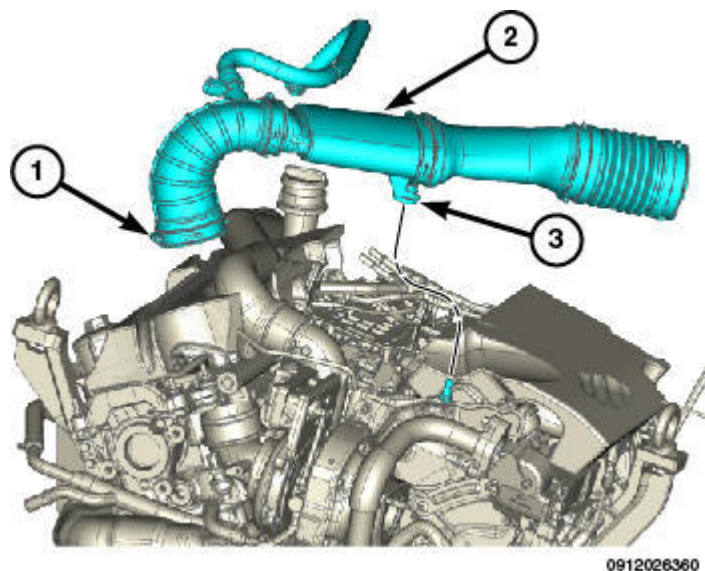


Fig. 536: Remove/Install Air Cleaner Body & Intake Air Tube
Courtesy of CHRYSLER GROUP, LLC

6. Loosen clamp (1) and remove intake air tube (2) from turbocharger.

INSTALLATION

INSTALLATION

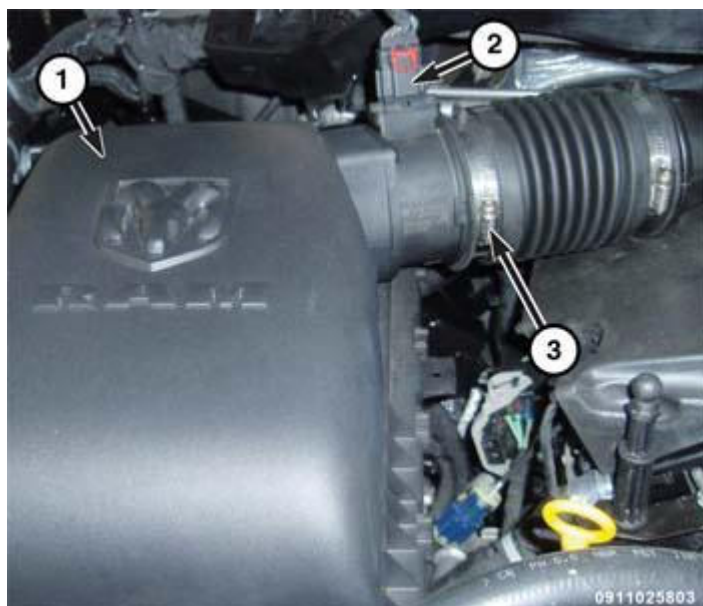


Fig. 537: Air Cleaner Body, Mass Air Flow (MAF) Sensor Harness Connectors & Screw Clamp
Courtesy of CHRYSLER GROUP, LLC

1. Position the air cleaner body (1) and push down to lock in place.
2. Install the air outlet tube onto Mass Air Flow (MAF) sensor and securely tighten screw clamp (3).

