

ENGINE

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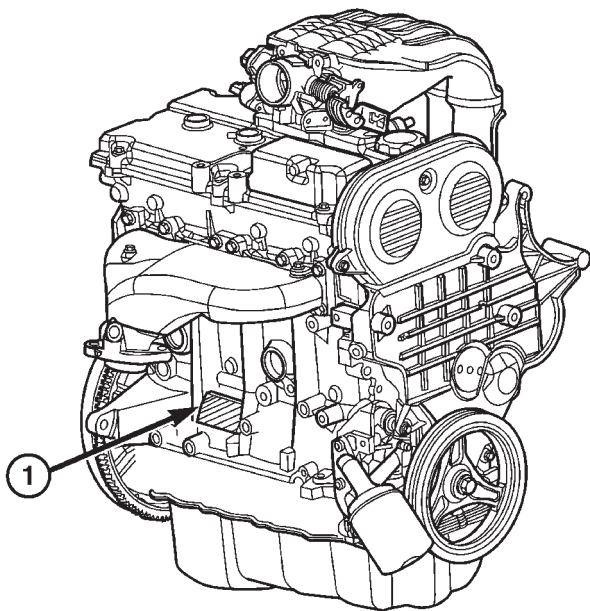
ENGINE - 2.4L

DESCRIPTION

The 2.4 Liter (148 cu. in.) in-line four cylinder engine is a double over head camshaft with hydraulic lifters and four valve per cylinder design. The engine is free-wheeling; meaning it has provisions for piston-to-valve clearance. However valve-to-valve interference can occur, if camshafts are rotated independently.

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

The engine identification number is located on the rear of the cylinder block (Fig. 1).



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Fig. 1 ENGINE IDENTIFICATION

1 - ENGINE IDENTIFICATION

DIAGNOSIS AND TESTING

DIAGNOSIS AND TESTING - CYLINDER COMBUSTION PRESSURE LEAKAGE TEST

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

Combustion pressure leakage testing will detect:

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

WARNING: DO NOT REMOVE THE PRESSURE CAP WITH THE SYSTEM HOT AND UNDER PRESSURE BECAUSE SERIOUS BURNS FROM COOLANT CAN OCCUR.

Check the coolant level and fill as required. DO NOT install the pressure cap.

Start and operate the engine until it attains normal operating temperature, then turn the engine OFF.

Clean spark plug recesses with compressed air.

Remove the spark plugs.

Remove the oil filler cap.

Remove the air cleaner.

Calibrate the tester according to the manufacturer's instructions. The shop air source for testing should maintain 483 kPa (70 psi) minimum, 1,379 kPa (200 psi) maximum, with 552 kPa (80 psi) recommended.

Perform the test procedures on each cylinder according to the tester manufacturer's instructions. While testing, listen for pressurized air escaping through the throttle body, tailpipe and oil filler cap opening. Check for bubbles in the coolant.

All gauge pressure indications should be equal, with no more than 25% leakage per cylinder.

FOR EXAMPLE: At 552 kPa (80 psi) input pressure, a minimum of 414 kPa (60 psi) should be maintained in the cylinder.

DIAGNOSIS AND TESTING - CYLINDER COMPRESSION PRESSURE TEST

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

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

- (1) Check engine oil level and add oil if necessary.
- (2) Drive the vehicle until engine reaches normal operating temperature. Select a route free from traffic and other forms of congestion, observe all traffic laws, and accelerate through the gears several times briskly.
- (3) Remove all spark plugs from engine. As spark plugs are being removed, check electrodes for abnormal firing indicators fouled, hot, oily, etc. Record cylinder number of spark plug for future reference.
- (4) Remove the Auto Shutdown (ASD) relay from the PDC.
- (5) Be sure throttle blade is fully open during the compression check.
- (6) Insert compression gage adaptor Special Tool 8116 or the equivalent, into the #1 spark plug hole in cylinder head. Connect the 0-500 psi (Blue) pressure transducer with cable adaptors to the DRBIII®.

ENGINE - 2.4L (Continued)

(7) Crank engine until maximum pressure is reached on gage. Record this pressure as #1 cylinder pressure.

(8) Repeat the previous step for all remaining cylinders.

(9) Compression should not be less than 689 kPa (100 psi) and not vary more than 25 percent from cylinder to cylinder.

(10) If one or more cylinders have abnormally low compression pressures, repeat the compression test.

(11) If the same cylinder or cylinders repeat an abnormally low reading on the second compression test, it could indicate the existence of a problem in the cylinder in question. **The recommended compression pressures are to be used only as a guide to diagnosing engine problems. An engine should not be disassembled to determine the cause of low compression unless some malfunction is present.**

DIAGNOSIS AND TESTING - ENGINE OIL LEAK INSPECTION

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

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

(2) Add an oil soluble dye (use as recommended by manufacturer). Start the engine and let idle for approximately 15 minutes. Check the oil dipstick to make sure the dye is thoroughly mixed as indicated with a bright yellow color under a black light.

(3) Using a black light, inspect the entire engine for fluorescent dye, particularly at the suspected area of oil leak. If the oil leak is found and identified, repair as necessary.

(4) If dye is not observed, drive the vehicle at various speeds for approximately 24 km (15 miles), and repeat inspection.

(5) **If the oil leak source is not positively identified at this time**, proceed with the air leak detection test method as follows:

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

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

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

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

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

- If the leakage occurs at the crankshaft rear oil seal area, refer to the section, Inspection for Rear Seal Area Leak.

(6) If no leaks are detected, turn off the air supply. Remove the air hose, all plugs, and caps. Install the PCV valve and fresh air hose (make-up air). Proceed to next step.

(7) Clean the oil off the suspect oil leak area using a suitable solvent. Drive the vehicle at various speeds approximately 24 km (15 miles). Inspect the engine for signs of an oil leak by using a black light.

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

INSPECTION FOR REAR SEAL AREA LEAKS

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

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

(1) Disconnect the battery.

(2) Raise the vehicle.

(3) Remove torque converter or clutch housing cover and inspect rear of block for evidence of oil. Use a black light to check for the oil leak. If a leak is present in this area, remove transmission for further inspection.

(a) Circular spray pattern generally indicates seal leakage or crankshaft damage.

(b) Where leakage tends to run straight down, possible causes are a porous block, oil gallery cup plug, bedplate to cylinder block mating surfaces and seal bore. See proper repair procedures for these items.

(4) If no leaks are detected, pressurize the crankcase as previously described.

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

(5) If the leak is not detected, very slowly turn the crankshaft and watch for leakage. If a leak is detected between the crankshaft and seal while slowly turning the crankshaft, it is possible the

ENGINE - 2.4L (Continued)

crankshaft seal surface is damaged. The seal area on the crankshaft could have minor nicks or scratches that can be polished out with emery cloth.

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

(6) For bubbles that remain steady with shaft rotation, no further inspection can be done until disassembled.

(7) After the oil leak root cause and appropriate corrective action have been identified, replace component(s) as necessary.

DIAGNOSIS AND TESTING - ENGINE

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

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

Refer to the Engine Mechanical and the Engine Performance diagnostic charts, for possible causes and corrections of malfunctions (Refer to 9 - ENGINE - DIAGNOSIS AND TESTING - MECHANICAL) (Refer to 9 - ENGINE - DIAGNOSIS AND TESTING - PERFORMANCE).

For fuel system diagnosis, (Refer to 14 - FUEL SYSTEM/FUEL DELIVERY - DIAGNOSIS AND TESTING).

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

- Cylinder Compression Pressure Test
- Cylinder Combustion Pressure Leakage Test
- Engine Cylinder Head Gasket Failure Diagnosis
- Intake Manifold Leakage Diagnosis
- Lash Adjuster (Tappet) Noise Diagnosis
- Engine Oil Leak Inspection

DIAGNOSIS AND TESTING - ENGINE DIAGNOSIS - PERFORMANCE

CONDITION	POSSIBLE CAUSE	CORRECTION
ENGINE WILL NOT START	1. Weak battery. 2. Corroded or loose battery connections. 3. Faulty starter. 4. Faulty coil(s) or control unit. 5. Incorrect spark plug gap. 6. Contamination in fuel system. 7. Faulty fuel pump. 8. Incorrect engine timing.	1. Test battery. Charge or replace as necessary. (Refer to 8 - ELECTRICAL/BATTERY SYSTEM - DIAGNOSIS AND TESTING) 2. Clean and tighten battery connections. Apply a coat of light mineral grease to terminals. 3. Test starting system. (Refer to 8 - ELECTRICAL/STARTING - DIAGNOSIS AND TESTING) 4. Test and replace as needed. (Refer to Appropriate Diagnostic Information) 5. Set gap. (Refer to 8 - ELECTRICAL/IGNITION CONTROL - SPECIFICATIONS) 6. Clean system and replace fuel filter. 7. Test fuel pump and replace as needed. (Refer to Appropriate Diagnostic Information) 8. Check for a skipped timing belt/chain.

ENGINE - 2.4L (Continued)

CONDITION	POSSIBLE CAUSE	CORRECTION
ENGINE STALLS OR IDLES ROUGH	1. Idle speed too low. 2. Incorrect fuel mixture. 3. Intake manifold leakage. 4. Faulty ignition coil(s).	1. Test minimum air flow. (Refer to Appropriate Diagnostic Information) 2. (Refer to Appropriate Diagnostic Information) 3. Inspect intake manifold, manifold gasket, and vacuum hoses. 4. Test and replace as necessary. (Refer to Appropriate Diagnostic Information)
ENGINE LOSS OF POWER	1. Dirty or incorrectly gapped plugs. 2. Contamination in fuel system. 3. Faulty fuel pump. 4. Incorrect valve timing. 5. Leaking cylinder head gasket. 6. Low compression. 7. Burned, warped, or pitted valves. 8. Plugged or restricted exhaust system. 9. Faulty ignition coil(s).	1. Clean plugs and set gap. 2. Clean system and replace fuel filter. 3. Test and replace as necessary. (Refer to Appropriate Diagnostic Information) 4. Correct valve timing. 5. Replace cylinder head gasket. 6. Test compression of each cylinder. 7. Replace valves. 8. Perform exhaust restriction test. (Refer to 11 - EXHAUST SYSTEM - DIAGNOSIS AND TESTING) Install new parts, as necessary. 9. Test and replace as necessary. (Refer to Appropriate Diagnostic Information)
ENGINE MISSES ON ACCELERATION	1. Dirty or incorrectly gapped spark plugs. 2. Contamination in Fuel System. 3. Burned, warped, or pitted valves. 4. Faulty ignition coil(s).	1. Clean spark plugs and set gap. 2. Clean fuel system and replace fuel filter. 3. Replace valves. 4. Test and replace as necessary. (Refer to Appropriate Diagnostic Information)
ENGINE MISSES AT HIGH SPEED	1. Dirty or incorrect spark plug gap. 2. Faulty ignition coil(s). 3. Dirty fuel injector(s). 4. Contamination in fuel system.	1. Clean spark plugs and set gap. 2. Test and replace as necessary. (Refer to Appropriate Diagnostic Information) - Test and replace as necessary. (Refer to Appropriate Diagnostic Information) 4. Clean system and replace fuel filter.

ENGINE - 2.4L (Continued)

DIAGNOSIS AND TESTING - ENGINE MECHANICAL

CONDITION	POSSIBLE CAUSES	CORRECTION
NOISY VALVES	1. High or low oil level in crankcase. 2. Thin or diluted oil. 3. Thick oil 4. Low oil pressure. 5. Dirt in tappets/lash adjusters. 6. Worn rocker arms. 7. Worn tappets/lash adjusters. 8. Worn valve guides. 9. Excessive runout of valve seats on valve faces. 10. Missing adjuster pivot.	1. Check and correct engine oil level. 2. Change oil to correct viscosity. 3. (a) Change engine oil and filter. (b) Run engine to operating temperature. (c) Change engine oil and filter again. 4. Check and correct engine oil level. 5. Replace rocker arm/hydraulic lash adjuster assembly. 6. Inspect oil supply to rocker arms. 7. Install new rocker arm/hydraulic lash adjuster assembly. 8. Replace cylinder head assembly. 9. Grind valve seats and valves. 10. Replace rocker arm/hydraulic lash adjuster assembly.
CONNECTING ROD NOISE	1. Insufficient oil supply. 2. Low oil pressure. 3. Thin or diluted oil. 4. Thick oil 5. Excessive bearing clearance. 6. Connecting rod journal out-of-round. 7. Misaligned connecting rods.	1. Check engine oil level. 2. Check engine oil level. Inspect oil pump relief valve and spring. 3. Change oil to correct viscosity. 4. (a) Change engine oil and filter. (b) Run engine to operating temperature. (c) Change engine oil and filter again. 5. Measure bearings for correct clearance. Repair as necessary. 6. Replace crankshaft or grind surface. 7. Replace bent connecting rods.

ENGINE - 2.4L (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
MAIN BEARING NOISE	1. Insufficient oil supply. 2. Low oil pressure. 3. Thin or diluted oil. 4. Thick oil 5. Excessive bearing clearance. 6. Excessive end play. 7. Crankshaft journal out-of-round or worn. 8. Loose flywheel or torque converter.	1. Check engine oil level. 2. Check engine oil level. Inspect oil pump relief valve and spring. 3. Change oil to correct viscosity. 4. (a) Change engine oil and filter. (b) Run engine to operating temperature. (c) Change engine oil and filter again. 5. Measure bearings for correct clearance. Repair as necessary. 6. Check thrust bearing for wear on flanges. 7. Replace crankshaft or grind journals. 8. Tighten to correct torque.
OIL PRESSURE DROP	1. Low oil level. 2. Faulty oil pressure sending unit. 3. Low oil pressure. 4. Clogged oil filter. 5. Worn parts in oil pump. 6. Thin or diluted oil. 7. Oil pump relief valve stuck. 8. Oil pump suction tube loose. 9. Oil pump cover warped or cracked. 10. Excessive bearing clearance.	1. Check engine oil level. 2. Install new sending unit. 3. Check sending unit and main bearing oil clearance. 4. Install new oil filter. 5. Replace worn parts or pump. 6. Change oil to correct viscosity. 7. Replace oil pump. 8. Remove oil pan and install new tube or clean, if necessary. 9. Install new oil pump. 10. Measure bearings for correct clearance.
OIL LEAKS	1. Misaligned or deteriorated gaskets. 2. Loose fastener, broken or porous metal part. 3. Misaligned or deteriorated cup or threaded plug.	1. Replace gasket(s). 2. Tighten, repair or replace the part. 3. Replace as necessary.

ENGINE - 2.4L (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
OIL CONSUMPTION OR SPARK PLUGS FOULED	1. PCV system malfunction. 2. Worn, scuffed or broken rings. 3. Carbon in oil ring slots. 4. Rings fitted too tightly in grooves. 5. Worn valve guide(s). 6. Valve stem seal(s) worn or damaged.	1. Check system and repair as necessary. (Refer to 25 - EMISSIONS CONTROL/ EVAPORATIVE EMISSIONS/PCV VALVE - DIAGNOSIS AND TESTING) 2. Hone cylinder bores. Install new rings. 3. Install new rings. 4. Remove rings and check grooves. If groove is not proper width, replace piston. 5. Replace cylinder head assembly. 6. Replace seal(s).

STANDARD PROCEDURE

STANDARD PROCEDURE - ENGINE CORE AND OIL GALLERY PLUGS

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

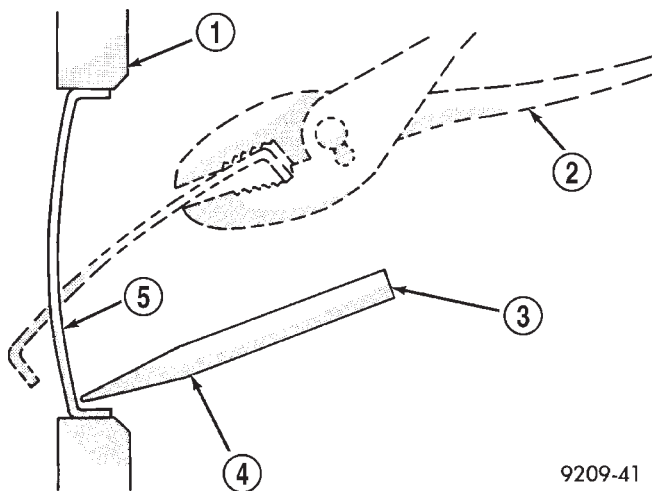


Fig. 2 Core Hole Plug Removal

- 1 - CYLINDER BLOCK
- 2 - REMOVE PLUG WITH PLIERS
- 3 - STRIKE HERE WITH HAMMER
- 4 - DRIFT PUNCH
- 5 - CUP PLUG

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

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

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

STANDARD PROCEDURE - REPAIR OF DAMAGED OR WORN THREADS

Damaged or worn threads (excluding spark plug and camshaft bearing cap attaching threads) can be repaired. Essentially, this repair consists of drilling out worn or damaged threads, tapping the hole with a special Heli-Coil Tap, (or equivalent) and installing an insert into the tapped hole. This brings the hole back to its original thread size.

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

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

STANDARD PROCEDURE - HYDROSTATIC LOCKED ENGINE

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

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

ENGINE - 2.4L (Continued)

(1) Inspect air cleaner, induction system and intake manifold to insure system is dry and clear of foreign material.

(2) Remove negative battery cable.

(3) Place a shop towel around the spark plugs when removing them from the engine. This will catch any fluid that may possibly be in the cylinder under pressure.

(4) With all spark plugs removed, rotate engine crankshaft using a breaker bar and socket.

(5) Identify the fluid in the cylinder(s) (i.e., coolant, fuel, oil or other).

(6) Make sure all fluid has been removed from the cylinders. Inspect engine for damage (i.e., connecting rods, pistons, valves, etc.)

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

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

(8) Install new spark plugs.

(9) Drain engine oil and remove oil filter.

(10) Install a new oil filter.

(11) Fill engine with specified amount of approved oil.

(12) Connect negative battery cable.

(13) Start engine and check for any leaks.

STANDARD PROCEDURE - FORM-IN-PLACE GASKETS AND SEALERS

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

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

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

inspect the package for the expiration date before use.

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

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

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

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

SEALER APPLICATION

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

Mopar® Engine RTV GEN II or ATF RTV gasket material should be applied in a continuous bead approximately 3 mm (0.120 in.) in diameter. All mounting holes must be circled. For corner sealing, 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.

ENGINE - 2.4L (Continued)

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

STANDARD PROCEDURE - ENGINE GASKET SURFACE PREPARATION

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

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 (Fig. 3)
- Drill motor with 3M Roloc™ Bristle Disc (white or yellow) (Fig. 3)

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

STANDARD PROCEDURE - MEASURING BEARING CLEARANCE USING PLASTIGAGE

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

- (1) Remove oil film from surface to be checked. Plastigage is soluble in oil.
- (2) Place a piece of Plastigage across the entire width of the bearing shell in the cap approximately 6.35 mm (1/4 in.) off center and away from the oil holes (Fig. 4). (In addition, suspected areas can be checked by placing the Plastigage in the suspected area). Torque the bearing cap bolts of the bearing being checked to the proper specifications.
- (3) Remove the bearing cap and compare the width of the flattened Plastigage with the metric

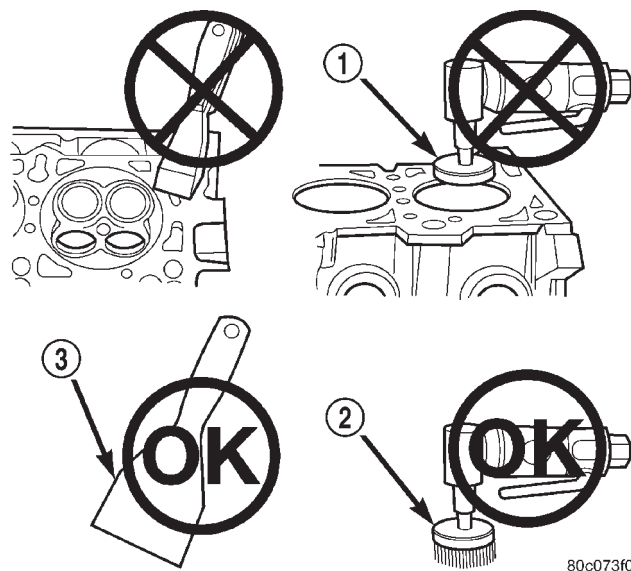


Fig. 3 Proper Tool Usage For Surface Preparation

- 1 - ABRASIVE PAD
- 2 - 3M ROLOC™ BRISTLE DISC
- 3 - PLASTIC/WOOD SCRAPER

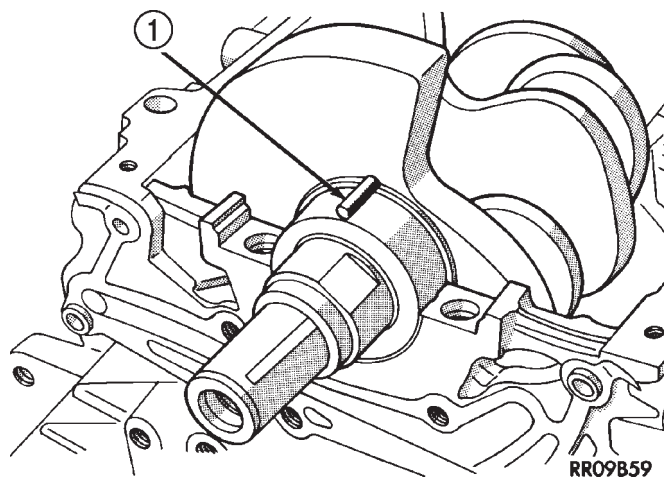


Fig. 4 Plastigage Placed in Lower Shell—Typical

- 1 - PLASTIGAGE

scale provided on the package. Locate the band closest to the same width. This band shows the amount of clearance in thousandths of a millimeter. Differences in readings between the ends indicate the amount of taper present. Record all readings taken. Compare clearance measurements to specs found in engine specifications (Refer to 9 - ENGINE - SPECIFICATIONS). **Plastigage generally is accompanied by two scales. One scale is in inches, the other is a metric scale.**

ENGINE - 2.4L (Continued)

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

(4) Install the proper crankshaft bearings to achieve the specified bearing clearances. (Refer to 9 - ENGINE/ENGINE BLOCK/CRANKSHAFT MAIN BEARINGS - STANDARD PROCEDURE) (Refer to 9 - ENGINE/ENGINE BLOCK/CONNECTING ROD BEARINGS - STANDARD PROCEDURE)

REMOVAL - ENGINE ASSEMBLY

- (1) Disconnect the battery negative cable.
- (2) Remove hood. Mark hood hinge location for reinstallation.
- (3) Remove air cleaner assembly.
- (4) Remove radiator core support bracket.
- (5) Remove fan shroud with electric fan assembly.
- (6) Remove drive belt.

NOTE: It is NOT necessary to discharge the A/C system to remove the engine.

- (7) Remove A/C compressor and secure away from engine with lines attached.
- (8) Remove generator and secure away from engine.

NOTE: Do NOT remove the phenolic pulley from the P/S pump. It is not required for P/S pump removal.

- (9) Remove power steering pump with lines attached and secure away from engine.
- (10) Drain cooling system.
- (11) Remove coolant bottle.
- (12) Disconnect the heater hoses from the engine.
- (13) Disconnect heater hoses from heater core and remove hose assembly.
- (14) Disconnect throttle and speed control cables.
- (15) Remove upper radiator hose from engine.
- (16) Remove lower radiator hose from engine.
- (17) Disconnect the engine to body ground straps at the left side of cowl.
- (18) Disconnect the engine wiring harness at the following points:
 - Intake air temperature (IAT) sensor
 - Fuel Injectors
 - Throttle Position (TPS) Switch
 - Idle Air Control (IAC) Motor
 - Engine Oil Pressure Switch
 - Engine Coolant Temperature (ECT) Sensor
 - Manifold Absolute Pressure (MAP) Sensor
 - Camshaft Position (CMP) Sensor
 - Coil Over Plugs
 - Crankshaft Position Sensor
- (19) Remove coil over plugs.
- (20) Release fuel rail pressure.

- (21) Remove fuel rail and secure away from engine.
- (22) Remove the PCV hose.
- (23) Remove the breather hoses.
- (24) Remove the vacuum hose for the power brake booster.
- (25) Disconnect knock sensors.
- (26) Secure the left and right engine wiring harnesses away from engine.
- (27) Raise vehicle.
- (28) Disconnect oxygen sensor wiring.
- (29) Disconnect crankshaft position sensor.
- (30) Disconnect the engine block heater power cable, if equipped.
- (31) Disconnect the front propshaft at the front differential and secure out of way.
- (32) Remove the starter.
- (33) Remove the ground straps from the engine
- (34) Disconnect the exhaust pipes at the manifold.
- (35) Remove the structural cover, if equipped.
- (36) Remove torque convertor bolts, and mark location for reassembly.
- (37) Remove transmission bellhousing to engine bolts.
- (38) Loosen left and right engine mount thru bolts.

NOTE: It is not necessary to completely remove engine mount thru bolts, for engine removal.

- (39) Lower the vehicle.
- (40) Support the transmission with a suitable jack.
- (41) Connect a suitable engine hoist to the engine.

CAUTION: The 2.4L engine with manual transmissions, can be removed without removing the manual transmission. Use caution when attempting this procedure as the clearance is tight.

- (42) Remove engine from vehicle.

INSTALLATION - ENGINE ASSEMBLY

- (1) Position the engine in the vehicle.

CAUTION: Use caution when installing 2.4L engine into vehicle equipped with manual transmission, as clearance is tight.

- (2) Install both left and right side engine mounts into the frame mounts.
- (3) Raise the vehicle.
- (4) Install the transmission bellhousing to engine mounting bolts. Tighten the bolts to 41 N·m (30ft. lbs.).
- (5) Tighten the engine mount thru bolts.
- (6) Install the torque convertor bolts.
- (7) Connect the ground straps on the left and right side of the engine.

ENGINE - 2.4L (Continued)

- (8) Install the starter.
- (9) Connect the crankshaft position sensor.
- (10) Install the engine block heater power cable, if equipped.

CAUTION: The structural cover requires a specific torque sequence. Failure to follow this sequence may cause severe damage to the cover.

- (11) Install the structural cover.
- (12) Install the exhaust pipe.
- (13) Connect the oxygen sensors.
- (14) Lower vehicle.
- (15) Connect the knock sensors.
- (16) Connect the engine to body ground straps.
- (17) Install the power brake booster vacuum hose.
- (18) Install the breather hoses.
- (19) Install the PCV hose.
- (20) Install the fuel rail.
- (21) Install the coil over plugs.
- (22) Reconnect the engine wiring harness at the following points:
 - Intake air temperature (IAT) sensor
 - Fuel Injectors
 - Throttle Position (TPS) Switch
 - Idle Air Control (IAC) Motor
 - Engine Oil Pressure Switch
 - Engine Coolant Temperature (ECT) Sensor
 - Manifold Absolute Pressure (MAP) Sensor
 - Camshaft Position (CMP) Sensor
 - Coil Over Plugs
 - Crankshaft Position Sensor
- (23) Connect lower radiator hose.
- (24) Connect upper radiator hose.
- (25) Connect throttle and speed control cables.
- (26) Install the heater hose assembly.
- (27) Install coolant recovery bottle.
- (28) Install the power steering pump.
- (29) Install the generator.
- (30) Install the A/C compressor.
- (31) Install the drive belt.
- (32) Install the fan shroud with the electric fan assembly.
- (33) Install the radiator core support bracket.
- (34) Install the air cleaner assembly.
- (35) Refill the engine cooling system.
- (36) Install the hood.
- (37) Check and fill engine oil.
- (38) Connect the battery negative cable.
- (39) Start the engine and check for leaks.

SPECIFICATIONS

SPECIFICATIONS - 2.4L ENGINE

DESCRIPTION	SPECIFICATION
General Specification	
Type	In-Line OHV, DOHC
Number of Cylinders	4
Displacement	2.4 Liters (148 cu. in.)
Bore	87.5 mm (3.445 in.)
Stroke	101.0 mm (3.976 in.)
Compression Ratio	9.4:1
Firing Order	1-3-4-2
Compression Pressure	690 kPa (Minimum) (100 psi Minimum)
Max. Variation Between Cylinders	25%
Cylinder Block	
Cylinder Bore Diameter	87.4924–87.5076 mm (3.4446–3.4452 in.)
Out-of-Round (Max.)	0.051 mm (0.002 in.)
Taper (Max.)	0.051 mm (0.002 in.)
Pistons	
Piston Diameter	87.463–87.481 mm (3.4434–3.4441 in.)
Clearance @ 14 mm (9/16 in.) from bottom of skirt	0.024–0.057 mm (0.0009–0.0022 in.)
Weight	346–356 grams (12.20–12.56 oz.)
Land Clearance (Diametrical)	0.614–0.664 mm (0.024–0.026 in.)
Piston Length	66.25 mm (2.608 in.)
Piston Ring Groove Depth No. 1	4.640–4.784 mm (0.182–0.188 in.)
Piston Ring Groove Depth No. 2	4.575–4.719 mm (0.180–0.185 in.)

ENGINE - 2.4L (Continued)

DESCRIPTION	SPECIFICATION
Piston Ring Groove Depth No. 3	4.097–4.236 mm (0.161–0.166 in.)
Piston Pins	
Clearance in Piston	0.005–0.018 mm (0.0002–0.0008 in.)
Clearance in Connecting Rod	Interference
Diameter	21.998–22.003 mm (0.8660–0.8662 in.)
End Play	None
Length	72.75–73.25 mm (2.864–2.883 in.)
Piston Rings	
Ring Gap—Top Compression Ring	0.25–0.51 mm (0.0098–0.020 in.)
Wear Limit	0.8 mm (0.031 in.)
Ring Gap—2nd Compression Ring	0.23–0.48 mm (0.009–0.018 in.)
Wear Limit	0.8 mm (0.031 in.)
Ring Gap—Oil Control Steel Rails	0.25–0.64 mm (0.0098–0.025 in.)
Wear Limit	1.00 mm (0.039 in.)
Ring Side Clearance—Compression Rings	0.030–0.080 mm (0.0011–0.0031 in.)
Wear Limit	0.10 mm (0.004 in.)
Ring Side Clearance—Oil Ring Pack	0.012–0.178 mm (0.0004–0.0070 in.)
Ring Width—Compression Rings	1.47–1.50 mm (0.057–0.059 in.)
Ring Width—Oil Ring Pack	2.72–2.88 mm (0.107–0.1133 in.)
Connecting Rod	
Bearing Clearance	0.025–0.071 mm (0.0009–0.0027 in.)
Wear Limit	0.075 mm (0.003 in.)
Bore Diameter—Piston Pin	20.96–20.98 mm (0.8252–0.8260 in.)

DESCRIPTION	SPECIFICATION
Bore Diameter—Crankshaft End	53.007–52.993 mm (2.0868–2.0863 in.)
Side Clearance	0.13–0.38 mm (0.005–0.015 in.)
Wear Limit	0.40 mm (0.016 in.)
Weight—Total (Less Bearing)	565.8 grams (19.96 oz.)
Crankshaft	
Connecting Rod Journal Diameter	49.984–50.000 mm (1.968–1.9685 in.)
Main Bearing Journal Diameter	59.992–60.008 mm (2.362–2.3625 in.)
Journal Out-of-Round (Max.)	0.0035 mm (0.0003 in.)
Journal Taper (Max.)	0.007 mm (0.0001 in.)
End Play	0.09–0.24 mm (0.0035–0.0094 in.)
Wear Limit	0.38 mm (0.015 in.)
Main Bearing Diametrical Clearance	0.018–0.062 mm (0.0007–0.0024 in.)
Hydraulic Lash Adjuster	
Body Diameter	15.901–15.913 mm (0.626–0.6264 in.)
Plunger Travel Minimum (Dry)	3.0 mm (0.118 in.)
Cylinder Head Camshaft Bearing Bore Diameter	
Journals No.1–6	26.020–26.041 mm (1.024–1.025 in.)
Camshaft	
Journal Diameter No. 1–6	25.951–25.970 mm (1.021–1.022 in.)
Bearing Clearance—Diametrical	0.069–0.071 mm (0.0027–0.003 in.)
End Play	0.05–0.17 mm (0.0019–0.0066 in.)
Lift (Zero Lash)	Intake 8.25 mm (0.324 in.)

ENGINE - 2.4L (Continued)

DESCRIPTION	SPECIFICATION
Exhaust	6.60 mm (0.259 in.)
Intake Valve Timing*	
Closes (ABDC)	51°
Opens (BTDC)	1°
Duration	232°
Exhaust Valve Timing*	
Closes (ATDC)	7°
Opens (BBDC)	47°
Duration	234°
Valve Overlap	8°
*All readings in crankshaft degrees. Timing points @ 4° from top of Ramps.	
Cylinder Head	
Material	Cast Aluminum
Gasket Thickness (Compressed)	0.71 mm (0.028 in.)
Valve Seat	
Angle	44.5–45°
Seat Diameter—Intake	34.37–34.63 mm (1.353–1.363 in.)
Seat Diameter—Exhaust	27.06–27.32 mm (1.065–1.075 in.)
Runout (Max.)	0.05 mm (0.002 in.)
Valve Seat Width—Intake and Exhaust	0.9–1.3 mm (0.035–0.051 in.)
Service Limit—Intake	2.0 mm (0.079 in.)
Service Limit—Exhaust	2.5 mm (0.098 in.)
Valve Guide	
Diameter I.D.	5.975–6.000 mm (0.235–0.236 in.)
Guide Bore Diameter	11.0–11.02 mm (0.4330–0.4338 in.)
Guide Height (spring seat to guide tip)	13.25–13.75 mm (0.521–0.541 in.)
Valves	
Face Angle—Intake and Exhaust	44.5–45°

DESCRIPTION	SPECIFICATION
Head Diameter—Intake	34.67–34.93 mm (1.364–1.375 in.)
Head Diameter—Exhaust	28.32–28.52 mm (1.114–1.122 in.)
Valve Length (Overall)	
—Intake	112.76–113.32 mm (4.439–4.461 in.)
—Exhaust	110.89–111.69 mm (4.365–4.397 in.)
Valve Stem Diameter	
—Intake	5.934–5.952 mm (0.2337–0.2344 in.)
—Exhaust	5.906–5.924 mm (0.2326–0.2333 in.)
Valve Margin	
Intake	1.2–1.7 mm (0.047–0.066 in.)
Service Limit	0.95 mm (1/32 in.)
Exhaust	0.985–1.315 mm (0.038–0.051 in.)
Service Limit	1.05 mm (3/64 in.)
Valve Stem Tip	
Intake	48.04 mm (1.891 in.)
Exhaust	47.99 mm (1.889 in.)
Valve Stem to Guide Clearance	
Intake	0.048–0.066 mm (0.0018–0.0025 in.)
Max. Allowable	0.076 mm (0.003 in.)
Service Limit	0.25 mm (0.010 in.)
Exhaust	0.0736–0.094 mm (0.0029–0.0037 in.)
Max. Allowable	0.101 mm (0.004 in.)
Service Limit	0.25 mm (0.010 in.)

ENGINE - 2.4L (Continued)

DESCRIPTION	SPECIFICATION
Valve Springs	
Free Length (Approx.)	48.4 mm (1.905 in.)
Nominal Force (Valve Closed)	338 N @ 38.0 mm (75.98 lbs. @ 1.496 in.)
Nominal Force (Valve Open)	607 N @ 29.75 mm (136 lbs. @ 1.172 in.)
Installed Height	38.00 mm (1.496 in.)
Number of Coils	7.82
Wire Diameter	3.86 mm (1.496 in.)
Oil Pump	
Clearance Over Rotors (Max.)	0.10 mm (0.004 in.)
Cover Out-of-Flat (Max.)	0.025 mm (0.001 in.)
Inner Rotor Thickness (Min.)	9.40 mm (0.370 in.)
Outer Rotor Thickness (Min.)	9.40 mm (0.370 in.)
Outer Rotor Clearance (Max.)	0.039 mm (0.015 in.)
Outer Rotor Diameter (Min.)	79.95 mm (3.148 in.)
Tip Clearance Between Rotors (Max.)	0.20 mm (0.008 in.)
Oil Pressure	
At Curb Idle Speed*	25 kPa (4 psi)
At 3000 rpm	170–550 kPa (25–80 psi)
CAUTION: *If pressure is ZERO at curb idle, DO NOT run engine at 3000 rpm.	

SPECIFICATIONS - TORQUE

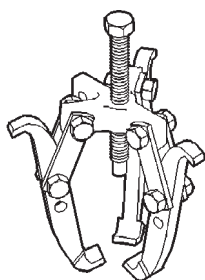
DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Balance Shaft Carrier to Block—Bolts	54	40	—
Balance Shaft Gear Cover—Double Ended Fastener	12	—	105
Balance Shaft Sprocket—Bolt	28	—	250
Balance Shaft Chain Tensioner—Bolts	12	—	105
Balance Shaft Carrier Cover—Bolts	12	—	105
Camshaft Sprocket—Bolt	101	75	—
Connecting Rod Cap—Bolts	54 + $\frac{1}{4}$ turn	40 + $\frac{1}{4}$ turn	—
Crankshaft Main Bearing Cap/Bedplate —M8 Bolts —M11 Bolts	34 41 + $\frac{1}{4}$ Turn	30 + $\frac{1}{4}$ Turn	250 —
Crankshaft Damper	136	100	—
Cylinder Head—Bolts	(Refer to 9 - ENGINE/ CYLINDER HEAD - INSTALLATION)		
Cylinder Head Cover—Bolts	12	—	105
Flex Plate to Crankshaft	95	70	—
Flywheel Mounting Bolts	81	60	—
Engine Mount Bracket Right—Bolts	61	45	—
Engine Mounting—Bolts	(Refer to 9 ENGINE/ ENGINE MOUNTING)		
Exhaust Manifold to Cylinder Head—Bolts	23	—	200
Exhaust Manifold Heat Shield—Bolts	12	—	105
Intake Manifold - Lower —Bolts	28	—	250
Oil Filter	20	15	—
Oil Pan—Bolts	12	—	105
Oil Pan Drain—Plug	27	20	—
Oil Pump to Block—Bolts	28	—	250

ENGINE - 2.4L (Continued)

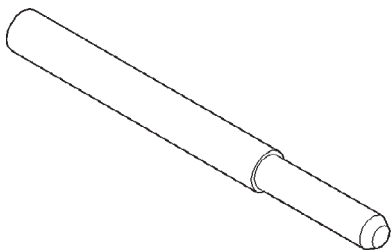
DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Oil Pump Cover Plate—Bolts	12	—	105
Oil Pump Pick-up Tube—Bolt	28	20	—
Oil Pump Relief Valve—Cap	41	30	
Spark Plugs	28	—	
Timing Belt Covers			
- Front Covers to Rear Cover—Bolts	12	—	105
- Rear Cover—Bolts	12	—	105
Timing Belt Tensioner Assembly—Bolts	61	45	—

SPECIAL TOOLS

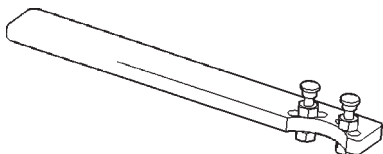
2.4L ENGINE



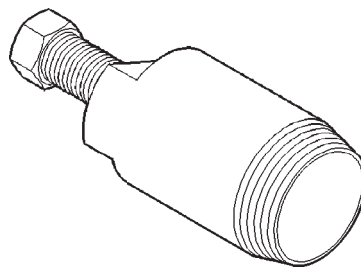
Puller 1026



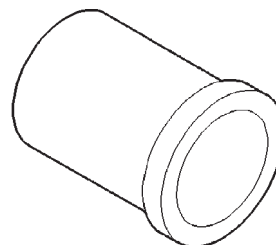
Crankshaft Damper Removal Insert 6827-A



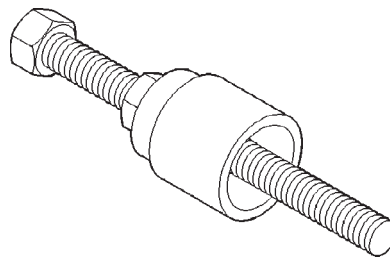
Camshaft Sprocket Holder 6847



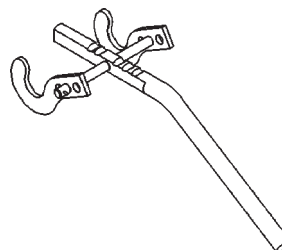
Camshaft Seal Remover C-4679-A



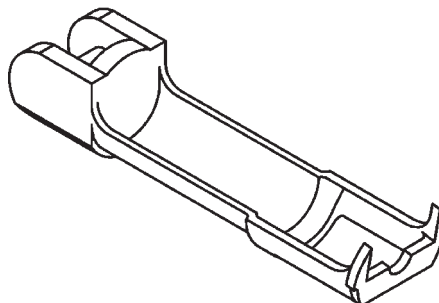
Camshaft Seal Installer MD-998306



Crankshaft Damper Installer 6792

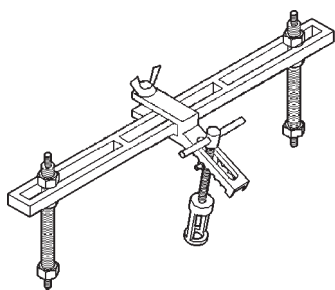


Valve Spring Compressor 8215

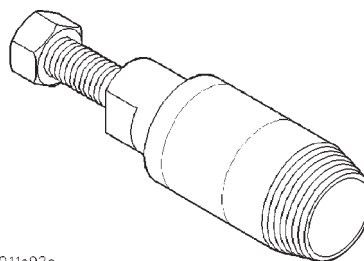


Adaptor 8436

ENGINE - 2.4L (Continued)

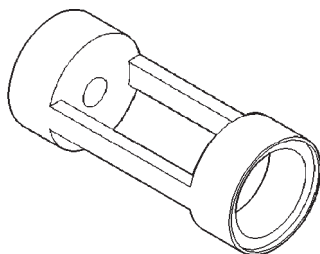


Valve Spring Compressor MD-998772-A

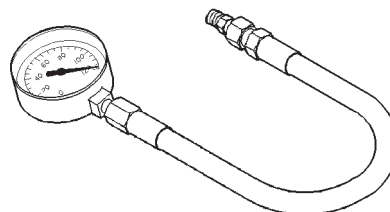


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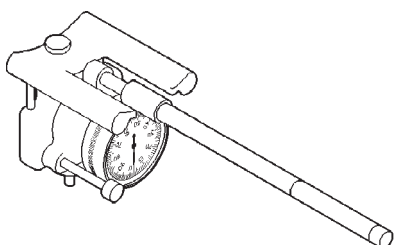
Crankshaft Seal Remover 6771



Valve Spring Compressor Adapter 6779

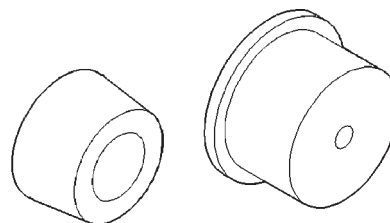


Oil Pressure Gage C-3292

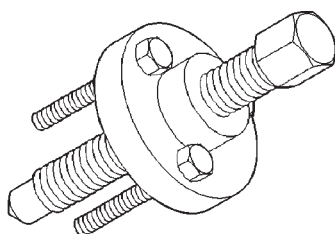


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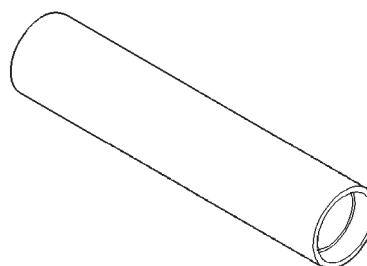
Cylinder Bore Gage C-119



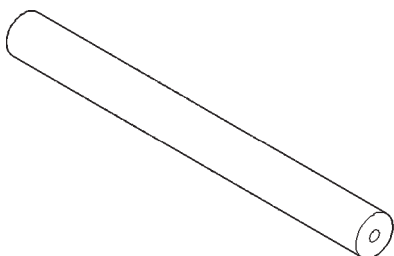
Rear Crankshaft Seal Guide and Installer 6926-1 and 6926-2



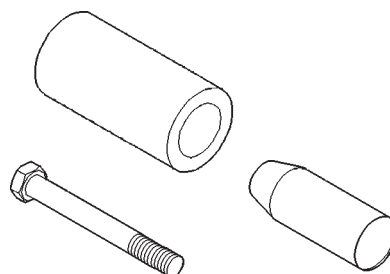
Crankshaft Sprocket Remover 6793



Balance Shaft Sprocket Installer 6052

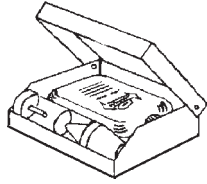
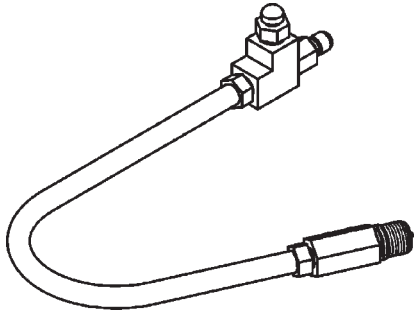


Crankshaft Sprocket Remover Insert C-4685-C2



Front Crankshaft Oil Seal Installer 6780

ENGINE - 2.4L (Continued)

**Combustion Leak Tester C-3685-A****Cylinder Compression Pressure Adaptor 8116****AIR CLEANER ELEMENT****REMOVAL - 2.4L**

Housing removal is not necessary for element (filter) replacement.

- (1) Disconnect air intake duct at side of element cover.
- (2) Pry up 2 spring clips from front of housing cover (spring clips retain cover to housing).
- (3) Release housing cover from locating tabs located on rear of housing, and remove cover.
- (4) Remove air cleaner element (filter) from housing.
- (5) Clean inside of housing before replacing element.

INSTALLATION - 2.4L

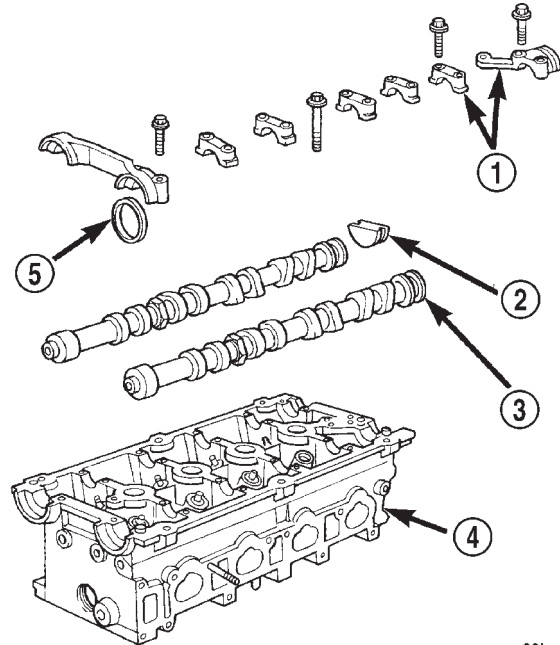
- (1) Install element into housing.
 - (2) Position housing cover into housing locating tabs.
 - (3) Pry up spring clips and lock cover to housing.
 - (4) Connect air intake duct.
- If any air filter, air resonator, air intake tubes or air filter housing clamps had been loosened or removed, tighten them to 5 N·m (40 in. lbs.) torque.

CYLINDER HEAD**DESCRIPTION**

The cross flow designed, aluminum cylinder head contains dual over-head camshafts with four valves per cylinder (Fig. 5). The valves are arranged in two in-line banks. The intake valves face toward the left side of the vehicle. The exhaust valves face the right side. The cylinder head incorporates powdered metal

valve guides and seats. The cylinder head is sealed to the block using a multi-layer steel head gasket and retaining bolts.

Integral oil galleries providing lubrication passages to the hydraulic lash adjusters, camshafts, and valve mechanisms.



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Fig. 5 Cylinder Head and Camshafts

CAM PLUG - NOT SHOWN

1 - CAMSHAFT BEARING CAPS

2 - PLUG

3 - CAMSHAFT

4 - CYLINDER HEAD

5 - CAMSHAFT OIL SEAL

OPERATION

The cylinder head closes the combustion chamber, allowing the pistons to compress the fuel/air mixture for ignition. The valves are actuated by the lobe profiles on the camshaft to open and close at specified duration to either allow clean air in the combustion chamber or the exhaust gases out; depending on the stroke of the engine.

DIAGNOSIS AND TESTING - CYLINDER HEAD GASKET

A cylinder head gasket leak can be located between adjacent cylinders or between a cylinder and the adjacent water jacket.

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

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

CYLINDER HEAD (Continued)

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

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

CYLINDER-TO-CYLINDER LEAKAGE TEST

To determine if an engine cylinder head gasket is leaking between adjacent cylinders, follow the procedures in Cylinder Compression Pressure Test (Refer to 9 - ENGINE - DIAGNOSIS AND TESTING). An engine cylinder head gasket leaking between adjacent cylinders will result in approximately a 50–70% reduction in compression pressure.

CYLINDER-TO-WATER JACKET LEAKAGE TEST

WARNING: USE EXTREME CAUTION WHEN THE ENGINE IS OPERATING WITH COOLANT PRESSURE CAP REMOVED.

VISUAL TEST METHOD

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

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

COOLING SYSTEM TESTER METHOD

WARNING: WITH COOLING SYSTEM TESTER IN PLACE, PRESSURE WILL BUILD UP FAST. EXCESSIVE PRESSURE BUILT UP, BY CONTINUOUS ENGINE OPERATION, MUST BE RELEASED TO A SAFE PRESSURE POINT. NEVER PERMIT PRESSURE TO EXCEED 138 kPa (20 psi).

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

CHEMICAL TEST METHOD

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

REMOVAL - CYLINDER HEAD

(1) Perform fuel system pressure release procedure **before attempting any repairs.** (Refer to 14 -

FUEL SYSTEM/FUEL DELIVERY - SPECIFICATIONS)

- (2) Disconnect battery negative cable.
- (3) Drain cooling system. (Refer to 7 - COOLING - STANDARD PROCEDURE)
- (4) Remove air filter housing and inlet tube.
- (5) Remove intake manifold.
- (6) Remove heater tube support bracket from cylinder head.
- (7) Disconnect radiator upper and heater supply hoses from water outlet connections.
- (8) Remove accessory drive belts. (Refer to 7 - COOLING/ACCESSORY DRIVE/DRIVE BELTS - REMOVAL)
- (9) Raise vehicle and remove exhaust pipe from manifold.
- (10) Remove power steering pump and set aside. Do not disconnect lines.
- (11) Remove accessory drive bracket
- (12) Remove ignition coil and wires from engine.
- (13) Disconnect cam sensor and fuel injector wiring connectors.
- (14) Remove timing belt and camshaft sprockets. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - REMOVAL)
- (15) Remove timing belt idler pulley and rear timing belt cover. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT / CHAIN COVER(S) - REMOVAL)
- (16) Remove cylinder head cover. (Refer to 9 - ENGINE/CYLINDER HEAD/CYLINDER HEAD COVER(S) - REMOVAL)
- (17) Remove camshafts (Refer to 9 - ENGINE/CYLINDER HEAD/CAMSHAFT(S) - REMOVAL).

NOTE: Identify rocker arm position to ensure correct re-installation in original position, if reused.

- (18) Remove rocker arms. (Refer to 9 - ENGINE/CYLINDER HEAD/ROCKER ARMS - REMOVAL).
- (19) Remove cylinder head bolts in REVERSE sequence of tightening.
- (20) Remove cylinder head from engine block.
- (21) Inspect and clean cylinder head. (Refer to 9 - ENGINE/CYLINDER HEAD - INSPECTION) (Refer to 9 - ENGINE/CYLINDER HEAD - CLEANING)

CLEANING

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

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

CYLINDER HEAD (Continued)

Remove all gasket material from cylinder head and block (Refer to 9 - ENGINE - STANDARD PROCEDURE). Be careful not to gouge or scratch the aluminum head sealing surface.

Clean all engine oil passages.

INSPECTION

- (1) Cylinder head must be flat within 0.1 mm (0.004 in.) (Fig. 6).
- (2) Inspect camshaft bearing journals for scoring.

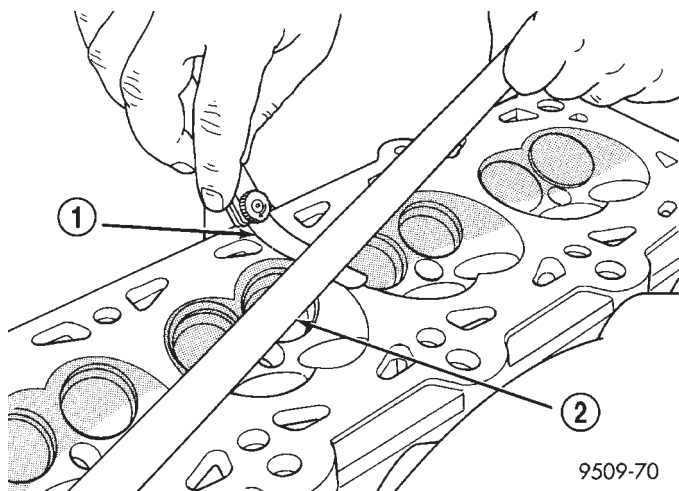


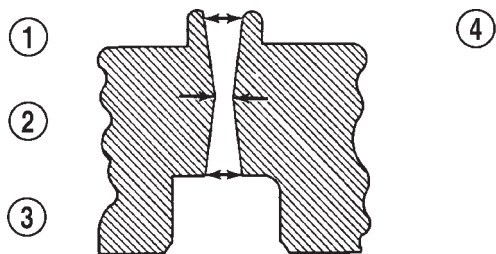
Fig. 6 Checking Cylinder Head Flatness

- 1 - FEELER GAUGE
- 2 - STRAIGHT EDGE

(3) Remove carbon and varnish deposits from inside of valve guides with a reliable guide cleaner.

(4) Using a small hole gauge and a micrometer, measure valve guides in 3 places top, middle and bottom (Fig. 7). (Refer to 9 - ENGINE - SPECIFICATIONS) Replace guides if they are not within specification.

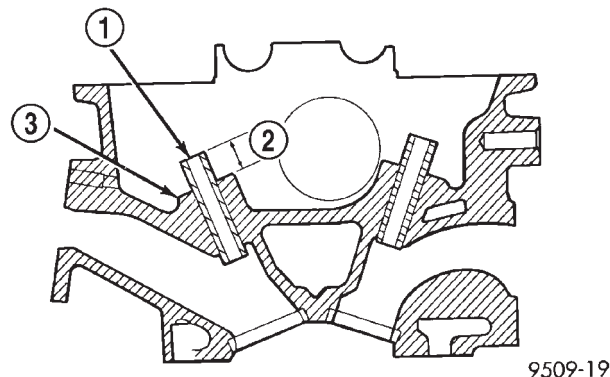
(5) Check valve guide height (Fig. 8).



9109-98

Fig. 7 Checking Wear on Valve Guide—Typical

- 1 - TOP
- 2 - MIDDLE
- 3 - BOTTOM
- 4 - CUT AWAY VIEW OF VALVE GUIDE MEASUREMENT LOCATIONS



9509-19

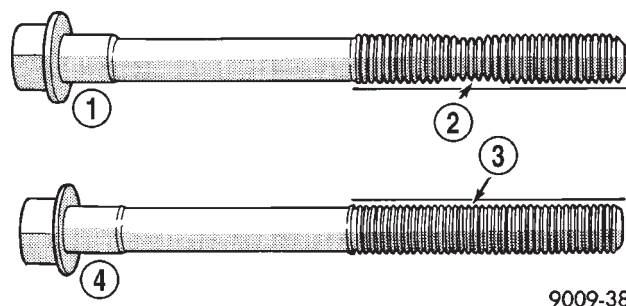
Fig. 8 Valve Guide Height

- 1 - VALVE GUIDE
- 2 - 13.25 - 13.75 MM (.521 - .541 IN.)
- 3 - SPRING SEAT

INSTALLATION - CYLINDER HEAD

NOTE: The Cylinder head bolts should be examined **BEFORE** reuse. If the threads are necked down, the bolts must be replaced (Fig. 9).

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



9009-38

Fig. 9 Checking Bolts for Stretching (Necking)

- 1 - STRETCHED BOLT
- 2 - THREADS ARE NOT STRAIGHT ON LINE
- 3 - THREADS ARE STRAIGHT ON LINE
- 4 - UNSTRETCHED BOLT

(1) Before installing the bolts, the threads should be coated with engine oil.