3. Connect the MAF sensor harness connectors (2).
4. Connect the negative battery cable.

INTAKE AIR TUBE

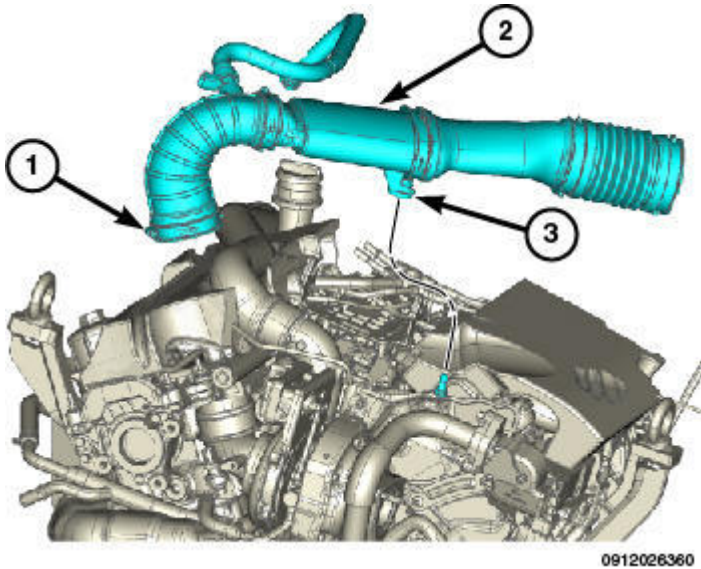


Fig. 538: Remove/Install Air Cleaner Body & Intake Air Tube
 Courtesy of CHRYSLER GROUP, LLC

1. Install the intake air tube (2) onto turbocharger and securely tighten clamp (1).

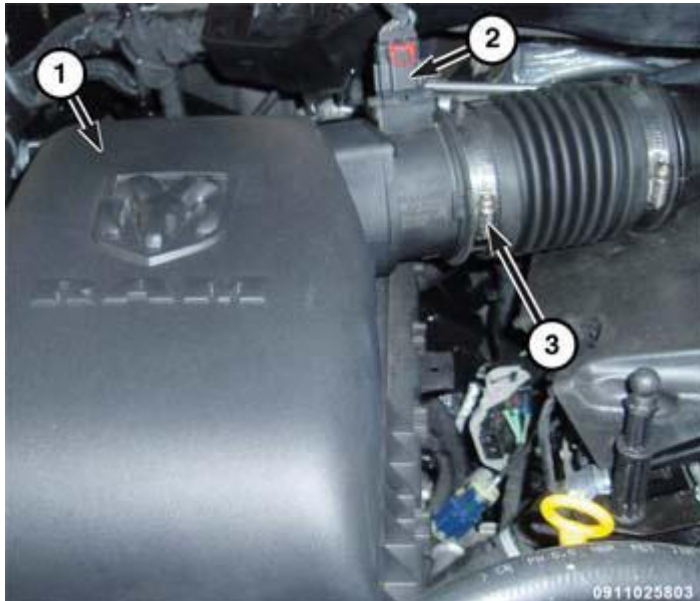


Fig. 539: Air Cleaner Body, Mass Air Flow (MAF) Sensor Harness Connectors & Screw Clamp
 Courtesy of CHRYSLER GROUP, LLC

2. Install the intake air tube (3) to MAF sensor and securely tighten clamp.



Fig. 540: CCV Hose Heater Harness Connector
Courtesy of CHRYSLER GROUP, LLC

3. Connect the CCV hose heater wire harness connector (1).

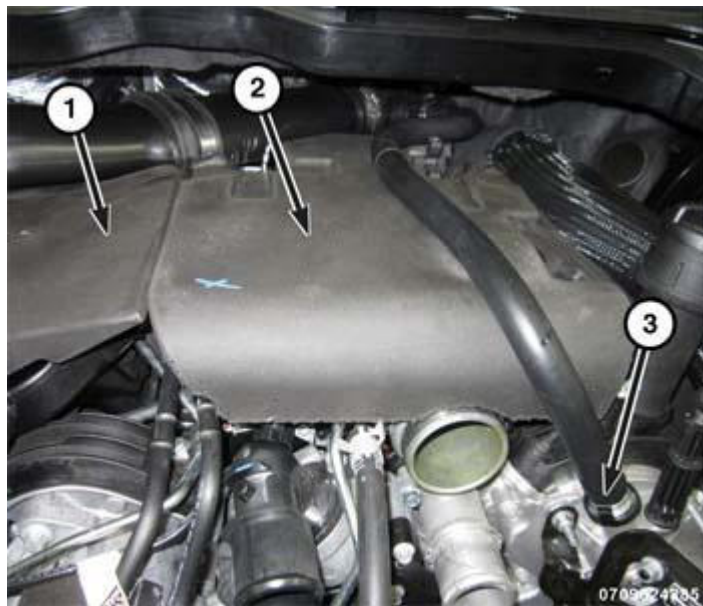


Fig. 541: Removing/Installing Intake Manifold Silencer
Courtesy of CHRYSLER GROUP, LLC

4. Install the CCV hose (3) to upper timing cover.



Fig. 542: Removing/Installing Engine Cover
Courtesy of CHRYSLER GROUP, LLC

5. Install the engine cover (1).
6. Connect the negative battery cable.