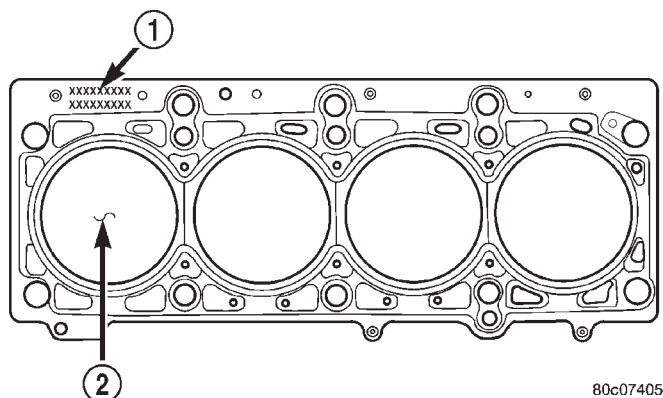
(2) Position cylinder head gasket on engine block (Fig. 10).

(3) Install cylinder head on engine block.

(4) Tighten the cylinder head bolts in the sequence shown in (Fig. 11). Using the 4 step torque turn method, tighten according to the following values:

- First All to 34 N·m (25 ft. lbs.)
- Second All to 68 N·m (50 ft. lbs.)

CYLINDER HEAD (Continued)

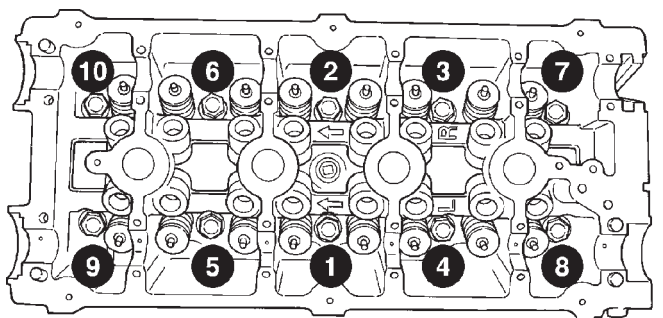
**Fig. 10 Cylinder Head Gasket Positioning**

- 1 - PART NUMBER FACES UP
2 - NO. 1 CYLINDER

- Third All to 68 N·m (50 ft. lbs.)

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

- Fourth Turn an additional 1/4 Turn,

**Fig. 11 Cylinder Head Tightening Sequence**

(5) Install rocker arms. (Refer to 9 - ENGINE/CYLINDER HEAD/ROCKER ARMS - INSTALLATION)

(6) Install camshafts. (Refer to 9 - ENGINE/CYLINDER HEAD/CAMSHAFT(S) - INSTALLATION).

(7) Install cylinder head cover. (Refer to 9 - ENGINE/CYLINDER HEAD/CYLINDER HEAD COVER(S) - INSTALLATION)

(8) Install timing belt rear cover and timing belt idler pulley. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT / CHAIN COVER(S) - INSTALLATION)

(9) Install timing belt and camshaft sprockets. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - INSTALLATION)

(10) Connect cam sensor and fuel injectors wiring connectors.

(11) Install ignition coil and wires. Connect ignition coil wiring connector.

(12) Install accessory drive bracket.

(13) Install power steering pump to cylinder head.

(14) Raise vehicle and install the exhaust pipe to the manifold.

(15) Install accessory drive belts. (Refer to 7 - COOLING/ACCESSORY DRIVE/DRIVE BELTS - INSTALLATION)

(16) Install heater tube support bracket to cylinder head.

(17) Install intake manifold.

(18) Connect all vacuum lines, electrical wiring, ground straps and fuel line.

(19) Fill cooling system. (Refer to 7 - COOLING - STANDARD PROCEDURE)

(20) Connect battery negative cable.

CAMSHAFT OIL SEAL(S)

REMOVAL

(1) Remove timing belt. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - REMOVAL)

(2) Hold each camshaft sprocket with Special Tool 6847 while removing center bolt (Fig. 12).

(3) Remove camshaft sprockets.

(4) Remove exhaust camshaft target ring.

(5) Remove exhaust camshaft sensor.

CAUTION: Inspect sensor and target ring for excessive wear. Clean sensor face and install new spacer pad.

(6) Remove rear timing belt cover. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT / CHAIN COVER(S) - REMOVAL)

(7) Remove camshaft seal using Special Tool C-4679-A (Fig. 13).

CAUTION: Do not nick shaft seal surface or seal bore.

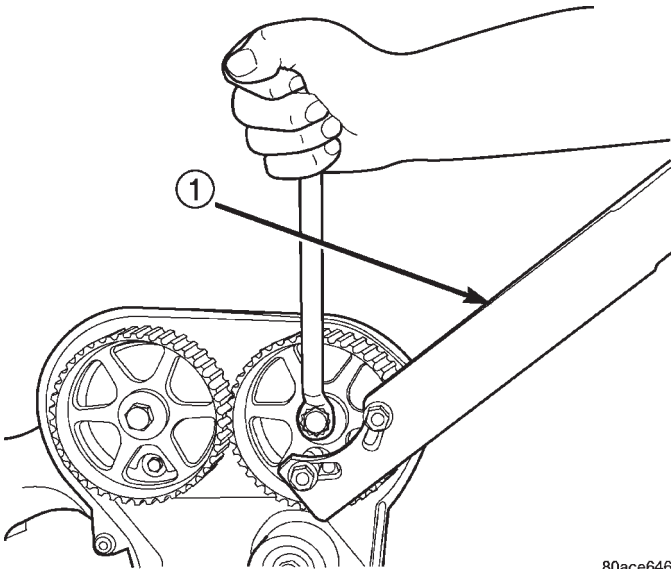
INSTALLATION

NOTE: Clean and inspect sensor and target ring for excessive wear. Clean sensor face and always install a new spacer pad.

(1) Shaft seal surface must be free of varnish, dirt or nicks. Polish with 400 grit paper if necessary.

(2) Install camshaft seals into cylinder head using Special Tool MD-998306 until flush with head (Fig. 14).

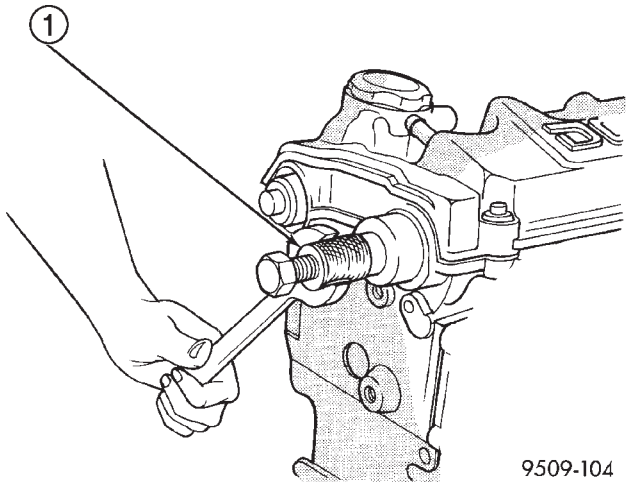
CAMSHAFT OIL SEAL(S) (Continued)



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Fig. 12 Camshaft Sprocket - Removal/Installation

1 - SPECIAL TOOL 6847



9509-104

Fig. 13 Camshaft Oil Seal - Removal With C-4679-A

1 - SPECIAL TOOL C-4679

(3) Install timing belt rear cover. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT / CHAIN COVER(S) - INSTALLATION)

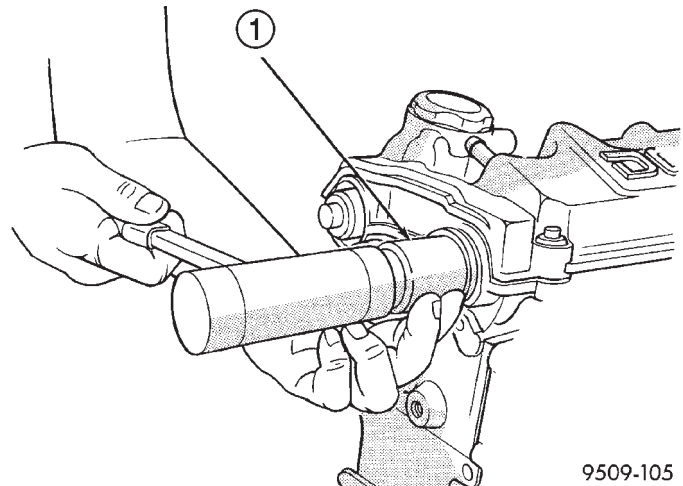
NOTE: Target ring tab should provide positive snap-on fit on the camshaft.

(4) Install exhaust camshaft target ring with the word **FRONT** facing forward.

(5) Install exhaust camshaft sensor.

(6) Install camshaft sprockets. Hold each sprocket with Special Tool 6847 and tighten center bolt to 101 N·m (75 ft. lbs.).

(7) Install timing belt and front covers. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT/CHAIN



9509-105

Fig. 14 Camshaft Seal - Installation

1 - SPECIAL TOOL MD 998306

AND SPROCKETS - INSTALLATION) (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT / CHAIN COVER(S) - INSTALLATION)

CAMSHAFT(S)

DESCRIPTION

Both nodular iron camshafts have six bearing journal surfaces and two cam lobes per cylinder (Fig. 15). Flanges at the rear journals control camshaft end play. Provision for a cam position sensor is located on the exhaust camshaft on the front of the cylinder head. A hydrodynamic oil seal is used for oil control at the front of the camshaft.

OPERATION

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

STANDARD PROCEDURE - CAMSHAFT END-PLAY

(1) Oil camshaft journals and install camshaft **WITHOUT** cam follower assemblies. Install rear cam caps and tighten screws to specified torque.

(2) Using a suitable tool, move camshaft as far rearward as it will go.

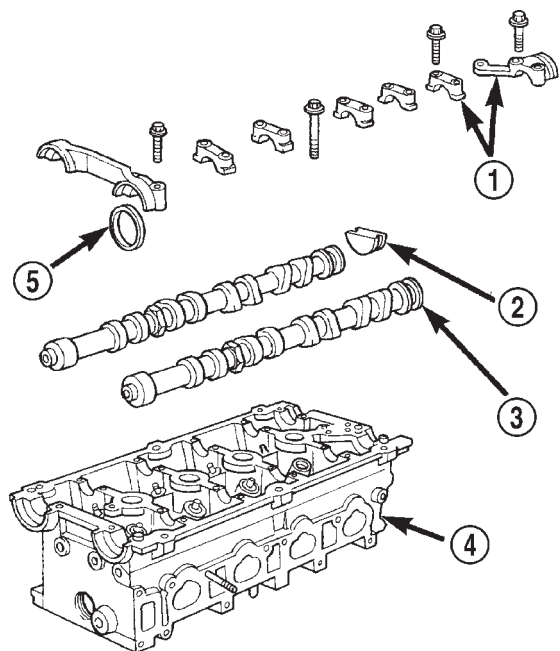
(3) Zero dial indicator (Fig. 16).

(4) Move camshaft as far forward as it will go.

(5) Record reading on dial indicator. For end play specification, (Refer to 9 - ENGINE - SPECIFICATIONS).

(6) If end play is excessive, check cylinder head and camshaft for wear; replace as necessary.

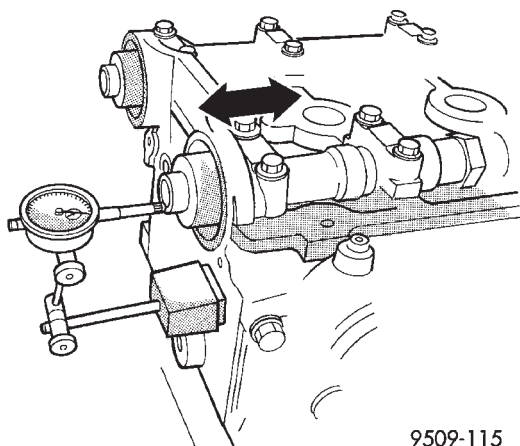
CAMSHAFT(S) (Continued)



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Fig. 15 Camshafts

- CAM PLUG - NOT SHOWN
 1 - CAMSHAFT BEARING CAPS
 2 - PLUG
 3 - CAMSHAFT
 4 - CYLINDER HEAD
 5 - CAMSHAFT OIL SEAL



9509-115

Fig. 16 Camshaft End Play - Typical**REMOVAL**

- (1) Remove cylinder head cover. (Refer to 9 - ENGINE/CYLINDER HEAD/CYLINDER HEAD COVER(S) - REMOVAL)
- (2) Remove camshaft position sensor and camshaft target magnet. (Refer to 8 - ELECTRICAL/IGNITION CONTROL/CAMSHAFT POSITION SENSOR - REMOVAL)
- (3) Remove timing belt. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - REMOVAL)

(4) Remove camshaft sprockets and timing belt rear cover. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT / CHAIN COVER(S) - REMOVAL)

(5) Bearing caps are identified for location. Remove the outside bearing caps first (Fig. 17).

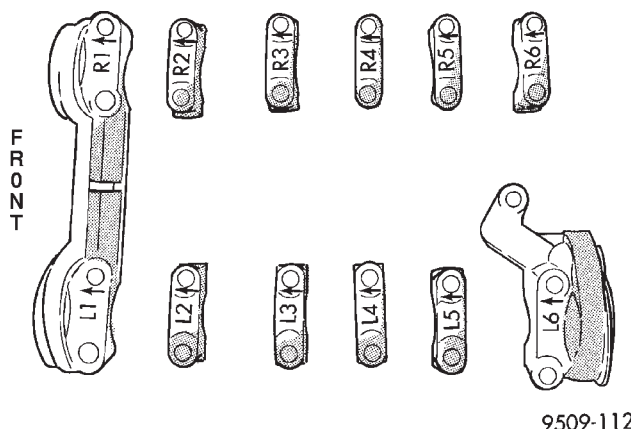
(6) Loosen the camshaft bearing cap attaching fasteners in sequence shown (Fig. 18) one camshaft at a time.

CAUTION: Camshafts are not interchangeable. The intake cam number 6 thrust bearing face spacing is wider.

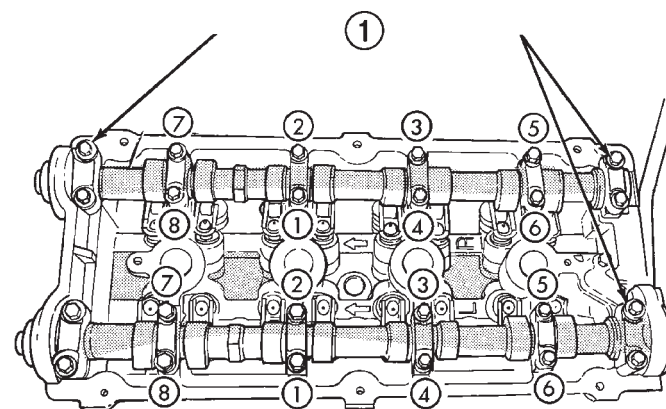
(7) Identify the camshafts before removing from the head. The camshafts are not interchangeable.

(8) Remove camshafts from cylinder head.

NOTE: If removing rocker arms, identify for reinstallation in the original position.



9509-112

Fig. 17 Camshaft Bearing Cap Identification

9509-113

Fig. 18 Camshaft Bearing Cap - Removal

- 1 - REMOVE OUTSIDE BEARING CAPS FIRST

CLEANING

Clean camshaft with a suitable solvent.

CAMSHAFT(S) (Continued)

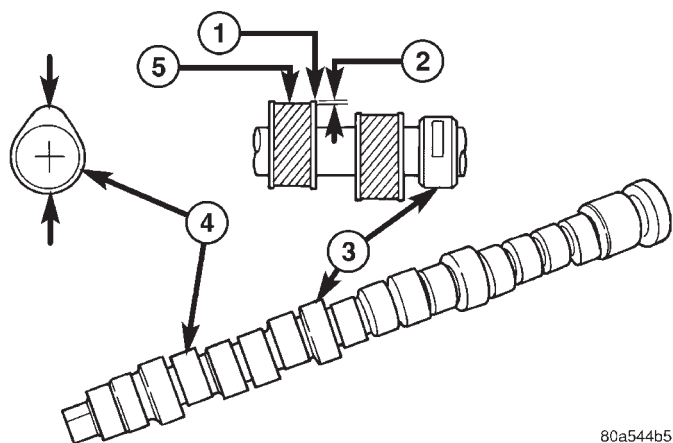
INSPECTION

(1) Inspect camshaft bearing journals for damage and binding (Fig. 19). If journals are binding, check the cylinder head for damage. Also check cylinder head oil holes for clogging.

(2) Check the cam lobe and bearing surfaces for abnormal wear and damage. Replace camshaft if defective.

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

(3) Measure the lobe actual wear (unworn area - wear zone = actual wear) (Fig. 19) and replace camshaft if out of limit. Standard value is 0.0254 mm (0.001 in.), wear **limit** is 0.254 mm (0.010 in.).



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Fig. 19 Checking Camshaft(s) for Wear

- 1 - UNWORN AREA
- 2 - ACTUAL WEAR
- 3 - BEARING JOURNAL
- 4 - LOBE
- 5 - WEAR ZONE

INSTALLATION

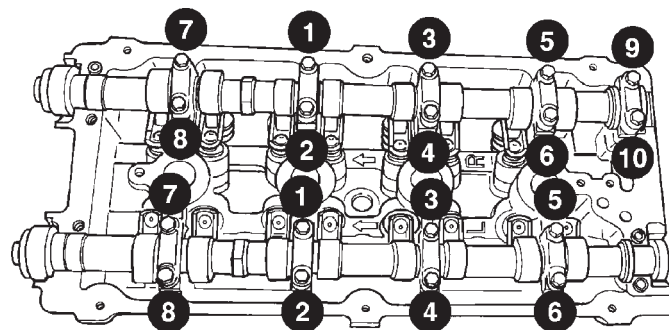
CAUTION: Ensure that **NONE** of the pistons are at top dead center when installing the camshafts.

(1) Lubricate all camshaft bearing journals, rocker arms and camshaft lobes.

(2) Install all rocker arms in original positions, if reused.

(3) Position camshafts on cylinder head bearing journals. Install right and left camshaft bearing caps No. 2 – 5 and right No. 6. Tighten M6 fasteners to 12 N·m (105 in. lbs.) in sequence shown in (Fig. 20).

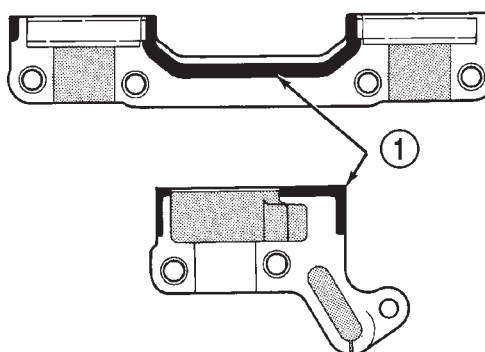
(4) Apply Mopar® Gasket Maker to No. 1 and No. 6 bearing caps (Fig. 21). Install bearing caps and tighten M8 fasteners to 28 N·m (250 in. lbs.).



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Fig. 20 Camshaft Bearing Cap Tightening Sequence

FRONT CAM CAP



LEFT REAR CAM CAP

9509-117

Fig. 21 Camshaft Bearing Cap Sealing

1 - 1.5 mm (.060 in.) DIAMETER BEAD OF MOPAR GASKET MAKER

NOTE: Bearing end caps must be installed before seals can be installed.

(5) Install camshaft oil seals. (Refer to 9 - ENGINE/CYLINDER HEAD/CAMSHAFT OIL SEAL(S) - INSTALLATION)

(6) Install camshaft target magnet and camshaft position sensor.

(7) Install cylinder head cover. (Refer to 9 - ENGINE/CYLINDER HEAD/CYLINDER HEAD COVER(S) - INSTALLATION)

(8) Install timing belt rear cover and camshaft sprocket. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT / CHAIN COVER(S) - INSTALLATION)

(9) Install timing belt. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - INSTALLATION)

CYLINDER HEAD COVER

REMOVAL

- (1) Remove intake manifold. (Refer to 9 - ENGINE/MANIFOLDS/INTAKE MANIFOLD - REMOVAL)
- (2) Remove ignition coil and spark plug wires.
- (3) Disconnect PCV and make-up air hoses from cylinder head cover.
- (4) Remove cylinder head cover bolts.
- (5) Remove cylinder head cover from cylinder head.

CLEANING

Clean cylinder head and cover mating surfaces using a suitable solvent.

INSPECTION

Inspect cover rails for flatness.

INSTALLATION

NOTE: Replace spark plug well seals and bolt assemblies when installing a new cylinder head cover gasket.

- (1) Install new cylinder head cover gaskets and spark plug well seals (Fig. 22).

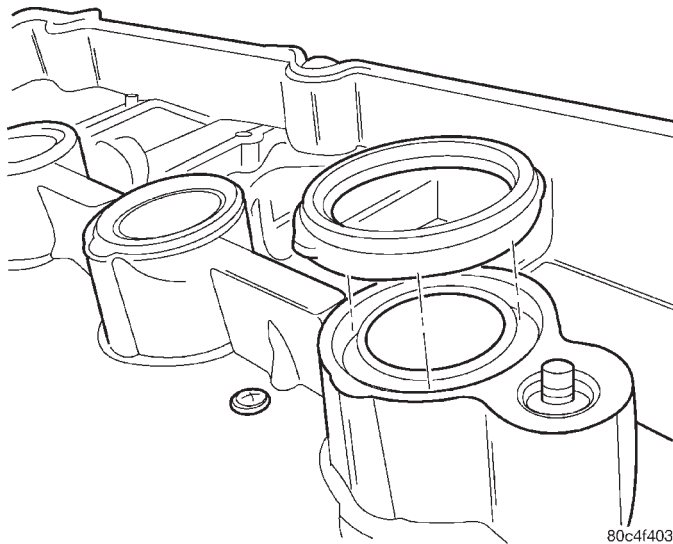


Fig. 22 Spark Plug Well Seals

- (2) Replace cylinder head cover bolt assemblies (Fig. 23).

CAUTION: Do not allow oil or solvents to contact the timing belt as they can deteriorate the rubber and cause tooth skipping.

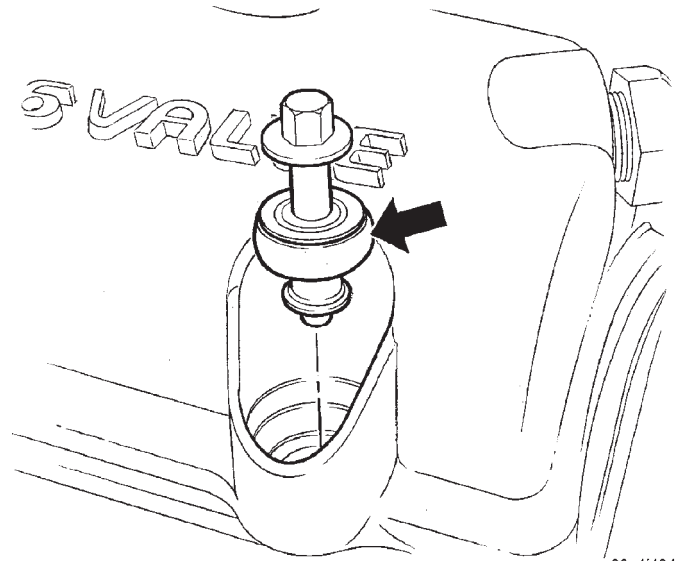


Fig. 23 Cylinder Head Cover Bolt Assembly

- (3) Apply Mopar® Engine RTV GEN II at the camshaft cap corners and at the top edges of the 1/2 round seal (Fig. 24).

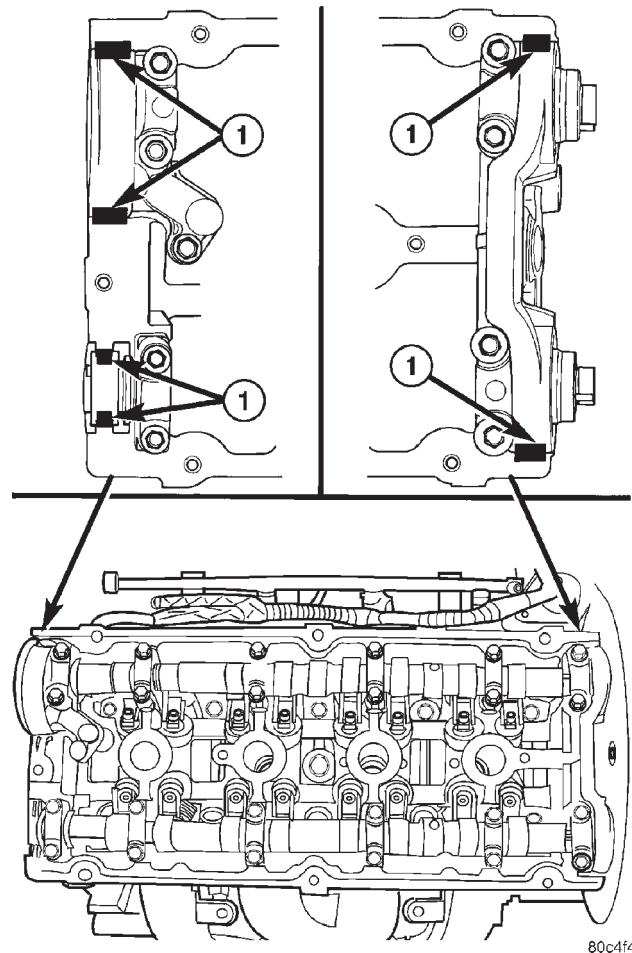


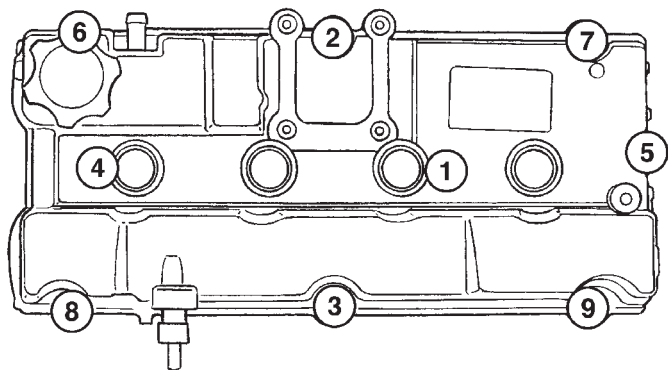
Fig. 24 Sealer Locations - Typical

1 - SEALER LOCATION

CYLINDER HEAD COVER (Continued)

(4) Install cylinder head cover assembly to cylinder head. Install all bolts, ensuring the two (2) bolts containing the sealing washer are located in the center locations of cover. Tighten bolts in sequence shown in (Fig. 25). Using a 3 step torque method as follows:

- (a) Tighten all bolts to 4.5 N·m (40 in. lbs.).
- (b) Tighten all bolts to 9.0 N·m (80 in. lbs.).
- (c) Tighten all bolts to 12 N·m (105 in. lbs.).



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Fig. 25 CYLINDER HEAD TIGHTENING SEQUENCE

- (5) Install intake manifold.
- (6) Install ignition coil and spark plug wires. Tighten fasteners to 12 N·m (105 in. lbs.).
- (7) If the PCV valve was removed, apply Mopar® Thread Sealant with Teflon to threads and install valve to cylinder head cover. Tighten PCV valve to 8 N·m (70 in. lbs.).
- (8) Connect PCV and make-up air hoses to cylinder head cover.

INTAKE/EXHAUST VALVES & SEATS

DESCRIPTION

The four valves per cylinder are opened by using roller rocker arms which pivot on hydraulic lash adjusters. The valves have chrome plated valve stems. Viton rubber valve stem seals are integral with the spring seats. They have chrome plated stems to prevent scuffing. Viton rubber valve stem seals are integral with the spring seats. The valves, spring retainers, and locks, are the 3 - bead lock design

CLEANING

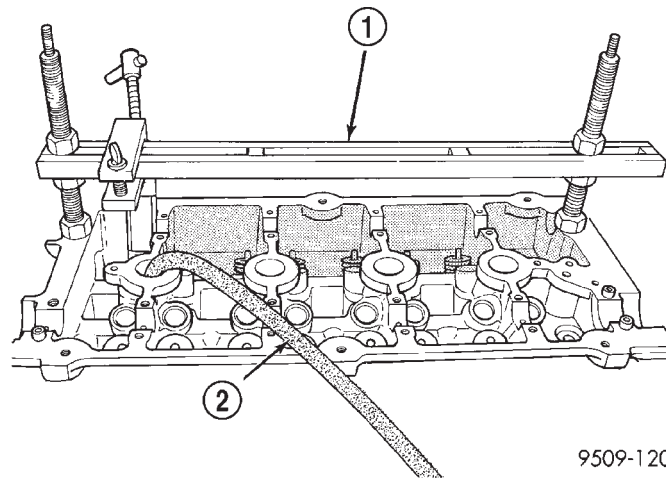
(1) Clean all valves thoroughly and discard burned, warped and cracked valves.

VALVE SPRINGS

REMOVAL

REMOVAL - CYLINDER HEAD ON

- (1) Remove camshafts.
- (2) Rotate crankshaft until piston is at TDC on compression.
- (3) With air hose attached to adapter tool installed in spark plug hole, apply 90-120 psi air pressure.
- (4) Using Special Tool MD-998772-A with adapter 6779 (Fig. 26), compress valve springs and remove valve locks.
- (5) Remove valve spring(s).
- (6) Remove valve stem seal(s) by using valve stem seal tool (Fig. 28).



9509-120

Fig. 26 Valve Spring - Removal/Installation

- 1 - VALVE SPRING COMPRESSOR MD 998772A
- 2 - AIR HOSE

REMOVAL - CYLINDER HEAD OFF

- (1) With cylinder head removed from cylinder block, compress valve springs using a universal valve spring compressor.
- (2) Remove valve retaining locks, valve spring retainers, valve stem seals and valve springs.
- (3) Before removing valves, **remove any burrs from valve stem lock grooves to prevent damage to the valve guides.** Identify valves, locks and retainers to insure installation in original location.
- (4) Inspect the valves. (Refer to 9 - ENGINE/CYLINDER HEAD/VALVE SPRINGS - INSPECTION)

VALVE SPRINGS (Continued)

INSPECTION

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

- Valve Closed Nominal Tension—76 lbs. @ 38.0 mm (1.50 in.)
- Valve Open Nominal Tension—136 lbs. @ 29.75 mm (1.17 in.)

(2) Inspect each valve spring for squareness with a steel square and surface plate, test springs from both ends. If the spring is more than 1.5 mm (1/16 inch) out of square, install a new spring.

INSTALLATION

INSTALLATION - CYLINDER HEAD ON

(1) Install valve seal/valve spring seat assembly (Fig. 27). Push the assembly down to seat it onto the valve guide.

(2) Install valve spring and retainer, use Special Tool MD-998772-A with adapter 6779 to compress valve springs only enough to install locks. Correct alignment of tool is necessary to avoid nicking valve stems.

(3) Remove air hose and install spark plugs.

(4) Install camshafts and cylinder head cover .

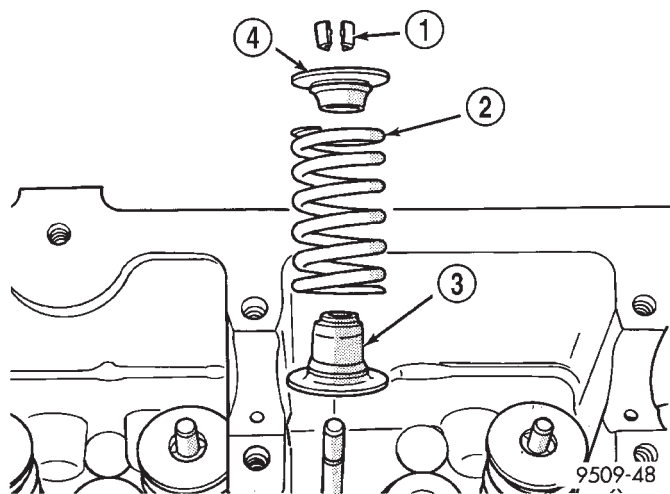


Fig. 27 Valve Stem Seal/Valve Spring Seat - Typical

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

INSTALLATION - CYLINDER HEAD OFF

(1) Coat valve stems with clean engine oil and insert in cylinder head.

(2) Install new valve stem seals on all valves using a valve stem seal tool (Fig. 28). The valve stem seals should be pushed firmly and squarely over valve guide.

CAUTION: When oversize valves are used, the corresponding oversize valve seal must also be used. Excessive guide wear may result if oversize seals are not used with oversize valves.

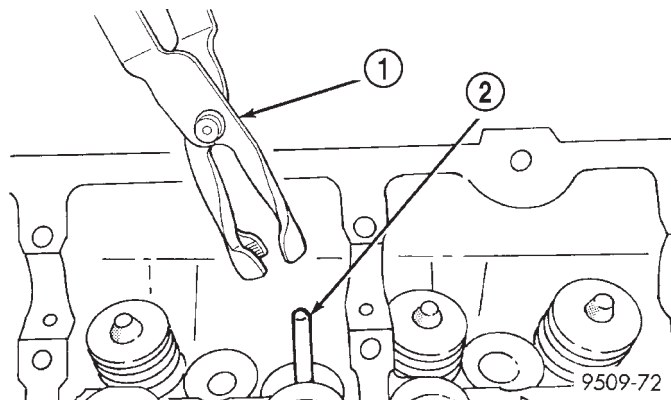


Fig. 28 Valve Stem Oil Seal Tool

- 1 - VALVE SEAL TOOL
- 2 - VALVE STEM

(3) Install valve springs and retainers. Compress valve springs only enough to install locks, taking care not to misalign the direction of compression. Nicked valve stems may result from misalignment of the valve spring compressor.

CAUTION: When depressing the valve spring retainers with valve spring compressor the locks can become dislocated. Ensure both locks are in the correct location after removing tool.

(4) Check the valve spring installed height B after refacing the valve and seat (Fig. 29). Make sure measurements are taken from top of spring seat to the bottom surface of spring retainer. If height is greater than 38.75 mm (1.525 in.), install a 0.762 mm (0.030 in.) spacer under the valve spring seat to bring spring height back within specification.

HYDRAULIC LIFTERS

DIAGNOSIS AND TESTING - LASH ADJUSTER (TAPPET) NOISE DIAGNOSIS

A tappet-like noise may be produced from several items. Check the following items.

(1) Engine oil level too high or too low. This may cause aerated oil to enter the adjusters and cause them to be spongy.

HYDRAULIC LIFTERS (Continued)

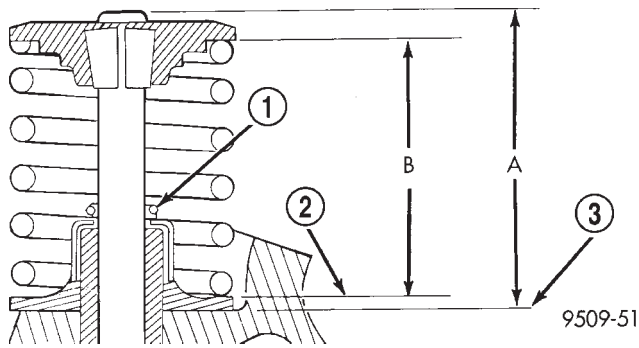


Fig. 29 Checking Spring Installed Height and Valve Tip Height Dimensions

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

(2) Insufficient running time after rebuilding cylinder head. Low speed running up to 1 hour may be required.

(3) During this time, turn engine off and let set for a few minutes before restarting. Repeat this several times after engine has reached normal operating temperature.

(4) Low oil pressure.

(5) The oil restrictor (integral to the head gasket) in the vertical oil passage to the cylinder head is plugged with debris.

(6) Air ingested into oil due to broken or cracked oil pump pick up.

(7) Worn valve guides.

(8) Rocker arm ears contacting valve spring retainer.

(9) Rocker arm loose, adjuster stuck or at maximum extension and still leaves lash in the system.

(10) Faulty lash adjuster.

a. Check lash adjusters for sponginess while installed in cylinder head. Depress part of rocker arm over adjuster. Normal adjusters should feel very firm. Spongy adjusters can be bottomed out easily.

b. Remove suspected lash adjusters, and replace as necessary.

REMOVAL

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

(1) Remove cylinder head cover. (Refer to 9 - ENGINE/CYLINDER HEAD/CYLINDER HEAD COVER(S) - REMOVAL)

(2) Remove the camshafts (Refer to 9 - ENGINE/CYLINDER HEAD/CAMSHAFT(S) - REMOVAL).

(3) Remove rocker arm. (Refer to 9 - ENGINE/CYLINDER HEAD/ROCKER ARMS - REMOVAL)

(4) Remove hydraulic lifter (Fig. 30).

(5) Repeat removal procedure for each hydraulic lifter.

(6) If reusing, mark each hydraulic lifter for reassembly in original position. Lifters are serviced as an assembly.

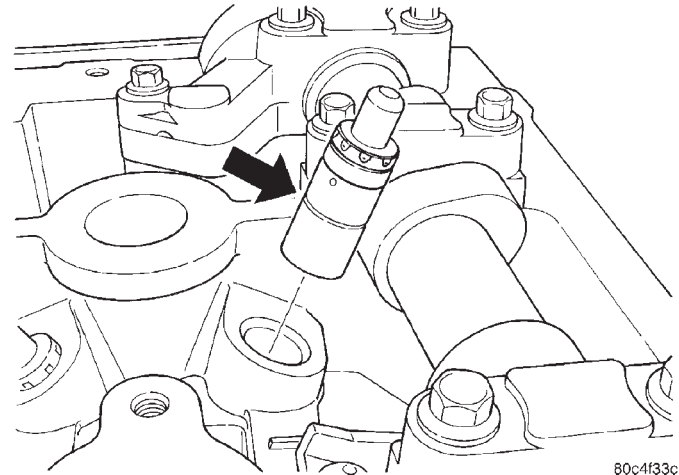


Fig. 30 Hydraulic Lash Adjuster

INSTALLATION

(1) Install hydraulic lifter (Fig. 30). Ensure the lifters are at least partially full of engine oil. This is indicated by little or no plunger travel when the lifter is depressed.

(2) Install rocker arm. (Refer to 9 - ENGINE/CYLINDER HEAD/ROCKER ARMS - INSTALLATION)

(3) Repeat installation procedure for each hydraulic lifter.

(4) Install camshafts (Refer to 9 - ENGINE/CYLINDER HEAD/CAMSHAFT(S) - INSTALLATION).

(5) Install cylinder head cover. (Refer to 9 - ENGINE/CYLINDER HEAD/CYLINDER HEAD COVER(S) - INSTALLATION)

ROCKER ARMS

REMOVAL

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

(1) Remove cylinder head cover. (Refer to 9 - ENGINE/CYLINDER HEAD/CYLINDER HEAD COVER(S) - REMOVAL)

(2) Remove fuel rail. (Refer to 14 - FUEL SYSTEM/FUEL DELIVERY/FUEL RAIL - REMOVAL)

(3) Remove spark plugs.

(4) Rotate engine until the camshaft lobe, on the follower being removed, is position on its base circle (heel). Also, the piston should be a minimum of 6.3 mm (0.25 in) below TDC position.

ROCKER ARMS (Continued)

CAUTION: If cam follower assemblies are to be reused, always mark position for reassembly in their original positions.

(5) Using Special Tools 8215 and 8436 slowly depress valve assembly until rocker arm can be removed (Fig. 31).

NOTE: It may be necessary to remove additional brackets or components to allow clearance for tool handle movement.

(6) Repeat removal procedure for each rocker arm.

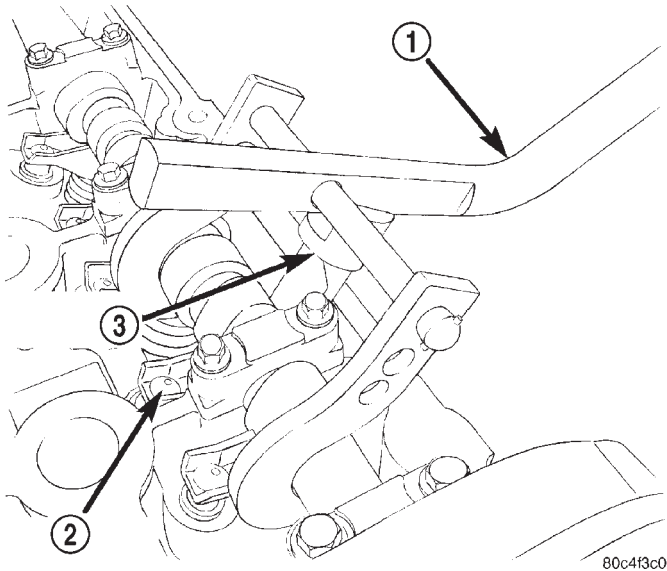


Fig. 31 Rocker Arm - Removal/Installation

- 1 - SPECIAL TOOL 8215
- 2 - ROCKER ARM
- 3 - SPECIAL TOOL 8436

INSPECTION

Inspect the rocker arm for wear or damage (Fig. 32). Replace as necessary.

INSTALLATION

- (1) Lubricate rocker arm with clean engine oil.
- (2) Using Special Tools 8215 and 8436 slowly depress valve assembly until rocker arm can be installed on the hydraulic lifter and valve stem.
- (3) Repeat installation procedure for each rocker arm.
- (4) Install spark plugs.
- (5) Install fuel rail. (Refer to 14 - FUEL SYSTEM/FUEL DELIVERY/FUEL RAIL - INSTALLATION)
- (6) Install cylinder head cover. (Refer to 9 - ENGINE/CYLINDER HEAD/CYLINDER HEAD COVER(S) - INSTALLATION)

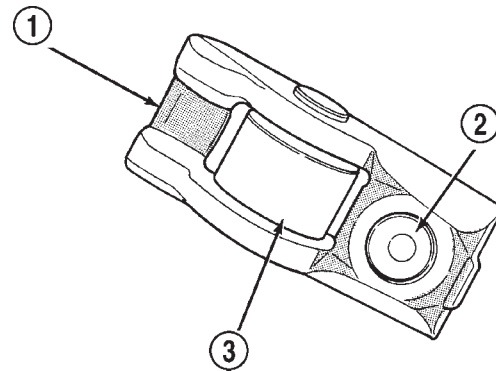


Fig. 32 Rocker Arm - Typical

- 1 - TIP
- 2 - LASH ADJUSTER POCKET
- 3 - ROLLER

ENGINE BLOCK

DESCRIPTION

The cast iron cylinder block is a two-piece assembly, consisting of the cylinder block and bedplate (Fig. 33). The bedplate incorporates the main bearing caps and bolts to the cylinder block. This design offers a much stronger lower end and increased cylinder block rigidity. The rear oil seal retainer is integral with the block. The bedplate and block are serviced as an assembly.

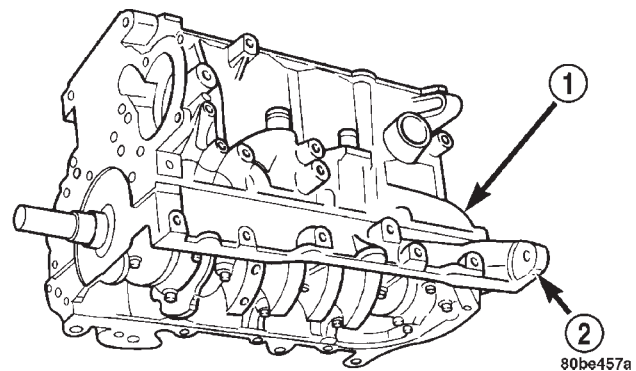


Fig. 33 2.4L Cylinder Block and Bedplate - Typical

- 1 - CYLINDER BLOCK
- 2 - BEDPLATE

STANDARD PROCEDURE

STANDARD PROCEDURE - PISTON TO CYLINDER BORE FITTING

Piston and cylinder wall must be clean and dry. Piston diameter should be measured 90 degrees to piston pin about 14 mm (9/16 inch.) from the bottom of the skirt as shown in (Fig. 35). Cylinder bores should be measured halfway down the cylinder bore and transverse to the engine crankshaft center line

ENGINE BLOCK (Continued)

shown in (Fig. 34). Refer to for Engine Specifications (Refer to 9 - ENGINE - SPECIFICATIONS). Correct piston to bore clearance must be established in order to assure quiet and economical operation.

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

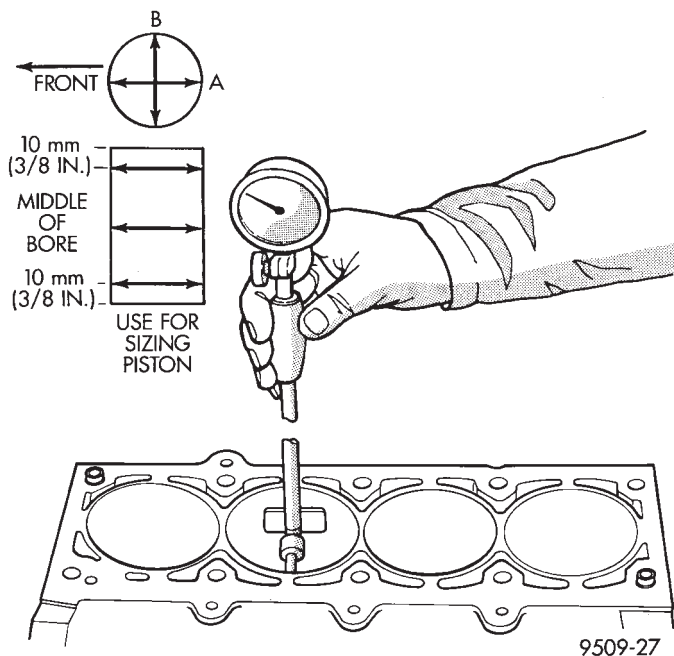


Fig. 34 Checking Cylinder Bore - Typical

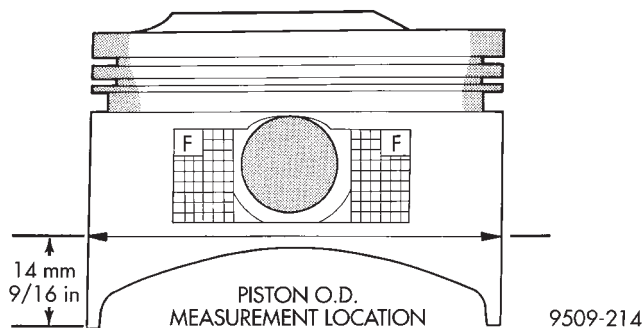


Fig. 35 Piston Measurement - Typical

STANDARD PROCEDURE - CYLINDER BORE HONING

(1) Used carefully, the cylinder bore resizing hone, recommended tool C-823 or equivalent, equipped with 220 grit stones, is the best tool for this honing procedure. In addition to deglazing, it will reduce taper and out-of-round as well as removing light scuffing, scoring or scratches. Usually a few strokes will clean up a bore and maintain the required limits.

(2) Deglazing of the cylinder walls may be done using a cylinder surfacing hone, recommended tool

C-3501 or equivalent, equipped with 280 grit stones, if the cylinder bore is straight and round. 20–60 strokes depending on the bore condition, will be sufficient to provide a satisfactory surface. Use a light honing oil. **Do not use engine or transmission oil, mineral spirits or kerosene.** Inspect cylinder walls after each 20 strokes.

(3) Honing should be done by moving the hone up and down fast enough to get a cross-hatch pattern. When hone marks **intersect** at 40–60 degrees, the cross hatch angle is most satisfactory for proper seating of rings (Fig. 36).

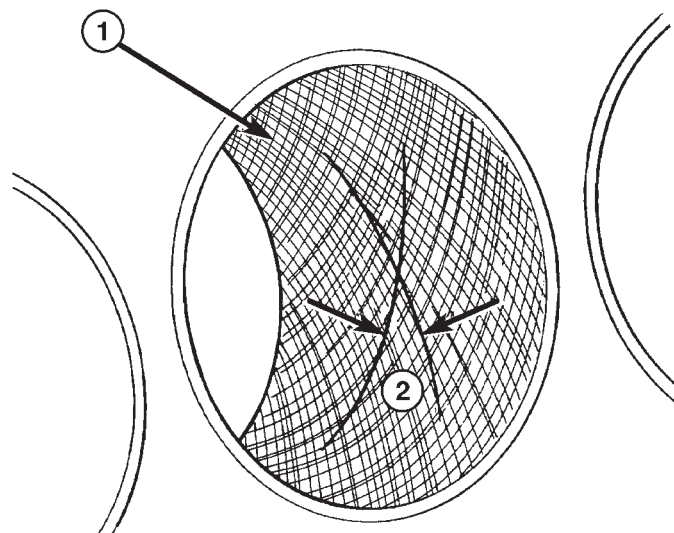


Fig. 36 Cylinder Bore Cross-Hatch Pattern

- 1 - CROSS-HATCH PATTERN
- 2 - 40°–60°

(4) A controlled hone motor speed between 200–300 RPM is necessary to obtain the proper cross-hatch angle. The number of up and down strokes per minute can be regulated to get the desired 40–60 degree angle. Faster up and down strokes increase the cross-hatch angle.

(5) After honing, it is necessary that the block be cleaned again to remove all traces of abrasive.

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

CLEANING

Clean cylinder block thoroughly using a suitable cleaning solvent.

ENGINE BLOCK (Continued)

INSPECTION

ENGINE BLOCK

(1) Clean cylinder block thoroughly and check all core hole plugs for evidence of leaking.

(2) If new core plugs are to be installed, (Refer to 9 - ENGINE - STANDARD PROCEDURE - ENGINE CORE AND OIL GALLERY PLUGS).

(3) Examine block and cylinder bores for cracks or fractures.

(4) Check block deck surfaces for flatness. Deck surface must be within service limit of 0.1 mm (0.004 in.).

CYLINDER BORE

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

The cylinder walls should be checked for out-of-round and taper with Tool C119 or equivalent (Fig. 37) (Refer to 9 - ENGINE - SPECIFICATIONS). If the cylinder walls are badly scuffed or scored, the cylinder block should be replaced, and new pistons and rings fitted.

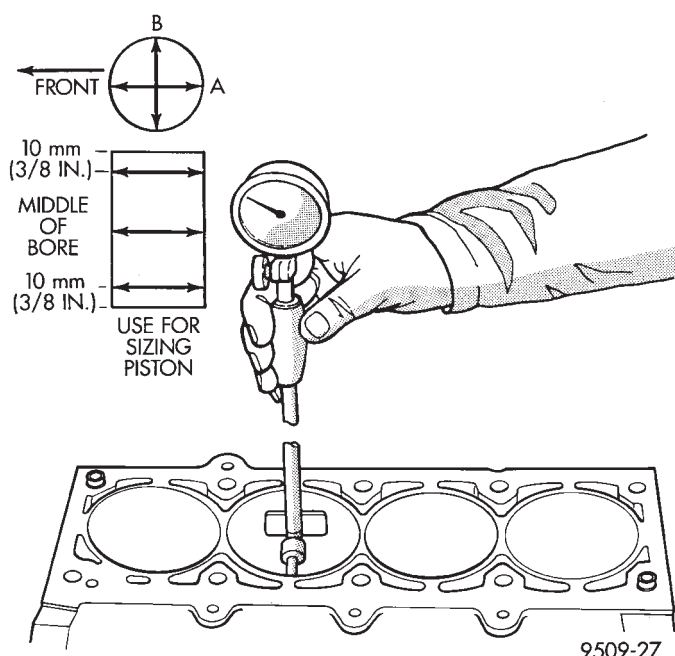


Fig. 37 Checking Cylinder Bore Size

Measure the cylinder bore at three levels in directions A and B (Fig. 37). Top measurement should be 10 mm (3/8 in.) down and bottom measurement should be 10 mm (3/8 in.) up from bottom of bore. (Refer to 9 - ENGINE - SPECIFICATIONS).

CONNECTING ROD BEARINGS

STANDARD PROCEDURE

CONNECTING ROD - FITTING

(1) For measuring connecting rod bearing clearance procedure and use of Plastigage (Refer to 9 - ENGINE - STANDARD PROCEDURE). For bearing clearance refer to Engine Specifications. (Refer to 9 - ENGINE - SPECIFICATIONS)

NOTE: The rod bearing bolts should not be reused.

(2) Before installing the **NEW** bolts the threads should be oiled with clean engine oil.

(3) Install each bolt finger tight then alternately torque each bolt to assemble the cap properly.

(4) Tighten the bolts to 27 N·m PLUS 1/4 turn (20 ft. lbs. PLUS 1/4 turn) **Do not use a torque wrench for last step.**

(5) Using a feeler gauge, check connecting rod side clearance (Fig. 38). Refer to clearance specifications (Refer to 9 - ENGINE - SPECIFICATIONS).

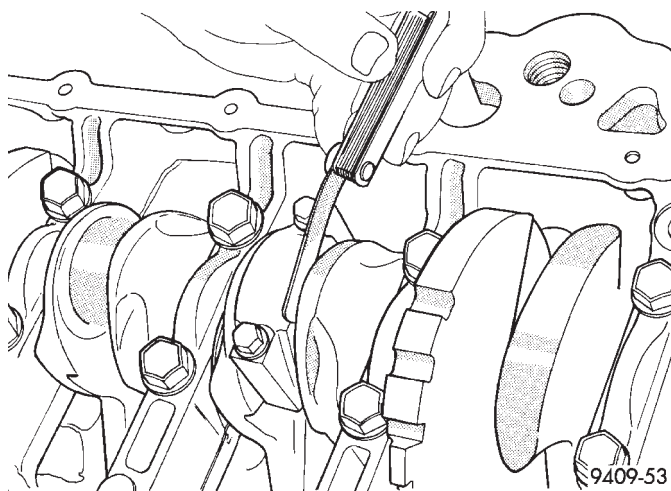


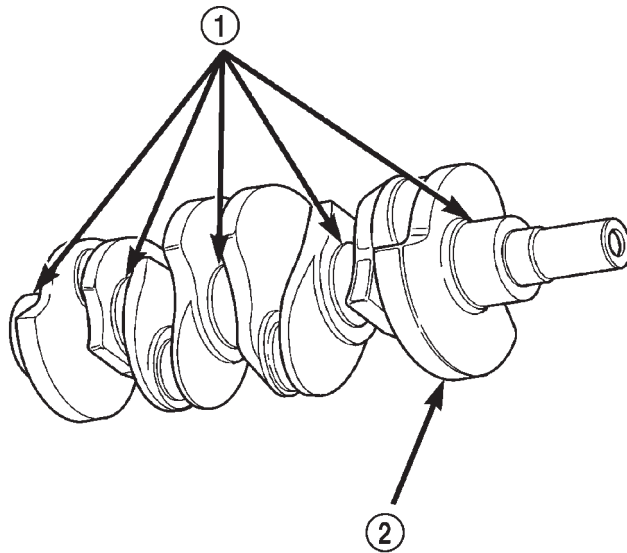
Fig. 38 Connecting Rod Side Clearance

CRANKSHAFT

DESCRIPTION

The crankshaft is made of nodular cast iron and includes five main bearing journals and four connecting rod journals (Fig. 39). The number three journal is the location for the thrust bearing. The mains and connecting rod journals have undercut fillet radiuses that are rolled for added strength. To optimize bearing loading, eight counterweights are used.

CRANKSHAFT (Continued)



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Fig. 39 Crankshaft - Typical

- 1 - MAIN BEARING JOURNALS
2 - COUNTER BALANCE WEIGHTS

OPERATION

The crankshaft transfers force generated by combustion within the cylinder to the flywheel or flex-plate.

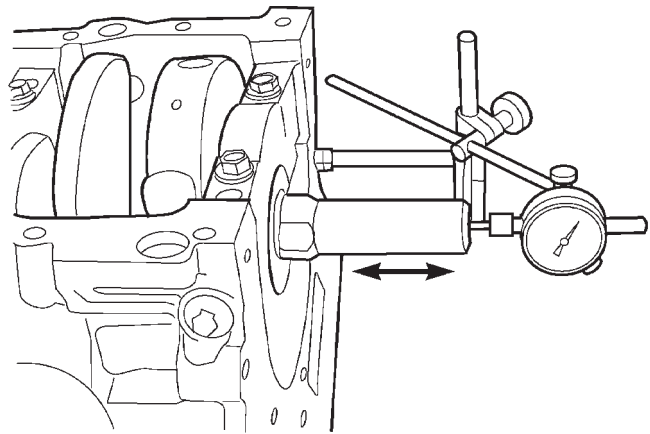
STANDARD PROCEDURE - CRANKSHAFT END PLAY

- (1) Using Dial Indicator C-3339 and Mounting Post L-4438, attach to front of engine, locating probe perpendicular on nose of crankshaft (Fig. 40).
- (2) Move crankshaft all the way to the rear of its travel.
- (3) Zero the dial indicator.
- (4) Move crankshaft all the way to the front and read the dial indicator. Refer to Engine Specifications.

REMOVAL

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

- (1) Remove engine assembly from vehicle. (Refer to 9 - ENGINE - REMOVAL)
- (2) Remove flex plate and crankshaft rear oil seal.
- (3) Mount engine on a repair stand.
- (4) Drain engine oil and remove oil filter.
- (5) Remove the oil pan. (Refer to 9 - ENGINE/LUBRICATION/OIL PAN - REMOVAL)
- (6) Remove the timing belt covers. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT / CHAIN COVER(S) - REMOVAL)



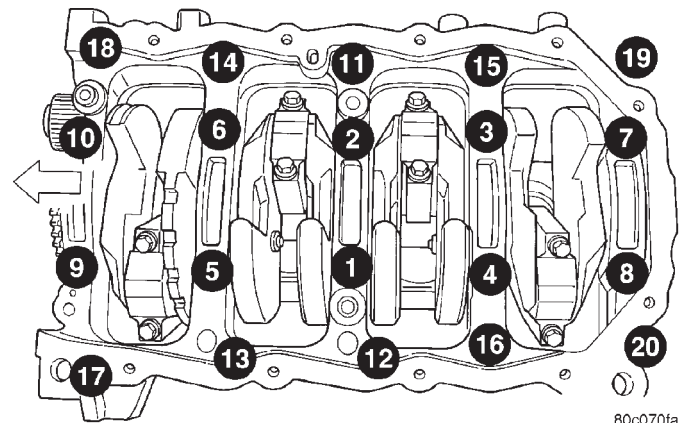
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Fig. 40 CHECKING CRANKSHAFT END PLAY

- (7) Remove the timing belt. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - REMOVAL)
- (8) Remove the oil pump. (Refer to 9 - ENGINE/LUBRICATION/OIL PUMP - REMOVAL)
- (9) Remove balance shafts and housing assembly. (Refer to 9 - ENGINE/VALVE TIMING/BALANCE SHAFT - REMOVAL)
- (10) Remove all bedplate bolts from the engine block (Fig. 41).
- (11) Using a mallet gently tap the bedplate loose from the engine block dowel pins.

CAUTION: Do not pry up on one side of the bedplate. Damage may occur to cylinder block to bedplate alignment and thrust bearing.

- (12) Bedplate should be removed evenly from the cylinder block dowel pins to prevent damage to the dowel pins and thrust bearing.
- (13) Lift out crankshaft from cylinder block. Do not damage the main bearings or journals when removing the crankshaft.



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Fig. 41 Bedplate Bolt Tightening Sequence

CRANKSHAFT (Continued)

INSPECTION

The crankshaft journals should be checked for excessive wear, taper and scoring (Fig. 42). Limits of taper or out of round on any crankshaft journals should be within specifications. (Refer to 9 - ENGINE - SPECIFICATIONS) Journal grinding should not exceed 0.305 mm (0.012 in.) under the standard journal diameter. DO NOT grind thrust faces of No. 3 main bearing. DO NOT nick crank pin or bearing fillets. After grinding, remove rough edges from crankshaft oil holes and clean out all passages.

CAUTION: With the nodular cast iron crankshafts, it is important that the final paper or cloth polish be in the same direction as normal rotation in the engine.

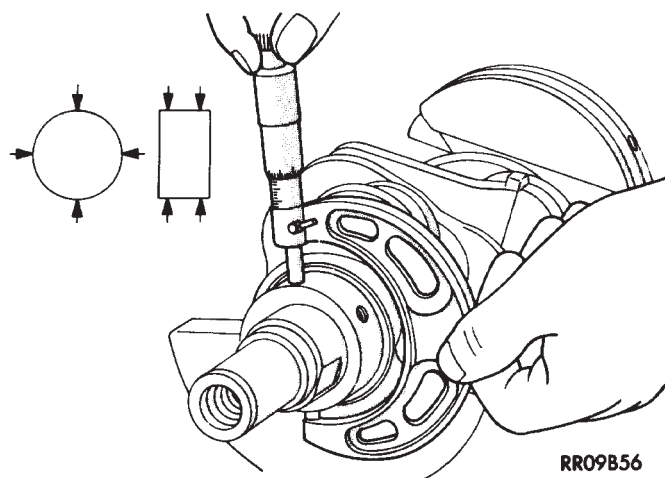


Fig. 42 Crankshaft Journal Measurements

INSTALLATION

(1) Install the main bearing shells with the lubrication groove in the cylinder block (Fig. 43).

(2) Make certain oil holes in block line up with oil hole in bearings and bearing tabs seat in the block tab slots.

CAUTION: Do not get oil on the bedplate mating surface. It will affect the sealer ability to seal the bedplate to cylinder block.

(3) Oil the bearings and journals. Install crankshaft.

CAUTION: Use only the specified anaerobic sealer on the bedplate or damage may occur to the engine.

(4) Apply 1.5 to 2.0 mm (0.059 to 0.078 in.) bead of Mopar® Bed Plate Sealant to cylinder block as shown in (Fig. 44).

(5) Install lower main bearings into main bearing cap/bedplate. Make certain the bearing tabs are

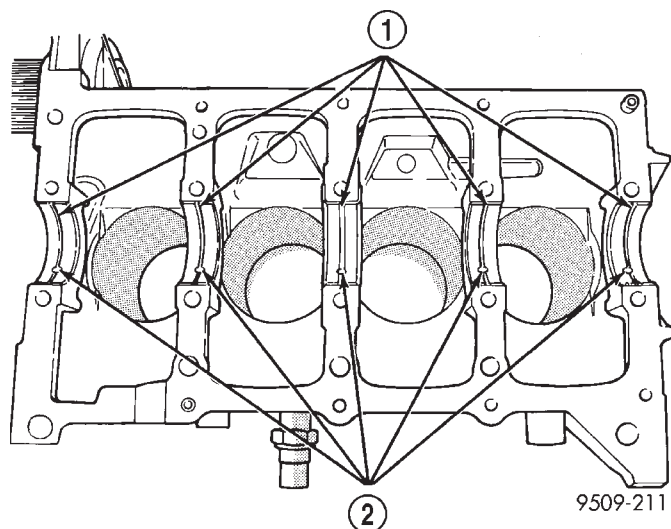


Fig. 43 Installing Main Bearing Upper Shell

- 1 - LUBRICATION GROOVES
- 2 - OIL HOLES

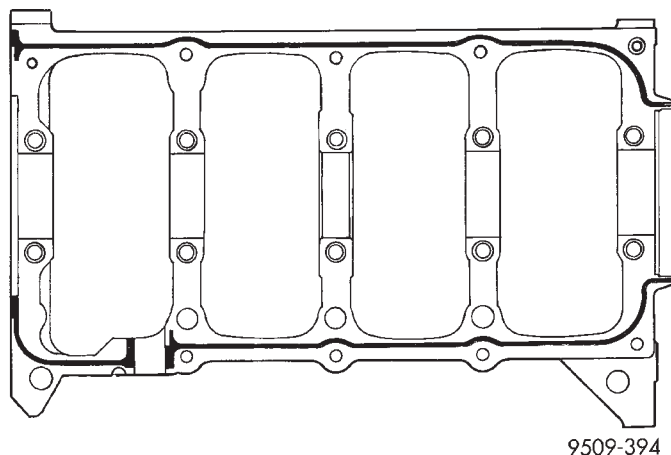


Fig. 44 Bedplate Sealing

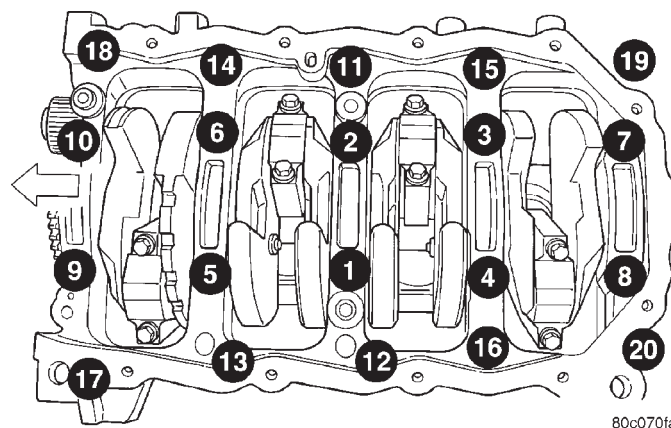


Fig. 45 Bedplate Bolt Torque Sequence

seated into the bedplate slots. Install the main bearing/bedplate into engine block.

CRANKSHAFT (Continued)

(6) Before installing the bolts the threads should be oiled with clean engine oil, wipe off any excess oil.

(7) Install main bearing bedplate to engine block bolts 11, 17, and 20 finger tight. Tighten these bolts down together until the bedplate contacts the cylinder block.

(8) To ensure correct thrust bearing alignment, perform the following steps:

- Step 1: Rotate crankshaft until number 4 piston is at TDC.
- Step 2: Move crankshaft rearward to limits of travel.
- Step 3: Then, move crankshaft forward to limits of travel.
- Step 4: Wedge an appropriate tool between the rear of the cylinder block (**NOT BED PLATE**) and the rear crankshaft counterweight. This will hold the crankshaft in it's furthest forward position.
- Step 5: Install and tighten bolts (1-10) in sequence shown in (Fig. 45) to 41 N·m (30 ft. lbs.).
- Step 6: Remove wedge tool used to hold crankshaft.

(9) Tighten bolts (1-10) again to 41 N·m (30 ft. lbs.) +1/4 turn in sequence shown in (Fig. 45).

(10) Install main bearing bedplate to engine block bolts (11-20), and torque each bolt to 28 N·m (20 ft. lbs.) in sequence shown in (Fig. 45).

(11) After the main bearing bedplate is installed, check the crankshaft turning torque. The turning torque should not exceed 5.6 N·m (50 in. lbs.).

(12) Install balance shafts and housing assembly. (Refer to 9 - ENGINE/VALVE TIMING/BALANCE SHAFT - INSTALLATION)

(13) Install the oil pump and pickup tube. (Refer to 9 - ENGINE/LUBRICATION/OIL PUMP - INSTALLATION)

(14) Install the timing belt rear cover. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT / CHAIN COVER(S) - INSTALLATION)

(15) Install the timing belt. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - INSTALLATION)

(16) Install the timing belt front covers. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT / CHAIN COVER(S) - INSTALLATION)

(17) Install engine support bracket.

(18) Install the oil pan. (Refer to 9 - ENGINE/LUBRICATION/OIL PAN - INSTALLATION)

(19) Install the oil filter.

(20) Install crankshaft rear oil seal. (Refer to 9 - ENGINE/ENGINE BLOCK/CRANKSHAFT OIL SEAL - REAR - INSTALLATION)

(21) Install flex plate. Apply Mopar® Lock & Seal Adhesive to bolt threads and tighten to 95 N·m (70 ft. lbs.).

(22) Install the engine assembly. (Refer to 9 - ENGINE - INSTALLATION)

CRANKSHAFT MAIN BEARINGS

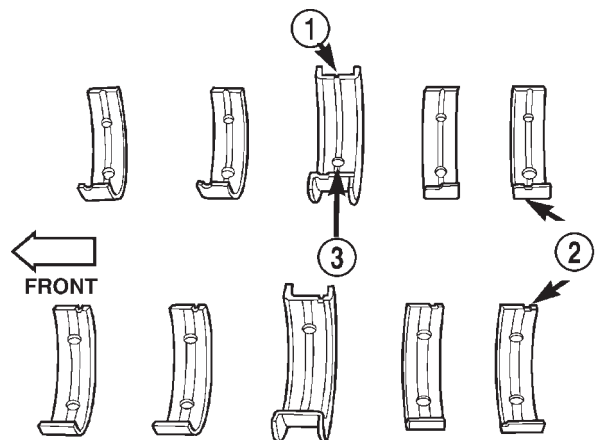
STANDARD PROCEDURE - MAIN BEARING - FITTING

For crankshaft specifications (Refer to 9 - ENGINE - SPECIFICATIONS).

CRANKSHAFT MAIN BEARINGS

The crankshaft is supported in five main bearings. All upper and lower bearing shells in the crankcase have oil grooves. Crankshaft end play is controlled by a flanged bearing on the number three main bearing journal (Fig. 46).

Upper and lower Number 3 bearing halves are flanged to carry the crankshaft thrust loads and are NOT interchangeable with any other bearing halves in the engine (Fig. 46). All bearing cap bolts removed during service procedures are to be cleaned and oiled before installation. Bearing shells are available in standard and the following undersized: 0.025 mm (0.001 in.) and 0.250 mm (0.010 in.). Never install an undersize bearing that will reduce clearance below specifications. Replace or machine the crankshaft as necessary to obtain proper bearing clearances.



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Fig. 46 Main Bearing Identification

- 1 - OIL GROOVE
- 2 - MAIN BEARINGS
- 3 - OIL HOLE

MAIN BEARING INSTALLATION

(1) Install the main bearing shells with the lubrication groove in the cylinder block (Fig. 47).

CRANKSHAFT MAIN BEARINGS (Continued)

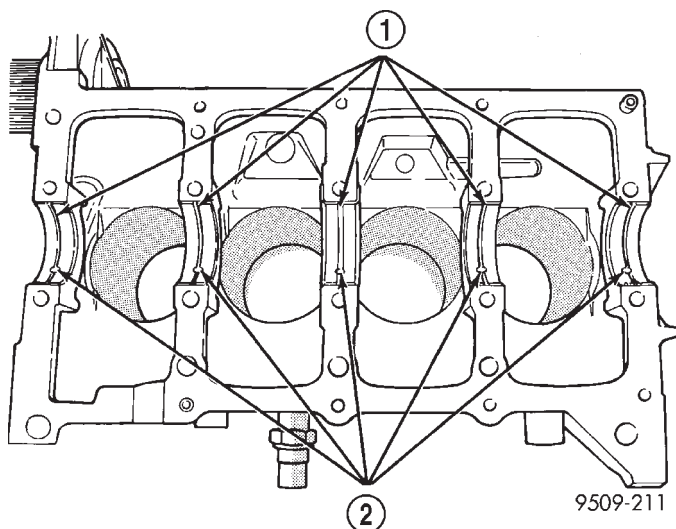


Fig. 47 Installing Main Bearing Upper Shell

- 1 - LUBRICATION GROOVES
2 - OIL HOLES

(2) Make certain oil holes in block line up with oil holes in bearings. Bearing tabs must seat in the block tab slots.

CAUTION: Do not get oil on the bedplate mating surface. It will may effect the sealer ability to seal the bedplate to cylinder block.

(3) Oil the bearings and journals and install crankshaft.

CAUTION: Use only the specified anaerobic sealer on the bedplate or damage may occur to the engine. Ensure that both cylinder block and bedplate surfaces are clean.

(4) Apply 1.5 to 2.0 mm (0.059 to 0.078 in.) bead of anaerobic sealer Mopar® Bed Plate Sealant to cylinder block as shown in (Fig. 48).

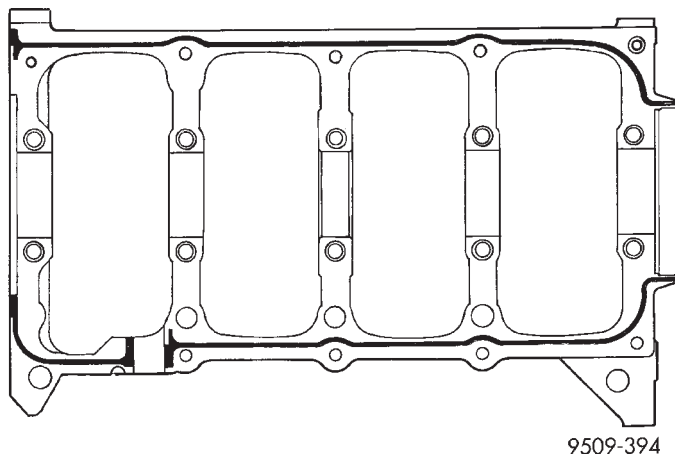


Fig. 48 Main Bearing Caps/Bedplate Sealing

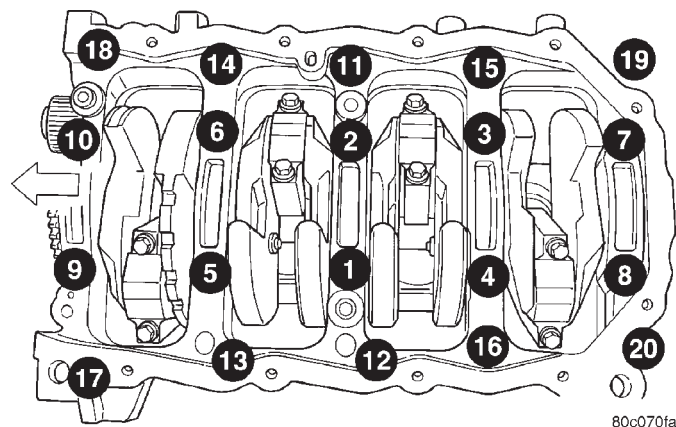


Fig. 49 Main Bearing Caps/Bedplate Tightening Sequence

(5) Install lower main bearings into main bearing cap/bedplate. Make certain the bearing tabs are seated into the bedplate slots.

(6) Position the main bearing/bedplate onto the engine block.

(7) Before installing bolts, lubricate the threads with clean engine oil, wipe off any excess oil.

(8) Install main bearing bedplate to engine block bolts 11, 17 and 20 finger tight. Tighten these bolts down together until the bedplate contacts the cylinder block.

(9) To ensure correct thrust bearing alignment, perform the following steps:

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

- Step 2: Move crankshaft rearward to limits of travel.

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

- Step 4: Wedge an appropriate tool between the rear of the cylinder block (**NOT BED PLATE**) and the rear crankshaft counterweight. This will hold the crankshaft in it's furthest forward position.

- Step 5: Install and tighten bolts (1-10) in sequence shown in (Fig. 49) to 41 N·m (30 ft. lbs.).

- Step 6: Remove wedge tool used to hold crankshaft.

(10) Tighten bolts (1-10) again to 41 N·m (30 ft. lbs.) **PLUS** 1/4 turn in sequence shown in (Fig. 49).

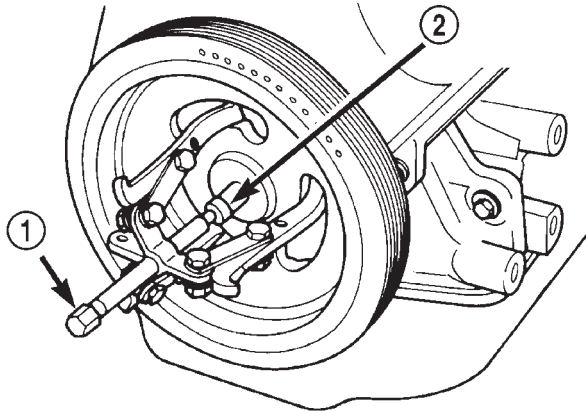
(11) Install main bearing bedplate to engine block bolts (11-20), and torque each bolt to 28 N·m (20 ft. lbs.) in sequence shown in (Fig. 49).

(12) After the main bearing bedplate is installed, check the crankshaft turning torque. The turning torque should not exceed 5.6 N·m (50 in. lbs.).

CRANKSHAFT OIL SEAL - FRONT

REMOVAL

(1) Remove the crankshaft vibration damper (Fig. 50). (Refer to 9 - ENGINE/ENGINE BLOCK/VIBRATION DAMPER - REMOVAL)



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Fig. 50 Crankshaft Vibration Damper - Removal - Typical

- 1 - SPECIAL TOOL 1026 3-JAW PULLER
2 - SPECIAL TOOL 6827-A INSERT

(2) Remove timing belt. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - REMOVAL)

(3) Remove crankshaft sprocket using Special Tool 6793 and insert C-4685-C2 (Fig. 51).

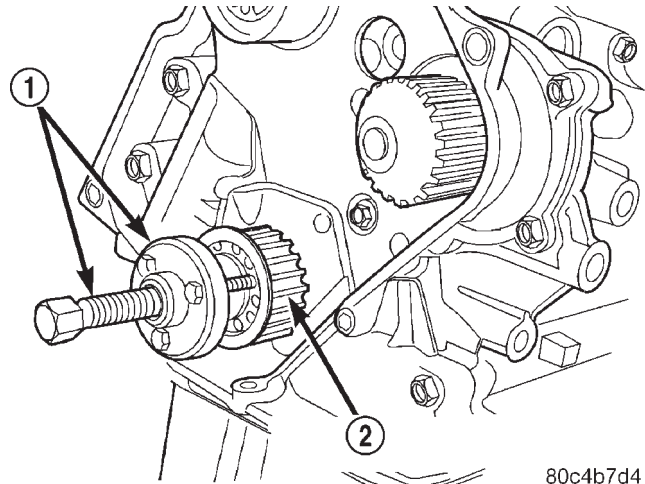
CAUTION: Do not nick shaft seal surface or seal bore.

(4) Using Tool 6771 to remove front crankshaft oil seal (Fig. 52). Be careful not to damage the seal surface of cover.

INSTALLATION

(1) Install new seal by using Special Tool 6780 (Fig. 53).

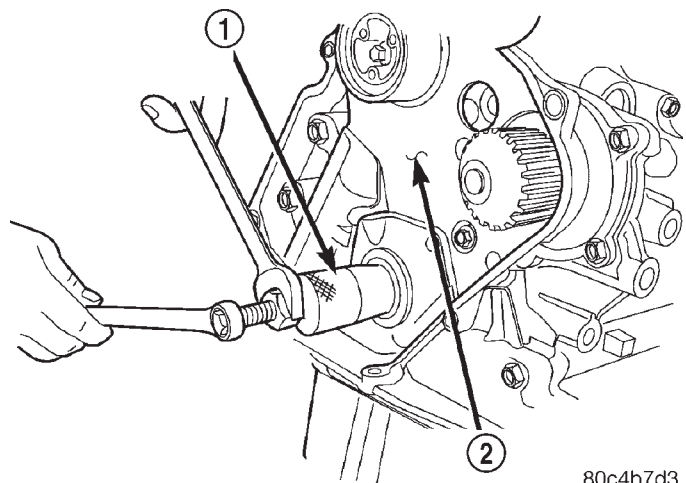
(2) Place seal into opening with seal spring towards the inside of engine. Install seal until flush with cover.



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Fig. 51 Crankshaft Sprocket - Removal

- 1 - SPECIAL TOOL 6793
2 - CRANKSHAFT SPROCKET

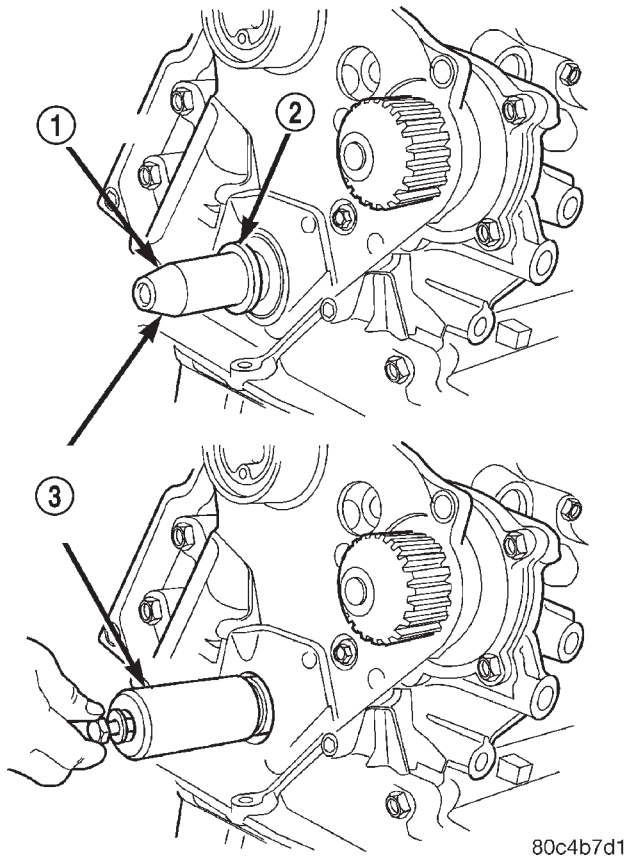


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Fig. 52 Front Crankshaft Oil Seal - Removal

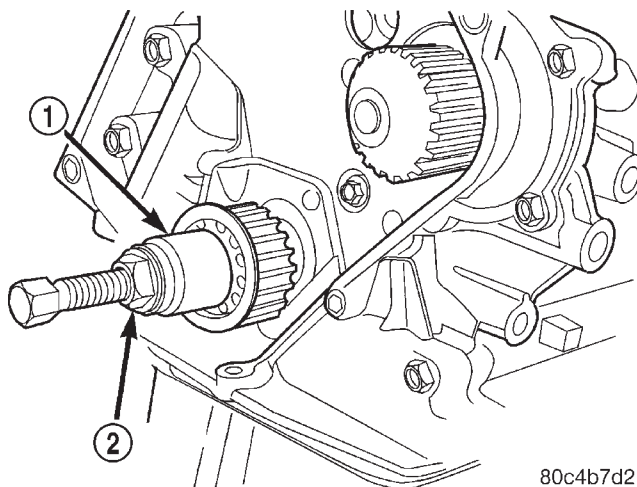
- 1 - SPECIAL TOOL 6771
2 - REAR TIMING BELT COVER

CRANKSHAFT OIL SEAL - FRONT (Continued)

**Fig. 53 Crankshaft Front Oil Seal - Installation**

- 1 - PROTECTOR
- 2 - SEAL
- 3 - SPECIAL TOOL 6780

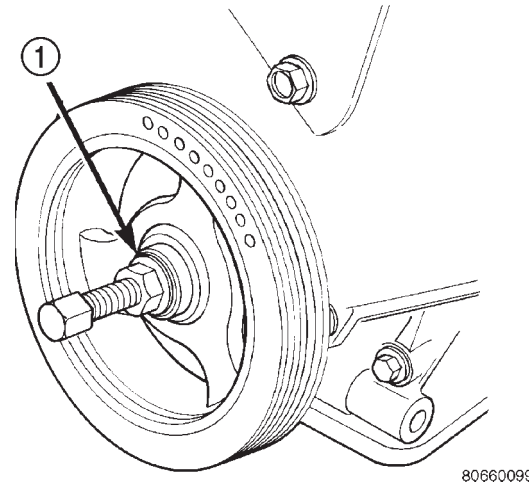
(3) Install crankshaft sprocket using Special Tool 6792 (Fig. 54).

**Fig. 54 Crankshaft Sprocket - Installation**

- 1 - SPECIAL TOOL 6792
- 2 - TIGHTEN NUT TO INSTALL

(4) Install timing belt. (Refer to 9 - ENGINE/ VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - INSTALLATION)

(5) Install crankshaft vibration damper (Fig. 55). (Refer to 9 - ENGINE/ENGINE BLOCK/VIBRATION DAMPER - INSTALLATION)

**Fig. 55 Crankshaft Vibration Damper - Installation - Typical**

1 - M12-1.75 x 150 MM BOLT, WASHER AND THRUST BEARING FROM SPECIAL TOOL 6792

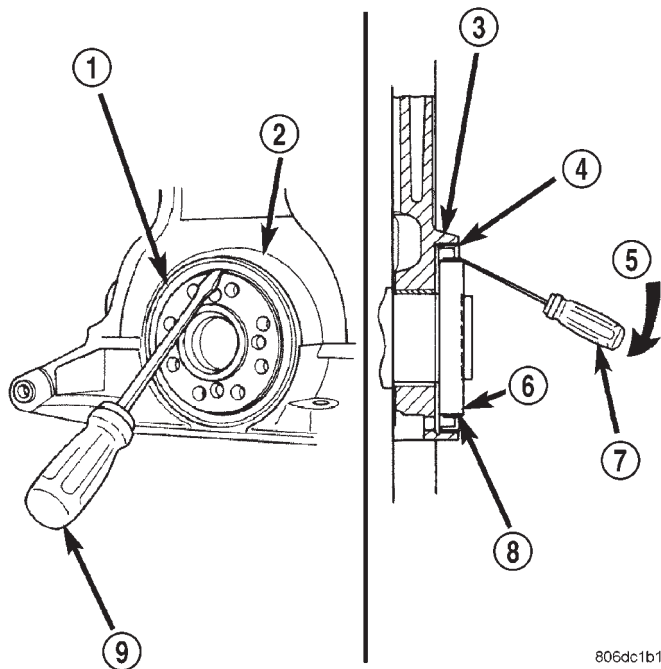
CRANKSHAFT OIL SEAL - REAR

REMOVAL

- (1) Remove transmission.
- (2) Remove flex plate.
- (3) Insert a 3/16 flat bladed screwdriver between the dust lip and the metal case of the crankshaft seal. Angle the screwdriver (Fig. 56) through the dust lip against metal case of the seal. Pry out seal.

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

CRANKSHAFT OIL SEAL - REAR (Continued)

**Fig. 56 Rear Crankshaft Oil Seal—Removal**

- 1 - REAR CRANKSHAFT SEAL
- 2 - ENGINE BLOCK
- 3 - ENGINE BLOCK
- 4 - REAR CRANKSHAFT SEAL METAL CASE
- 5 - PRY IN THIS DIRECTION
- 6 - CRANKSHAFT
- 7 - SCREWDRIVER
- 8 - REAR CRANKSHAFT SEAL DUST LIP
- 9 - SCREWDRIVER

INSTALLATION

CAUTION: If burr or scratch is present on the crankshaft edge (chamfer), cleanup with 400 grit sand paper to prevent seal damage during installation of new seal.

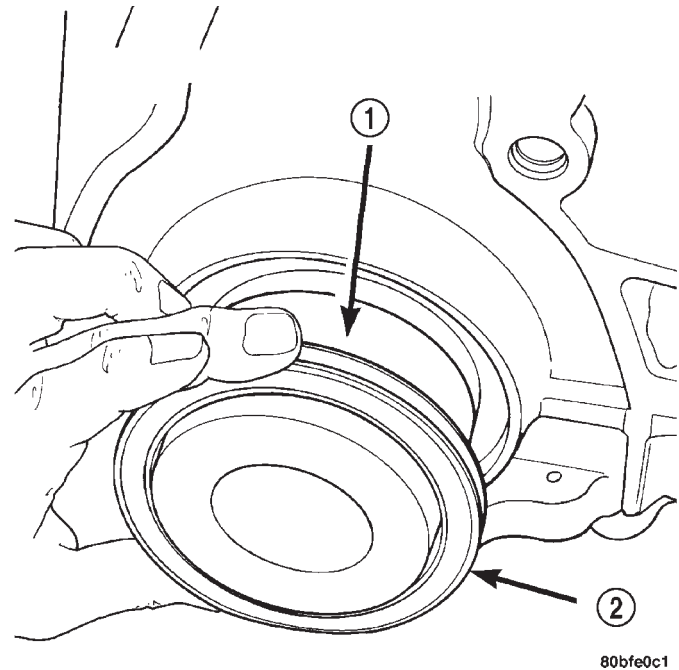
NOTE: When installing seal, no lube on seal is needed.

(1) Place Special Tool 6926-1 Seal Guide on crankshaft (Fig. 57).

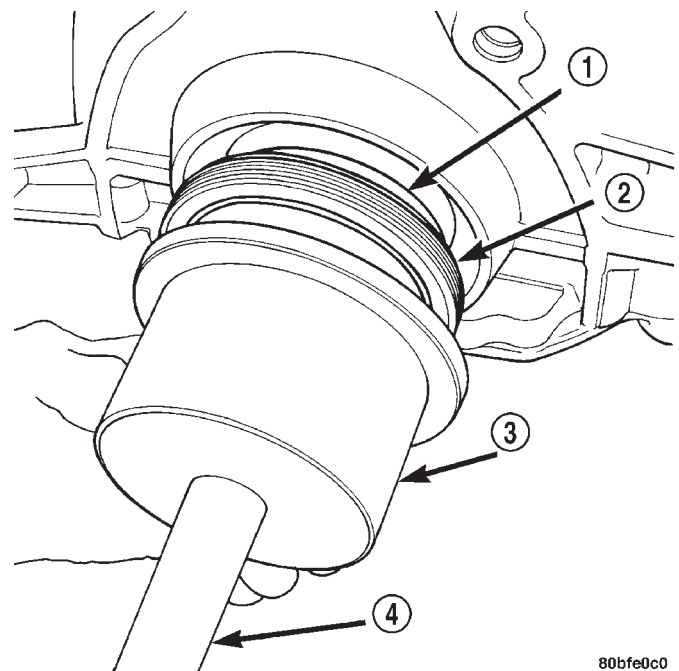
(2) Position seal over guide tool (Fig. 57). Guide tool should remain on crankshaft during installation of seal. Ensure that the lip of the seal is facing towards the crankcase during installation.

CAUTION: If the seal is driven into the block past flush, this may cause an oil leak.

(3) Drive the seal into the block using Special Tool 6926-2 and handle C-4171 (Fig. 58) until the tool bottoms out against the block (Fig. 59).

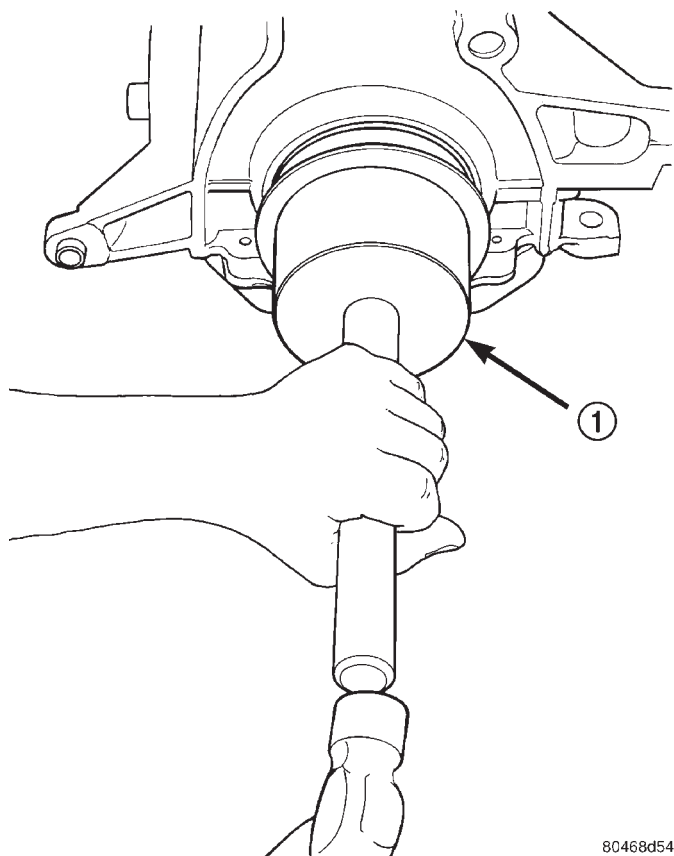
**Fig. 57 Rear Crankshaft Seal and Special Tool 6926-1**

- 1 - SPECIAL TOOL 6926-1 PILOT
- 2 - SEAL

**Fig. 58 Crankshaft Seal and Special Tools 6926-2 & C-4171**

- 1 - SPECIAL TOOL 6926-1 PILOT
- 2 - SEAL
- 3 - SPECIAL TOOL 6926-2 INSTALLER
- 4 - SPECIAL TOOL C-4171

CRANKSHAFT OIL SEAL - REAR (Continued)

**Fig. 59 Rear Crankshaft Seal—Installation**

1 - SPECIAL TOOL 6926-2 INSTALLER

(4) Install flex plate. Apply Mopar® Lock & Seal Adhesive to bolt threads and tighten bolts to 95 N·m (70 ft. lbs.).

(5) Install the transmission.

PISTON & CONNECTING ROD

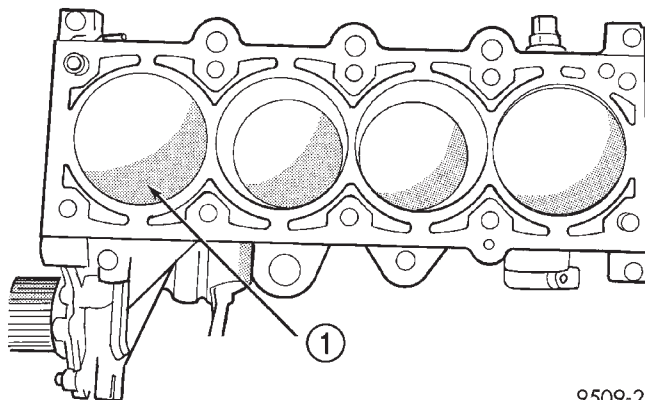
DESCRIPTION

The pistons are made of a cast aluminum alloy. The pistons have pressed-in pins attached to forged powdered metal connecting rods. The pistons pin is offset 1 mm (0.0394 in.) towards the thrust side of the piston. The connecting rods are a cracked cap design and are not repairable. Hex head cap screws are used to provide alignment and durability in the assembly. The pistons and connecting rods are serviced as an assembly.

OPERATION

The piston and connecting rod is the link between the combustion force to the crankshaft.

REMOVAL



9509-286

Fig. 60 Piston Markings

1 - DIRECTIONAL ARROW WILL BE IMPRINTED IN THIS AREA

NOTE: Cylinder Head must be removed before Pistons and Rods. Refer to Cylinder Head Removal in this section.

(1) Remove top ridge of cylinder bores with a reliable ridge reamer before removing pistons from cylinder block. **Be sure to keep tops of pistons covered during this operation.** Mark piston with matching cylinder number (Fig. 60).

(2) Remove oil pan. Scribe the cylinder number on the side of the rod and cap (Fig. 61) for identification.

(3) Pistons have a directional stamping in the front half of the piston facing towards the **front** of engine.

(4) Pistons and connecting rods must be removed from top of cylinder block. Rotate crankshaft so that each connecting rod is centered in cylinder bore.

(5) Remove Balance Shaft Assembly. Refer to Balance Shaft Removal in this section.

(6) Remove connecting rod cap bolts. Push each piston and rod assembly out of cylinder bore.

NOTE: Be careful not to nick crankshaft journals.

(7) After removal, install bearing cap on the mating rod.

(8) Piston and Rods are serviced as an assembly.

PISTON & CONNECTING ROD (Continued)

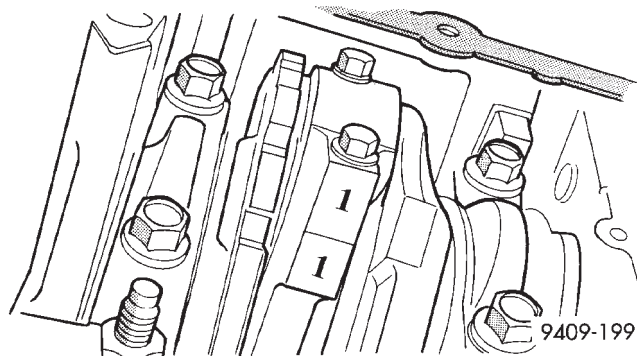


Fig. 61 Identify Connecting Rod to Cylinder

INSTALLATION

(1) Before installing pistons and connecting rod assemblies into the bore, be sure that compression ring gaps are staggered so that neither is in line with oil ring rail gap.

(2) Before installing the ring compressor, make sure the oil ring expander ends are butted and the rail gaps located as shown in (Fig. 62). As viewed from top.

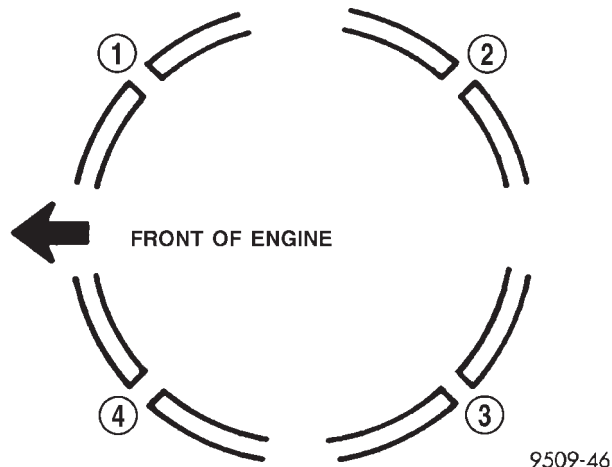


Fig. 62 Piston Ring End Gap Position

- 1 - GAP OF LOWER SIDE RAIL
- 2 - NO. 1 RING GAP
- 3 - GAP OF UPPER SIDE RAIL
- 4 - NO. 2 RING GAP AND SPACER EXPANDER GAP

(3) Immerse the piston head and rings in clean engine oil, slide the ring compressor, over the piston (Fig. 63). **Be sure position of rings does not change during this operation.**

(4) The directional stamp on the piston should face toward the front of the engine.

(5) Rotate crankshaft so that the connecting rod journal is on the center of the cylinder bore. Insert rod and piston assembly into cylinder bore and guide rod over the crankshaft journal.

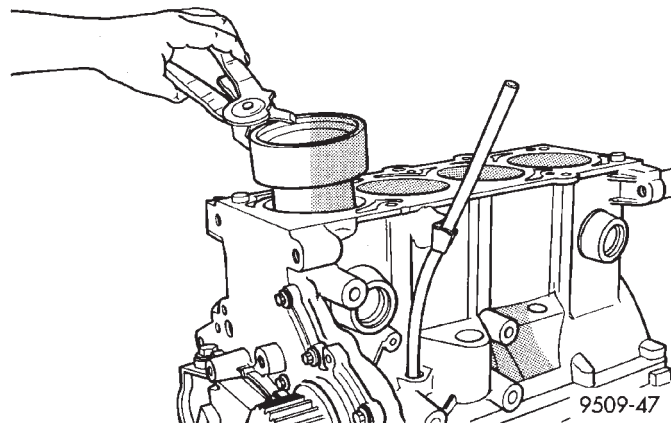


Fig. 63 Piston—Installation

(6) Tap the piston down in cylinder bore, using a hammer handle. At the same time, guide connecting rod into position on connecting rod journal.

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

(7) Before installing the **NEW** bolts the threads should be coated with clean engine oil.

(8) Install each bolt finger tight then alternately torque each bolt to assemble the cap properly.

CAUTION: Do not use a torque wrench for second part of last step.

(9) Tighten the bolts to 54 N·m PLUS 1/4 turn (40 ft. lbs. PLUS 1/4 turn).

(10) Using a feeler gauge, check connecting rod side clearance (Fig. 64).

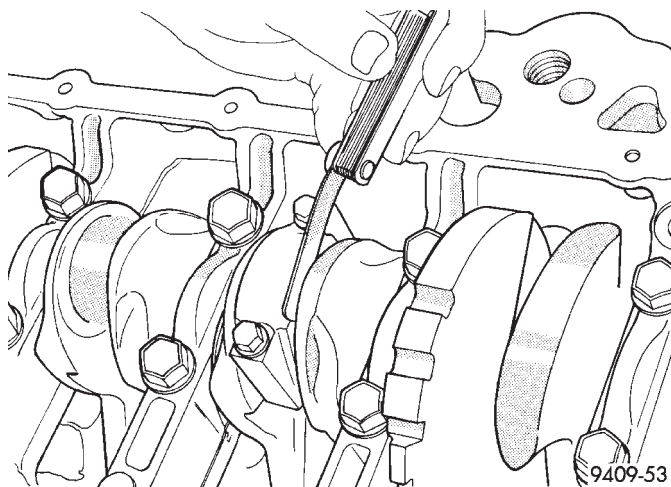


Fig. 64 Checking Connecting Rod Side Clearance

PISTON RINGS

STANDARD PROCEDURE

PISTON RING - FITTING

(1) Wipe cylinder bore clean. Insert ring and push down with piston to ensure it is square in bore. The ring gap measurement must be made with the ring positioning at least 12 mm (0.50 inch) from bottom of cylinder bore. Check gap with feeler gauge (Fig. 65). Refer to Engine Specifications.

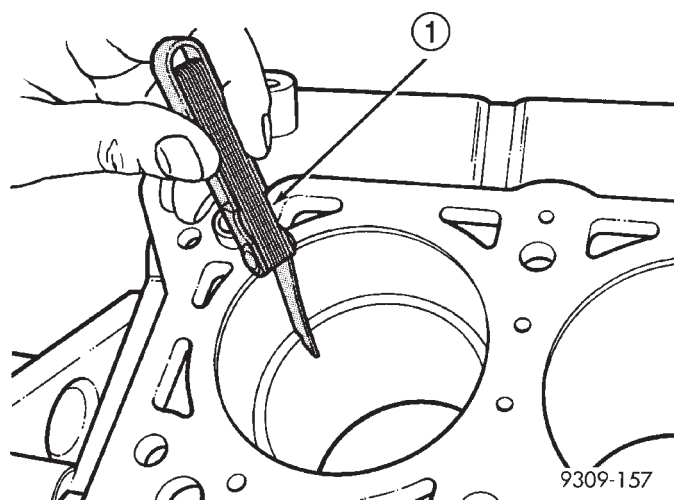


Fig. 65 Piston Ring Gap

1 - FEELER GAUGE

(2) Check piston ring to groove side clearance (Fig. 66). Refer to Engine Specifications.

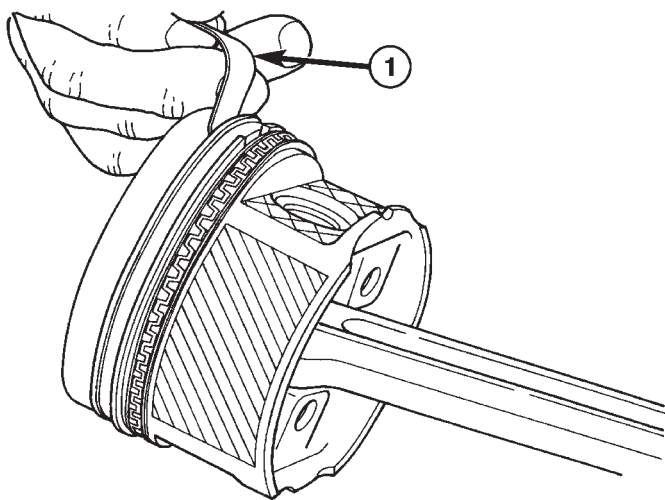


Fig. 66 Piston Ring Side Clearance

1 - FEELER GAUGE

PISTON RINGS - INSTALLATION

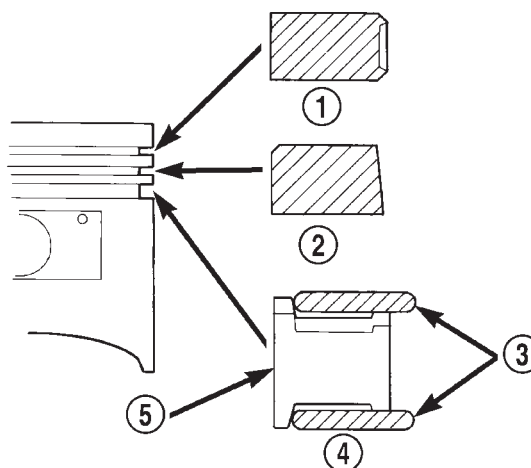


Fig. 67 Piston Ring Installation

- 1 - NO. 1 PISTON RING
- 2 - NO. 2 PISTON RING
- 3 - SIDE RAIL
- 4 - OIL RING
- 5 - SPACER EXPANDER

(1) Install rings with manufacturers I.D. mark facing up, to the top of the piston (Fig. 67).

CAUTION: Install piston rings in the following order:

- a. Oil ring expander.
- b. Upper oil ring side rail.
- c. Lower oil ring side rail.
- d. No. 2 Intermediate piston ring.
- e. No. 1 Upper piston ring.

(2) Install the side rail by placing one end between the piston ring groove and the expander. Hold end firmly and press down the portion to be installed until side rail is in position. **Do not use a piston ring expander** (Fig. 68).

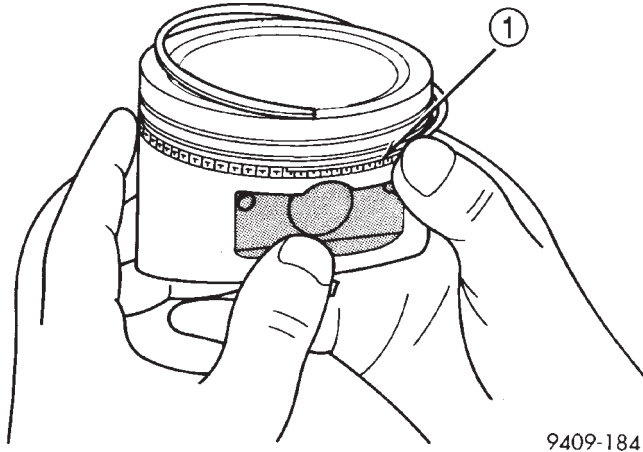
(3) Install upper side rail first and then the lower side rail.

(4) Install No. 2 piston ring and then No. 1 piston ring.

(5) Position piston ring end gaps as shown in (Fig. 69).

(6) Position oil ring expander gap at least 45° from the side rail gaps but **not** on the piston pin center or on the thrust direction. Staggering ring gap is important for oil control.

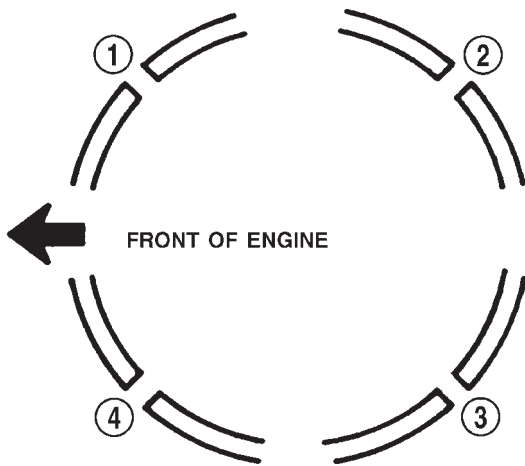
PISTON RINGS (Continued)



9409-184

Fig. 68 Installing Side Rail - Typical

1 - SIDE RAIL END



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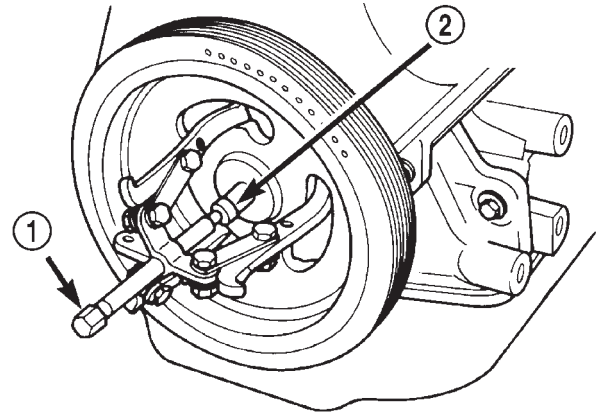
Fig. 69 Piston

- 1 - GAP OF LOWER SIDE RAIL
- 2 - NO. 1 RING GAP
- 3 - GAP OF UPPER SIDE RAIL
- 4 - NO. 2 RING GAP AND SPACER EXPANDER GAP

VIBRATION DAMPER

REMOVAL

- (1) Remove accessory drive belts. (Refer to 7 - COOLING/ACCESSORY DRIVE/DRIVE BELTS - REMOVAL)
- (2) Remove crankshaft damper bolt.
- (3) Remove damper using Special Tool 3-Jaw Puller 1026 and Insert 6827-A (Fig. 70).



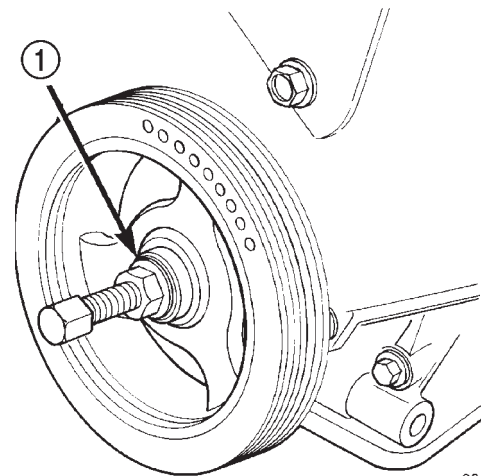
803f5886

Fig. 70 Crankshaft Vibration Damper - Removal - Typical

- 1 - SPECIAL TOOL 1026 3-JAW PULLER
- 2 - SPECIAL TOOL 6827-A INSERT

INSTALLATION

- (1) Install crankshaft vibration damper using M12 1.75 x 150 mm bolt, washer, thrust bearing and nut from Special Tool 6792 (Fig. 71).
- (2) Install crankshaft vibration damper bolt and tighten to 142 N·m (105 ft. lbs.).
- (3) Install accessory drive belts. (Refer to 7 - COOLING/ACCESSORY DRIVE/DRIVE BELTS - INSTALLATION)



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Fig. 71 Crankshaft Vibration Damper - Installation - Typical

- 1 - M12-1.75 x 150 MM BOLT, WASHER AND THRUST BEARING FROM SPECIAL TOOL 6792

STRUCTURAL COLLAR

REMOVAL

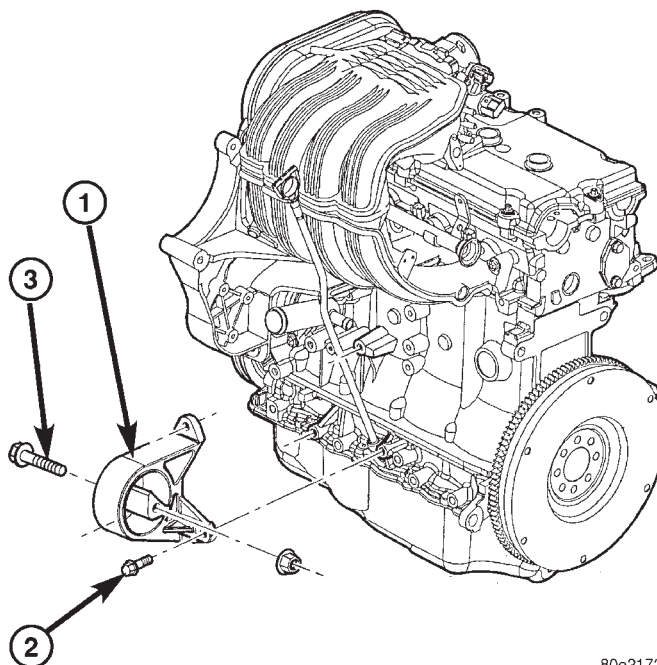
- (1) Raise vehicle on hoist.
- (2) Remove structural collar attaching bolts.
- (3) Remove collar.

INSTALLATION

CAUTION: Torque procedure for the structural collar must be followed or damage could occur to oil pan and collar.

(1) Perform the following steps for installing structural collar.

- Step 1: Position collar between transmission and oil pan. Install collar to transmission bolts, **hand start only**.
 - Step 2: Install collar to oil pan bolts, **hand snug only**.
 - Step 3: Tighten collar to transmission bolts.
 - Step 4: Tighten collar to oil pan bolts.
- (2) Lower vehicle.



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Fig. 72 LH ENGINE MOUNT

- 1 - ENGINE MOUNT
2 - ENGINE MOUNT BOLT (3)
3 - ENGINE MOUNT THROUGH BOLT

ENGINE MOUNTING

DESCRIPTION

The engine mounting system consist of three mounts; right and a left side support the powertrain, and rear mount to control powertrain torque. The mounts are of molded rubber material.

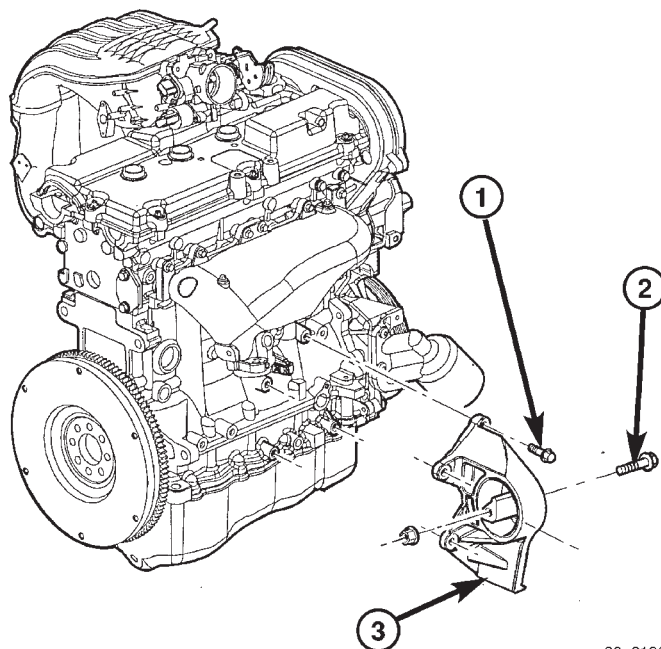
FRONT MOUNT

REMOVAL

- (1) Raise vehicle on hoist.
- (2) Remove the front engine mount through bolt from the insulator.
- (3) Remove the engine front mount bolts and remove the insulator assembly.
- (4) Remove the front mounting bracket from engine, if necessary.

INSTALLATION

- (1) Install the insulator mount assembly (Fig. 72) and (Fig. 73).
- (2) Tighten the mount to engine bolts.
- (3) Loosely install the front engine mount through bolt to the insulator.
- (4) Lower the engine.
- (5) Tighten the through bolt.
- (6) Lower the vehicle.



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Fig. 73 RH ENGINE MOUNT

- 1 - ENGINE MOUNT BOLT (4)
2 - ENGINE MOUNT THROUGH BOLT
3 - ENGINE MOUNT

REAR MOUNT

REMOVAL

NOTE: A resilient rubber cushion supports the transmission at the rear between the transmission extension housing and the rear support crossmember or skid plate.

- (1) Disconnect negative cable from battery.
- (2) Raise the vehicle and support the transmission.
- (3) Remove the nuts holding the support cushion to the crossmember. Remove the crossmember.

MANUAL TRANSMISSION

- a. Remove the support cushion nuts and remove the cushion.
- b. Remove the transmission support bracket bolts and remove the bracket from the transmission.

AUTOMATIC TRANSMISSION

- c. Remove the support cushion bolts and remove the cushion and the support bracket from the transmission (4WD) or from the adaptor bracket (2WD).
- d. On 2WD vehicles, remove the bolts holding the transmission support adaptor bracket to the transmission. Remove the adaptor bracket.

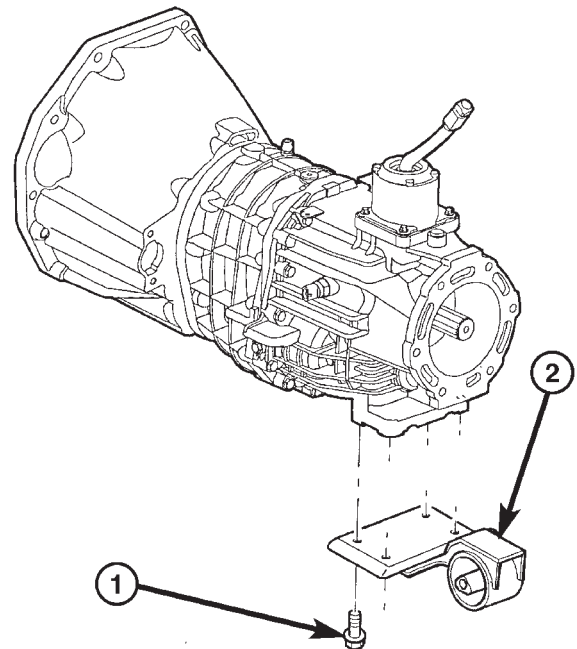
INSTALLATION

MANUAL TRANSMISSION:

- (1) Install the support cushion to the transmission (Fig. 74) or (Fig. 75). Install the bolts and tighten.
- (2) Position the crossmember in the vehicle. Install the crossmember to mount through bolt and nut.
- (3) Install crossmember-to-sill bolts and tighten to 41 N·m (30 ft. lbs.) torque.
- (4) Remove the transmission support.
- (5) Lower the vehicle.
- (6) Connect negative cable to battery.

AUTOMATIC TRANSMISSION:

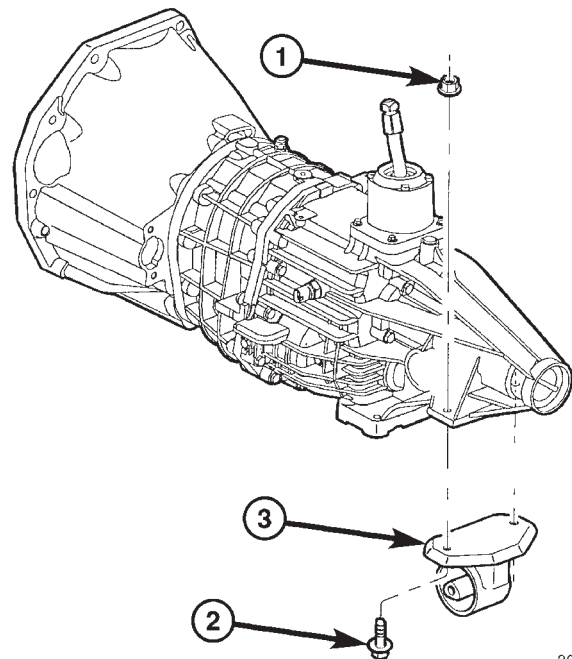
- (1) Install the transmission mount to transmission (Fig. 76) and (Fig. 77). Install the bolts.
- (2) Position the crossmember in the vehicle. Install the crossmember to mount through bolt and nut.
- (3) Remove the transmission support.
- (4) Lower the vehicle.
- (5) Connect negative cable to battery.



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Fig. 74 TRANSMISSION MOUNT-2.4L MANUAL TRANS

- 1 - TRANSMISSION MOUNT
2 - MOUNTING BOLT



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Fig. 75 TRANSMISSION MOUNT 3.7L MANUAL TRANS 2WD

- 1 - NUT
2 - BOLT
3 - TRANS MOUNT

LUBRICATION (Continued)

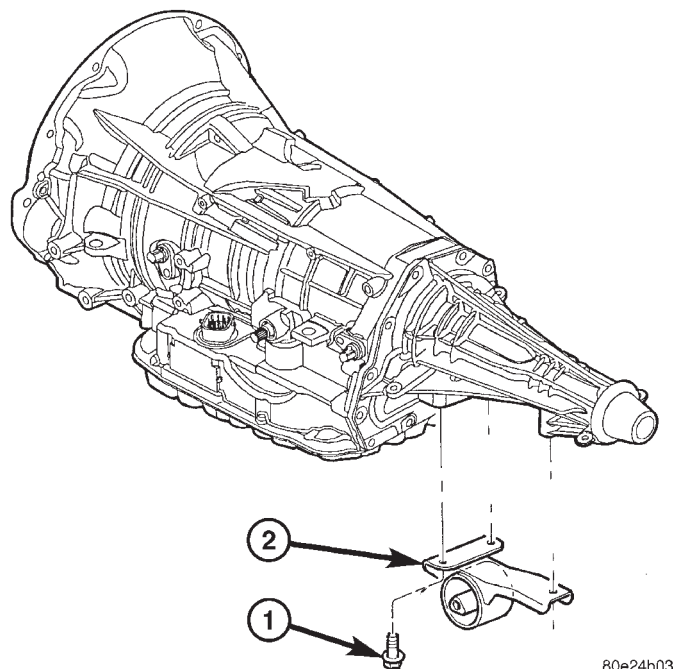


Fig. 76 TRANSMISSION MOUNT 3.7L 2WD AUTO TRANS

- 1 - BOLT
2 - MOUNT

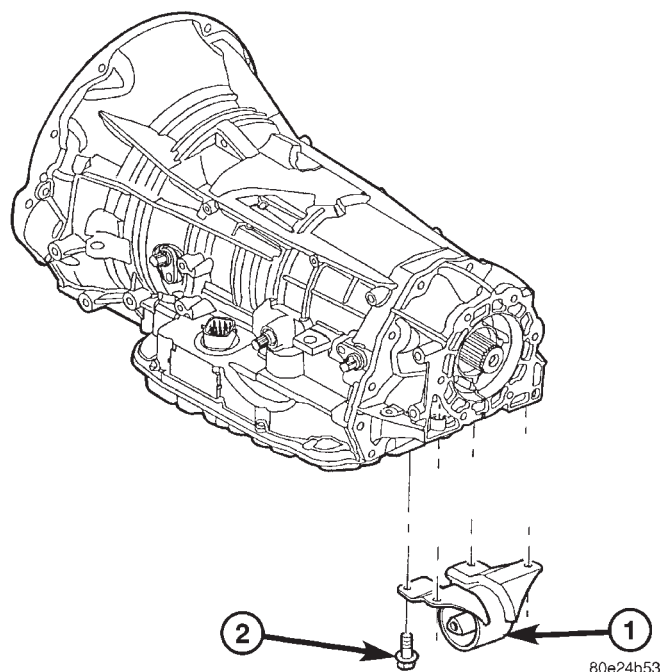


Fig. 77 TRANSMISSION MOUNT 3.7L 4WD AUTO TRANS

- 1 - MOUNT
2 - BOLT

LUBRICATION

DESCRIPTION

The lubrication system is a full-flow filtration, pressure feed type. The oil pump is mounted in the front engine cover and driven by the crankshaft.

OPERATION

Engine oil drawn up through the pickup tube and is pressurized by the oil pump and routed through the full-flow filter to the main oil gallery running the length of the cylinder block. A diagonal hole in each bulkhead feeds oil to each main bearing. Drilled passages within the crankshaft route oil from main bearing journals to connecting rod journals. Balance shaft lubrication is provided through an oil passage from the number one main bearing cap through the balance shaft carrier support leg. This passage directly supplies oil to the front bearings and internal machined passages in the shafts that routes oil from front to the rear shaft bearing journals. A vertical hole at the number five bulkhead routes pressurized oil through a restrictor (integral to the cylinder head gasket) up past a cylinder head bolt to an oil gallery running the length of the cylinder head. The camshaft journals are partially slotted to allow a predetermined amount of pressurized oil to pass into the bearing cap cavities. Lubrication of the camshaft lobes are provided by small holes in the camshaft bearing caps that are directed towards each lobe. Oil returning to the pan from pressurized components supplies lubrication to the valve stems. Cylinder bores and wrist pins are splash lubricated from directed slots on the connecting rod thrust collars.

DIAGNOSIS AND TESTING - ENGINE OIL PRESSURE CHECKING

(1) Disconnect and remove oil pressure switch. (Refer to 9 - ENGINE/LUBRICATION/OIL PRESSURE SENSOR/SWITCH - REMOVAL)

(2) Install Special Tools C-3292 Gauge with 8406 Adaptor fitting.

(3) Start engine and record oil pressure. Refer to Specifications for correct oil pressure requirements. (Refer to 9 - ENGINE - SPECIFICATIONS)

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

(4) If oil pressure is 0 at idle. Shut off engine, check for pressure relief valve stuck open, a clogged oil pick-up screen or a damaged oil pick-up tube O-ring.

(5) After test is complete, remove test gauge and fitting.

LUBRICATION (Continued)

(6) Install oil pressure switch and connector. (Refer to 9 - ENGINE/LUBRICATION/OIL PRESSURE SENSOR/SWITCH - INSTALLATION)

OIL

STANDARD PROCEDURE

ENGINE OIL LEVEL CHECK

The best time to check engine oil level is after it has sat overnight, or if the engine has been running, allow the engine to be shut off for at least 5 minutes before checking oil level.

Checking the oil while the vehicle is on level ground will improve the accuracy of the oil level reading. Remove dipstick and observe oil level. Add oil only when the level is at or below the ADD mark (Fig. 78).

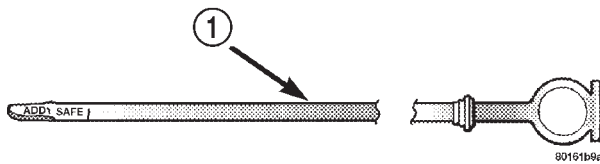


Fig. 78 Oil Level

1 - ENGINE OIL LEVEL DIPSTICK

STANDARD PROCEDURE - ENGINE OIL AND FILTER CHANGE

Change engine oil at mileage and time intervals described in the Maintenance Schedule. (Refer to LUBRICATION & MAINTENANCE/MAINTENANCE SCHEDULES - DESCRIPTION)

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.

Run engine until achieving normal operating temperature.

(1) Position the vehicle on a level surface and turn engine off.

(2) Hoist and support vehicle on safety stands. Refer to Hoisting and Jacking Recommendations. (Refer to LUBRICATION & MAINTENANCE/HOISTING - STANDARD PROCEDURE)

(3) Remove oil fill cap.

(4) Place a suitable drain pan under crankcase drain.

(5) Remove drain plug from crankcase and allow oil to drain into pan. Inspect drain plug threads for stretching or other damage. Replace drain plug and gasket if damaged.

(6) Remove oil filter. (Refer to 9 - ENGINE/LUBRICATION/OIL FILTER - REMOVAL)

(7) Install and tighten drain plug in crankcase.

(8) Install new oil filter. (Refer to 9 - ENGINE/LUBRICATION/OIL FILTER - INSTALLATION)

(9) Lower vehicle and fill crankcase with specified type and amount of engine oil. (Refer to LUBRICATION & MAINTENANCE/FLUID TYPES - DESCRIPTION)

(10) Install oil fill cap.

(11) Start engine and inspect for leaks.

(12) Stop engine and inspect oil level.

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

OIL FILTER

DESCRIPTION

The engine oil filter is a high quality full-flow, disposable type. Replace the oil filter with a Mopar® or the equivalent.

REMOVAL

(1) Raise vehicle on hoist.

(2) Position an oil collecting container under oil filter location.

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

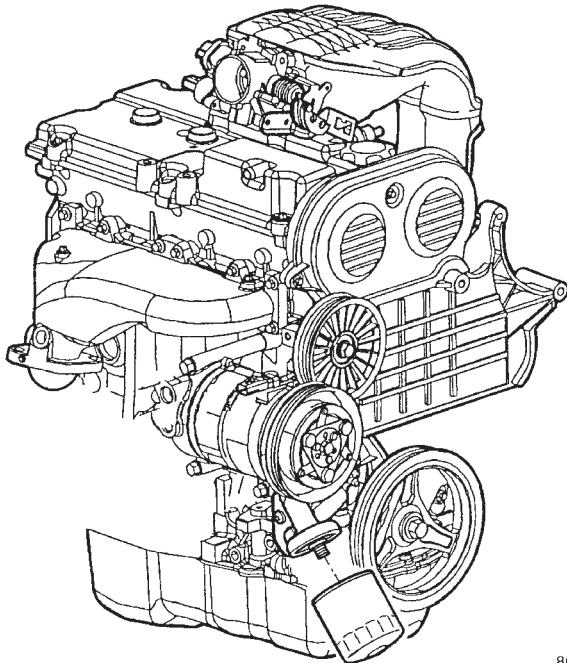
(3) Using a suitable filter wrench, turn oil filter counterclockwise to remove (Fig. 79).

INSTALLATION

(1) Clean and check filter mounting surface. The surface must be smooth, flat and free of debris or pieces of gasket.

(2) Lubricate new oil filter gasket with clean engine oil.

OIL FILTER (Continued)



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Fig. 79 2.4 OIL FILTER

(3) Screw oil filter on until the gasket contacts base. Tighten to 21 N·m (15 ft. lbs.).

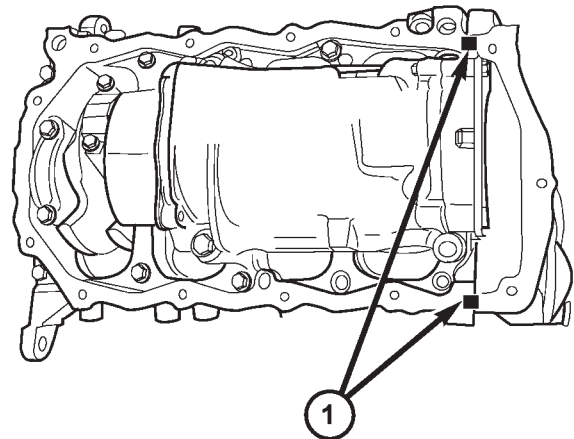
OIL PAN

REMOVAL

- (1) Remove air cleaner assembly.
- (2) Raise vehicle on hoist and drain engine oil.
- (3) Loosen the engine mount thru bolts.
- (4) Disconnect exhaust pipe at manifold.
- (5) Remove structural collar, if equipped.
- (6) Remove front axle mounting bolts, and lower axle as far possible, if equipped.
- (7) Using suitable jack, raise engine as needed.
- (8) Remove oil pan attaching bolts.
- (9) Remove oil pan.
- (10) Clean oil pan and all gasket surfaces.

INSTALLATION

- (1) Install the oil pan gasket to the block.
- (2) Apply a 3MM (1/8 inch) bead of Mopar® Engine RTV at the oil pump to engine block parting line (Fig. 80).
- (3) Install pan and tighten the screws to 12 N·m (105 in. lbs.).
- (4) Lower engine, and remove jack.
- (5) Tighten engine mount thru bolts.
- (6) Raise the front axle into position, and reinstall front axle mounting bolts. If equipped.
- (7) Reconnect exhaust pipe to manifold.
- (8) Install structural collar, if equipped.
- (9) Lower vehicle.



80e2cb53

Fig. 80 OIL PAN GASKET INSTALLATION

1 - SEALER LOCATION

(10) Fill engine crankcase with proper oil to correct level.

(11) Reinstall air cleaner assembly.

OIL PRESSURE SENSOR/
SWITCH

DESCRIPTION

The 3-wire, electrical/mechanical engine oil pressure sensor (sending unit) is located in an engine oil pressure gallery.

OPERATION

The oil pressure sensor uses three circuits. They are:

- A 5-volt power supply from the Powertrain Control Module (PCM)
- A sensor ground through the PCM's sensor return
- A signal to the PCM relating to engine oil pressure

The oil pressure sensor has a 3-wire electrical function very much like the Manifold Absolute Pressure (MAP) sensor. Meaning different pressures relate to different output voltages.

A 5-volt supply is sent to the sensor from the PCM to power up the sensor. The sensor returns a voltage signal back to the PCM relating to engine oil pressure. This signal is then transferred (bussed) to the

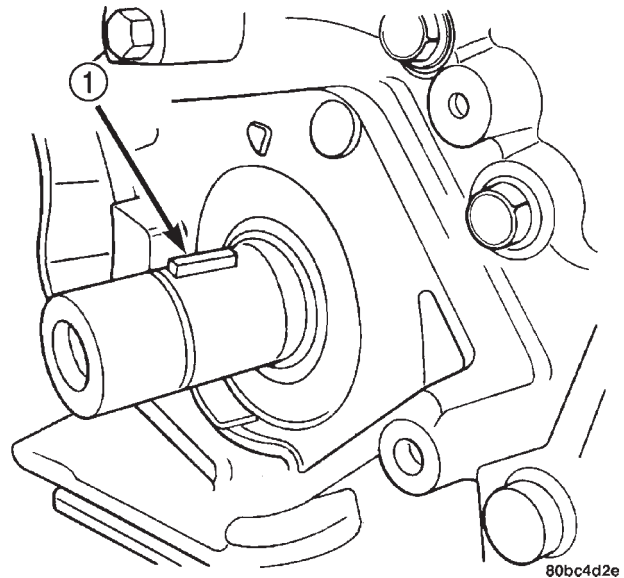
OIL PRESSURE SENSOR/SWITCH (Continued)

instrument panel on either a CCD or PCI bus circuit (depending on vehicle line) to operate the oil pressure gauge and the check gauges lamp. Ground for the sensor is provided by the PCM through a low-noise sensor return.

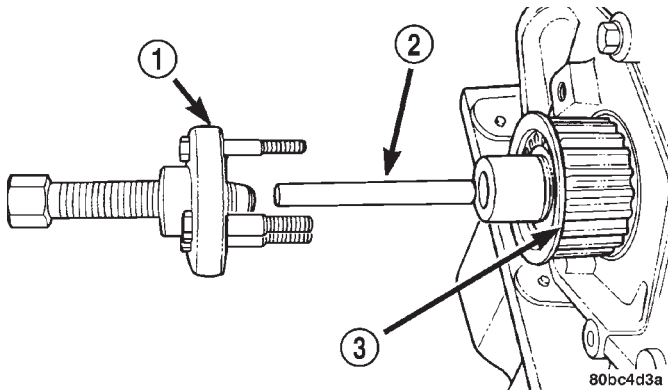
OIL PUMP

REMOVAL

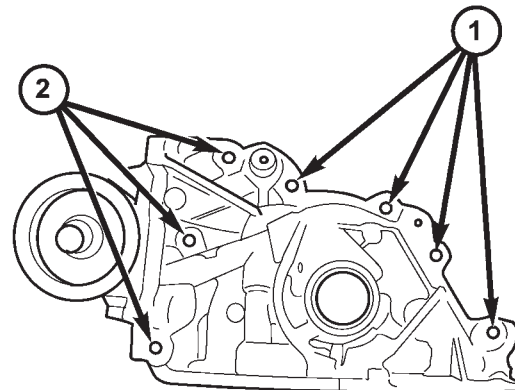
- (1) Disconnect negative cable from battery.
- (2) Remove timing belt. (Refer to 9 - ENGINE/ VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - REMOVAL)
- (3) Remove timing belt rear cover. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT / CHAIN COVER(S) - REMOVAL)
- (4) Remove oil pan. (Refer to 9 - ENGINE/LUBRI- CATION/OIL PAN - REMOVAL)
- (5) Remove crankshaft sprocket using Special Tools 6793 and C-4685-C2 (Fig. 81).
- (6) Remove crankshaft key (Fig. 82).

**Fig. 82 Crankshaft Key**

1 - CRANKSHAFT KEY

**Fig. 81 Crankshaft Sprocket - Removal**

- 1 - SPECIAL TOOL 6793
- 2 - SPECIAL TOOL C-4685-C2
- 3 - CRANKSHAFT SPROCKET

**Fig. 83 2.4L OIL PUMP**

- 1 - BOLTS
- 2 - BOLTS

- (7) Remove oil pick-up tube.
- (8) Remove oil pump (Fig. 83) and front crankshaft seal.

DISASSEMBLY

- (1) To remove the relief valve, proceed as follows:
 - (a) Remove the threaded plug and gasket from the oil pump.
 - (b) Remove spring and relief valve.
- (2) Remove oil pump cover fasteners, and lift off cover.
- (3) Remove pump rotors.
- (4) Wash all parts in a suitable solvent and inspect carefully for damage or wear.

CLEANING

- (1) Clean all parts thoroughly in a suitable solvent.

OIL PUMP (Continued)

INSPECTION

(1) Inspect the mating surface of the oil pump. Surface should be smooth. Replace pump cover if scratched or grooved.

(2) Lay a straightedge across the pump cover surface (Fig. 84). If a 0.025 mm (0.001 in.) feeler gauge can be inserted between cover and straight edge, cover should be replaced.

(3) Measure thickness and diameter of outer rotor. If outer rotor thickness measures 9.40 mm (0.370 in.) or less (Fig. 85), or if the diameter is 79.95 mm (3.148 in.) or less, replace outer rotor.

(4) If inner rotor measures 9.40 mm (0.370 in.) or less replace inner rotor (Fig. 86).

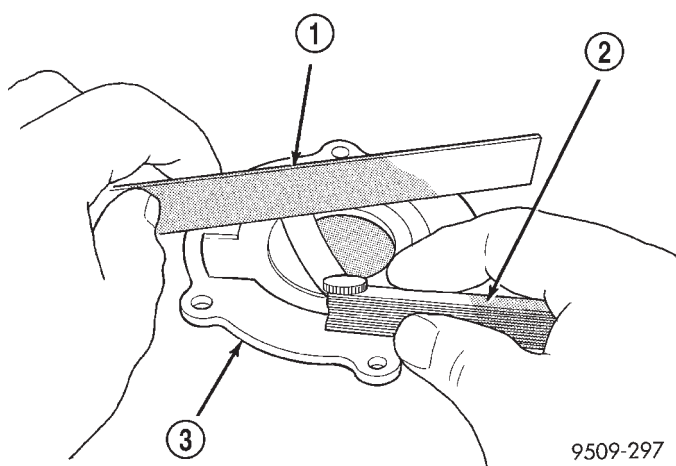


Fig. 84 Checking Oil Pump Cover Flatness

- 1 - STRAIGHT EDGE
- 2 - FEELER GAUGE
- 3 - OIL PUMP COVER

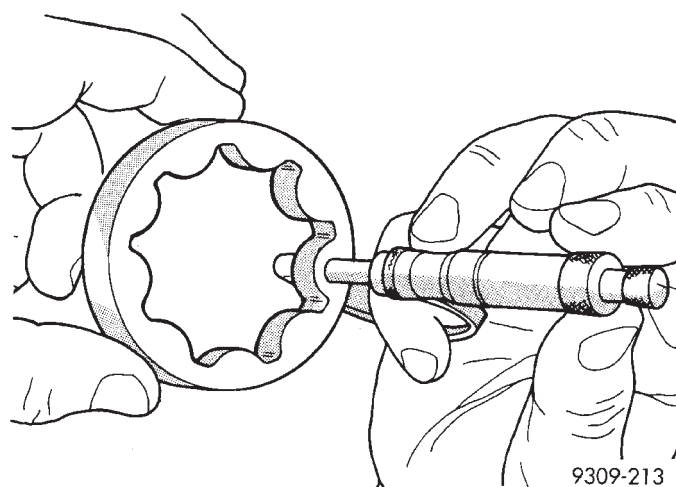


Fig. 85 Measuring Outer Rotor Thickness

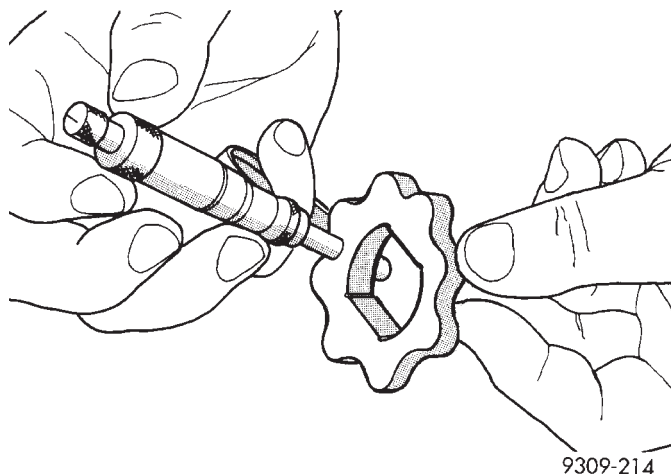


Fig. 86 Measuring Inner Rotor Thickness

ASSEMBLY

(1) Assemble pump, using new parts as required. **Install the inner rotor with chamfer facing the cast iron oil pump cover.**

(2) Prime oil pump before installation by filling rotor cavity with engine oil.

(3) Install cover and tighten fasteners to 12 N·m (105 in. lbs.).

CAUTION: Oil pump pressure relief valve must be installed correctly or serious engine damage may occur.

(4) Install relief valve, spring, gasket and cap. Tighten cap to 41 N·m (30 ft. lbs.).

INSTALLATION

(1) Make sure all surfaces are clean and free of oil and dirt.

(2) Apply Mopar® Gasket Maker to oil pump as shown in (Fig. 87). Install O-ring into oil pump body discharge passage.

(3) Prime oil pump with engine oil before installation.

(4) Align oil pump rotor flats with flats on crankshaft. Install the oil pump to the block.

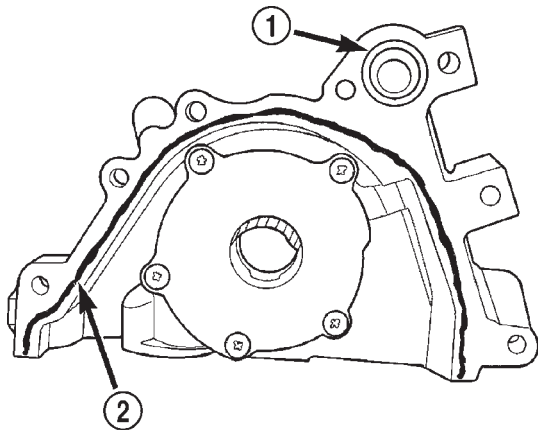
CAUTION: To align, the front crankshaft seal **MUST** be out of pump, or damage may result.

(5) Install new front crankshaft seal using Special Tool 6780 (Fig. 88).

(6) Install crankshaft key (Fig. 82).

CAUTION: The crankshaft sprocket is set to a pre-determined depth from the factory for correct timing belt tracking. If removed, use of Special Tool 6792 is required to set the sprocket to original installation depth. An incorrectly installed sprocket will result in timing belt and engine damage.

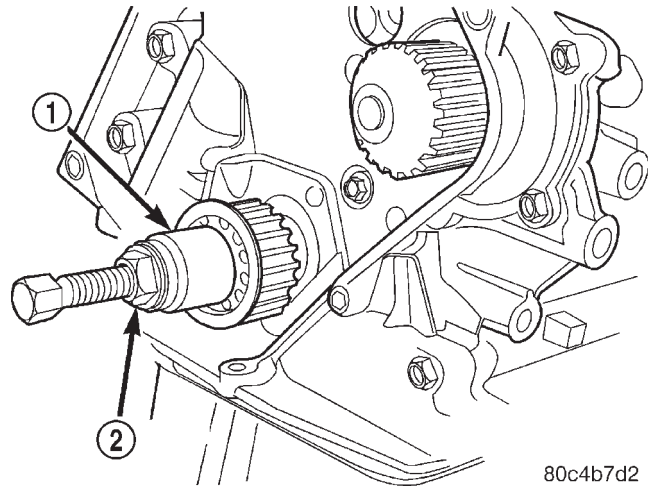
OIL PUMP (Continued)



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Fig. 87 Oil Pump Sealing - Typical

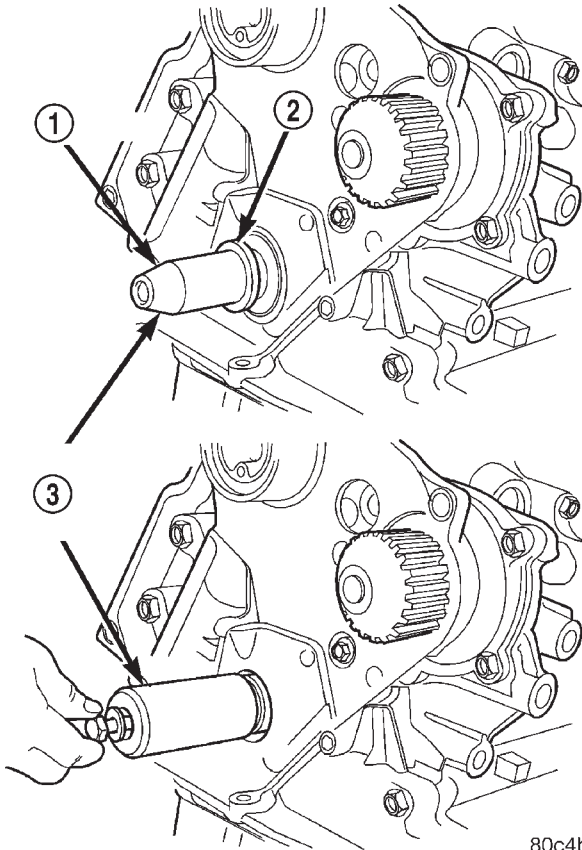
- 1 - O-RING
- 2 - SEALER LOCATION



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Fig. 89 Crankshaft Sprocket - Installation

- 1 - SPECIAL TOOL 6792
- 2 - TIGHTEN NUT TO INSTALL



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Fig. 88 Front Crankshaft Seal - Installation

- 1 - PROTECTOR
- 2 - SEAL
- 3 - SPECIAL TOOL 6780

(7) Install crankshaft sprocket using Special Tool 6792 (Fig. 89).

(8) Install oil pump pick-up tube.

(9) Install oil pan. (Refer to 9 - ENGINE/LUBRICATION/OIL PAN - INSTALLATION)

(10) Install timing belt rear cover. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT / CHAIN COVER(S) - INSTALLATION)

(11) Install timing belt. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - INSTALLATION)

INTAKE MANIFOLD

DESCRIPTION

The intake manifold is a one piece composite module that attaches to the cylinder head with fasteners. The manifold is a long branch design to enhance low and mid-range torque

OPERATION

The intake manifold delivers air to the combustion chambers. This air allows the fuel delivered by the fuel injectors to ignite when the spark plug fire.

DIAGNOSIS AND TESTING - INTAKE MANIFOLD LEAKS

An intake manifold air leak is characterized by lower than normal manifold vacuum. Also, one or more cylinders may not be functioning.

WARNING: USE EXTREME CAUTION WHEN THE ENGINE IS OPERATING. DO NOT STAND IN A DIRECT LINE WITH THE FAN. DO NOT PUT YOUR HANDS NEAR THE PULLEYS, BELTS OR THE FAN. DO NOT WEAR LOOSE CLOTHING.

- (1) Start the engine.

INTAKE MANIFOLD (Continued)

- (2) Spray a small stream of water (Spray Bottle) at the suspected leak area.
- (3) If engine RPM'S change, the area of the suspected leak has been found.
- (4) Repair as required.

REMOVAL

- (1) Disconnect negative cable from battery.
- (2) Disconnect connector from inlet air temperature sensor.
- (3) Disconnect air intake tube at throttle body and remove upper air cleaner housing.
- (4) Disconnect connector from throttle position sensor (TPS).
- (5) Disconnect connector from idle air control (IAC) motor.
- (6) Disconnect connector from MAP sensor.
- (7) Remove vacuum lines for purge solenoid and PCV valve at intake manifold.
- (8) Remove vacuum lines for power brake booster, LDP, EGR transducer, and speed control vacuum reservoir (if equipped) at intake manifold fittings.
- (9) Disconnect throttle, speed control (if equipped), and transaxle control (if equipped) and cables from throttle lever and bracket. (Refer to 14 - FUEL SYSTEM/FUEL INJECTION/THROTTLE CONTROL CABLE - REMOVAL)
- (10) Perform fuel system pressure release procedure **before attempting any repairs**. (Refer to 14 - FUEL SYSTEM/FUEL DELIVERY - STANDARD PROCEDURE)
- (11) Disconnect fuel line. (Refer to 14 - FUEL SYSTEM/FUEL DELIVERY/QUICK CONNECT FITTING - STANDARD PROCEDURE)
- (12) Disconnect coolant temperature sensor/fuel injector wire harness connector.
- (13) Disconnect fuel injector harness.
- (14) Remove intake manifold to cylinder head fasteners.
- (15) Remove the manifold from engine.

CAUTION: Cover intake manifold openings to prevent foreign material from entering engine.

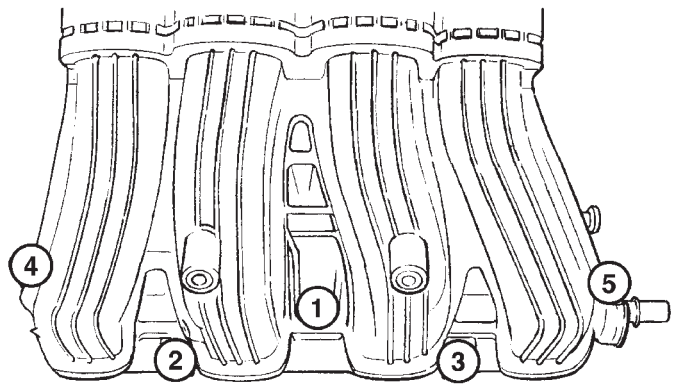
- (16) Inspect the manifold. (Refer to 9 - ENGINE/MANIFOLDS/INTAKE MANIFOLD - INSPECTION)

INSPECTION

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

INSTALLATION

- (1) Clean manifold sealing surfaces.
- (2) Install new manifold to cylinder head seals.
- (3) Install manifold to head.
- (4) Install and tighten intake manifold fasteners to 28 N·m (250 in. lbs.) in the sequence shown (Fig. 90). Repeat procedure until all bolts are at specified torque.



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Fig. 90 LOWER INTAKE MANIFOLD TIGHTENING SEQUENCE

- (5) Install throttle cables in bracket.
- (6) Connect throttle, speed control, (if equipped), cables to throttle lever.
- (7) Connect vacuum lines for power brake booster, LDP, EGR transducer, and speed control vacuum reservoir (if equipped) at upper intake manifold fittings.
- (8) Connect vacuum lines for purge solenoid and PCV valve.
- (9) Connect electrical connectors for MAP sensor, throttle position sensor (TPS), and idle air control (IAC) motor.
- (10) Connect the fuel line. (Refer to 14 - FUEL SYSTEM/FUEL DELIVERY/QUICK CONNECT FITTING - STANDARD PROCEDURE)
- (11) Connect coolant temperature sensor/fuel injector wiring harness electrical connector.
- (12) Install the air cleaner housing and air intake tube to throttle body.
- (13) Connect inlet air temperature sensor connector.
- (14) Connect negative cable to battery.

EXHAUST MANIFOLD

DESCRIPTION

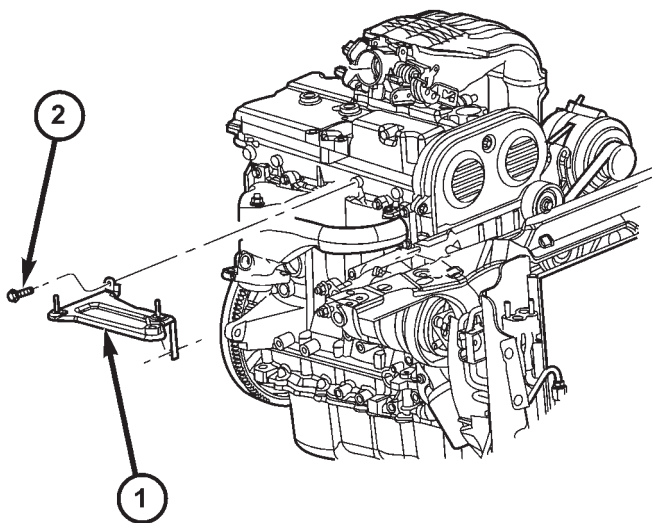
The exhaust manifold is made of Hi-Silicone Moly nodular cast iron for strength and high temperatures. The manifold attaches to the cylinder head.

OPERATION

The exhaust manifold collects the exhaust gasses exiting the combustion chambers. Then it channels the exhaust gasses to the exhaust pipe attached to the manifold.

REMOVAL

- (1) Raise vehicle and disconnect exhaust pipe from the exhaust manifold.
- (2) Lower the vehicle.
- (3) Disconnect upstream oxygen sensor connector at the rear of exhaust manifold.
- (4) Remove the air cleaner bracket (Fig. 91).



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Fig. 91 AIR CLEANER BRACKET

- 1 - AIR CLEANER BRACKET
2 - BOLT (2)

- (5) Remove the heat shield.
- (6) Remove the bolts attaching the manifold to the cylinder head.
- (7) Remove exhaust manifold.
- (8) Inspect the manifold. (Refer to 9 - ENGINE/MANIFOLDS/EXHAUST MANIFOLD - INSPECTION)

CLEANING

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

INSPECTION

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

INSTALLATION

- (1) Clean the manifold mating surfaces.
- (2) Install exhaust manifold with a new gasket. Tighten attaching nuts to 20 N·m (175 in. lbs.).
- (3) Attach exhaust pipe to exhaust manifold and tighten fasteners to 37 N·m (27 ft. lbs.).
- (4) Install and connect the oxygen sensor. (Refer to 14 - FUEL SYSTEM/FUEL INJECTION/O2 SENSOR - COMPONENT LOCATION)
- (5) Install the heat shield.
- (6) Install the air cleaner bracket.

TIMING BELT COVER(S)

REMOVAL

FRONT COVER

- (1) Remove crankshaft vibration damper. (Refer to 9 - ENGINE/ENGINE BLOCK/VIBRATION DAMPER - REMOVAL)
- (2) Remove generator drive belt tensioner assembly. (Refer to 7 - COOLING/ACCESSORY DRIVE/BELT TENSIONERS - REMOVAL)
- (3) Remove timing belt front cover bolts, and remove covers.

REAR COVER

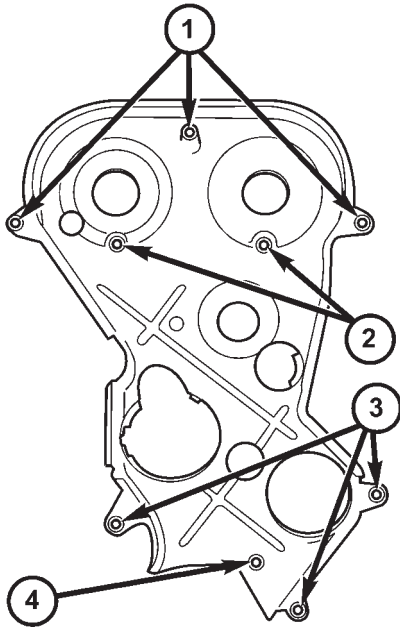
- (1) Remove front covers.
- (2) Remove timing belt. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - REMOVAL)
- (3) Hold camshaft sprocket with Special Tool 6847 while removing center bolt.
- (4) Remove timing belt idler pulley.
- (5) Remove rear cover fasteners and remove cover from engine.

INSTALLATION

REAR COVER

- (1) Install timing belt rear cover and bolts (Fig. 92). Torque bolts to 12 N·m (105 in. lbs).

TIMING BELT COVER(S) (Continued)



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Fig. 92 TIMING BELT REAR COVER FASTENERS

- 1 - OUTER COVER TO REAR COVER FASTENERS (3)
- 2 - REAR COVER TO CYLINDER HEAD FASTENERS
- 3 - OUTER COVER TO REAR COVER FASTENERS (3)
- 4 - INNER COVER TO BLOCK FASTENERS

CAUTION: Do not use an impact wrench for tightening camshaft sprocket bolt. Damage to the timing locating pin can occur. Hand tighten using a wrench **ONLY**.

(2) Install camshaft sprockets, and camshaft target ring. Hold sprockets with Special Tool 6848 and tighten center bolt to 101 N·m (75 ft. lbs.).

(3) Install timing belt idler pulley and tighten mounting bolt to 61 N·m (45 ft. lbs.).

(4) Install timing belt. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - INSTALLATION)

(5) Install accessory drive bracket (Fig. 93).

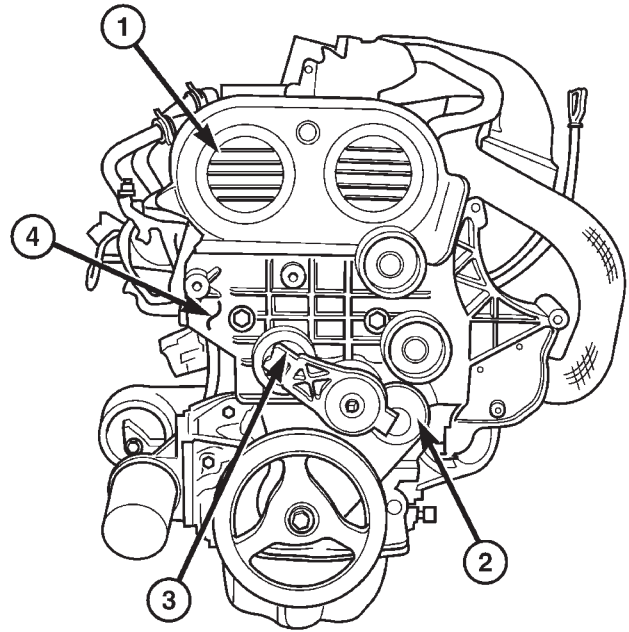
(6) Install front covers.

FRONT COVER

(1) Install timing belt front covers (Fig. 94). Tighten fasteners to 7 N·m (60 in. lbs.).

(2) Install generator drive belt tensioner. (Refer to 7 - COOLING/ACCESSORY DRIVE/BELT TENSIONERS - INSTALLATION)

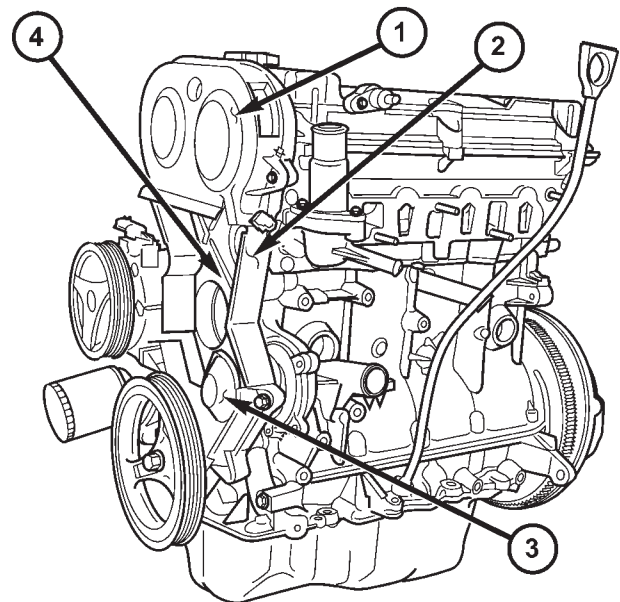
(3) Install crankshaft vibration damper. (Refer to 9 - ENGINE/ENGINE BLOCK/VIBRATION DAMPER - INSTALLATION)



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Fig. 93 ACCESSORY DRIVE BRACKET

- 1- UPPER TIMING BELT COVER
- 2- LOWER TIMING BELT COVER
- 3- BELT TENSIONER
- 4- ACCESSORY DRIVE BRACKET



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Fig. 94 TIMING BELT COVERS

- 1- UPPER TIMING BELT COVER
- 2- REAR TIMING BELT COVER
- 3- LOWER TIMING BELT COVER
- 4- ACCESSORY DRIVE BRACKET NOT SHOWN

TIMING BELT AND SPROCKET(S)

REMOVAL

REMOVAL - TIMING BELT

- (1) Remove air cleaner upper cover, housing, and clean air tube.
- (2) Raise vehicle on hoist.
- (3) Remove accessory drive belts. (Refer to 7 - COOLING/ACCESSORY DRIVE/BELT TENSIONERS - REMOVAL)
- (4) Remove crankshaft vibration damper. (Refer to 9 - ENGINE/ENGINE BLOCK/VIBRATION DAMPER - REMOVAL)
- (5) Remove air conditioner/generator belt tensioner and pulley assembly. (Refer to 7 - COOLING/ACCESSORY DRIVE/BELT TENSIONERS - REMOVAL)
- (6) Remove timing belt lower front cover bolts and remove cover. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT / CHAIN COVER(S) - REMOVAL)
- (7) Lower vehicle.
- (8) Remove bolts attaching timing belt upper front cover and remove cover. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT / CHAIN COVER(S) - REMOVAL)

CAUTION: When aligning crankshaft and camshaft timing marks always rotate engine from crankshaft. Camshaft should not be rotated after timing belt is removed. Damage to valve components may occur. Always align timing marks before removing timing belt.

(9) Before the removal of the timing belt, rotate crankshaft until the TDC mark on oil pump housing aligns with the TDC mark on crankshaft sprocket (trailing edge of sprocket tooth) (Fig. 95).

NOTE: The crankshaft sprocket TDC mark is located on the trailing edge of the sprocket tooth. Failure to align trailing edge of sprocket tooth to TDC mark on oil pump housing will cause the camshaft timing marks to be misaligned.

(10) Install 6 mm Allen wrench into belt tensioner. Before rotating the tensioner, insert the long end of a 1/8" or 3 mm Allen wrench into the pin hole on the front of the tensioner (Fig. 96). While rotating the tensioner counterclockwise, push in lightly on the 1/8" or 3 mm Allen wrench, until it slides into the locking hole.

(11) Remove timing belt.

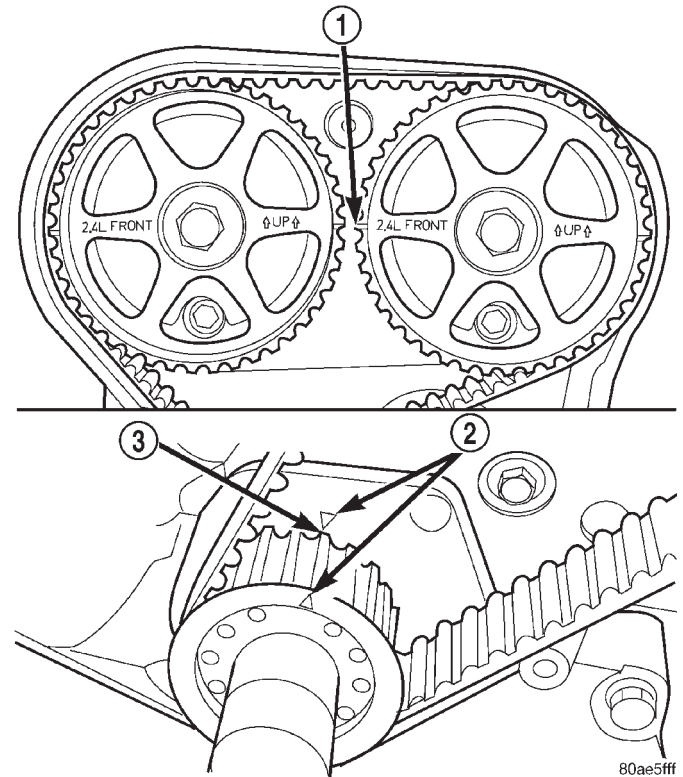


Fig. 95 Crankshaft and Camshaft Timing

- 1 - CAMSHAFT TIMING MARKS
- 2 - CRANKSHAFT TDC MARKS
- 3 - TRAILING EDGE OF SPROCKET TOOTH

REMOVAL - CRANKSHAFT SPROCKET

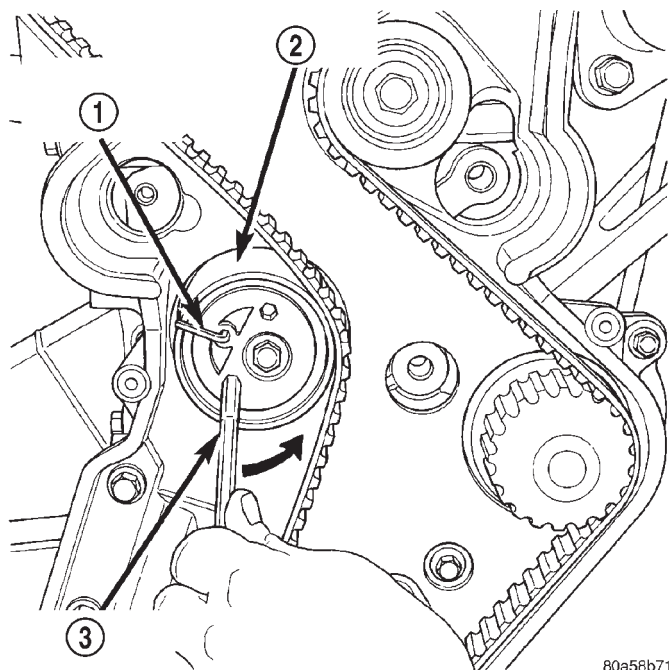
- (1) Disconnect negative battery cable.
- (2) Remove timing belt (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - REMOVAL).
- (3) Remove crankshaft sprocket using Special Tools 6793 and insert C-4685-C2 (Fig. 97).

CLEANING

Do Not attempt to clean a timing belt. If contamination from oil, grease, or coolants have occurred, the timing belt should be replaced.

Clean all sprockets using a suitable solvent. Clean all sprocket grooves of any debris.

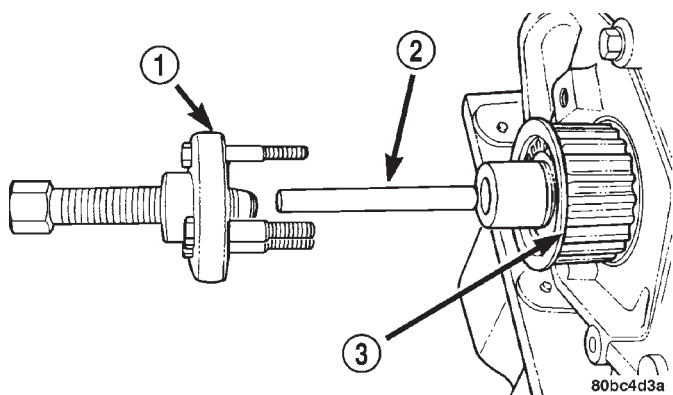
TIMING BELT AND SPROCKET(S) (Continued)



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Fig. 96 Locking Timing Tensioner

- 1 - 1/8 OR 3mm ALLEN WRENCH
- 2 - BELT TENSIONER
- 3 - 6mm ALLEN WRENCH



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Fig. 97 Crankshaft Sprocket - Removal

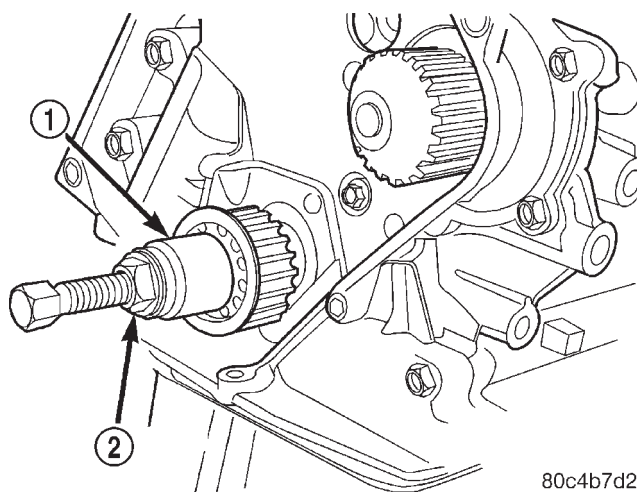
- 1 - SPECIAL TOOL 6793
- 2 - SPECIAL TOOL C-4685-C2
- 3 - CRANKSHAFT SPROCKET

INSTALLATION

INSTALLATION - CRANKSHAFT SPROCKET

CAUTION: The crankshaft sprocket is set to a pre-determined depth from the factory for correct timing belt tracking. If removed, use of Special Tool 6792 is required to set the sprocket to original installation depth. An incorrectly installed sprocket will result in timing belt and engine damage.

(1) Install crankshaft sprocket using Special Tool 6792 (Fig. 98).



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Fig. 98 Crankshaft Sprocket - Installation

- 1 - SPECIAL TOOL 6792
- 2 - TIGHTEN NUT TO INSTALL

(2) Install timing belt. (Refer to 9 - ENGINE/ VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - INSTALLATION)

INSTALLATION - TIMING BELT

CAUTION: The crankshaft sprocket is set to a pre-determined depth from the factory for correct timing belt tracking. If removed, use of Special Tool 6792 is required to set the sprocket to original installation depth. An incorrectly installed sprocket will result in timing belt and engine damage.

TIMING BELT AND SPROCKET(S) (Continued)

(1) Set crankshaft sprocket to TDC by aligning the sprocket with the arrow on the oil pump housing.

(2) Set camshafts timing marks so that the exhaust camshaft sprocket is a 1/2 notch below the intake camshaft sprocket (Fig. 99).

CAUTION: Ensure that the arrows on both camshaft sprockets are facing up.

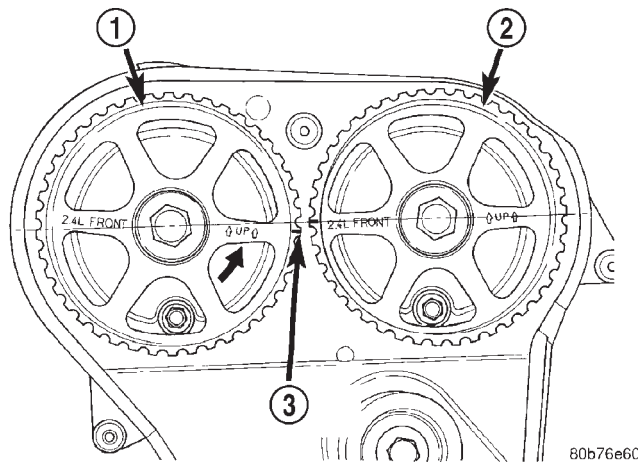


Fig. 99 Camshaft Sprocket Alignment

- 1 - CAMSHAFT SPROCKET-EXHAUST
- 2 - CAMSHAFT SPROCKET-INTAKE
- 3 - 1/2 NOTCH LOCATION

(3) Install timing belt. Starting at the crankshaft, go around the water pump sprocket, idler pulley, camshaft sprockets and then around the tensioner (Fig. 100).

(4) Move the exhaust camshaft sprocket counterclockwise (Fig. 100) to align marks and take up belt slack.

(5) Insert a 6 mm Allen wrench into the hexagon opening located on the top plate of the belt tensioner pulley. Rotate the top plate **COUNTERCLOCKWISE**. The tensioner pulley will move against the belt and the tensioner setting notch will eventually start to move clockwise. Watching the movement of the setting notch, continue rotating the top plate counterclockwise until the setting notch is aligned with the spring tang (Fig. 101). Using the allen wrench to prevent the top plate from moving, torque the tensioner lock nut to 30 N·m (22 ft. lbs.). Setting notch and spring tang should remain aligned after lock nut is torqued.

(6) Remove allen wrench and torque wrench.

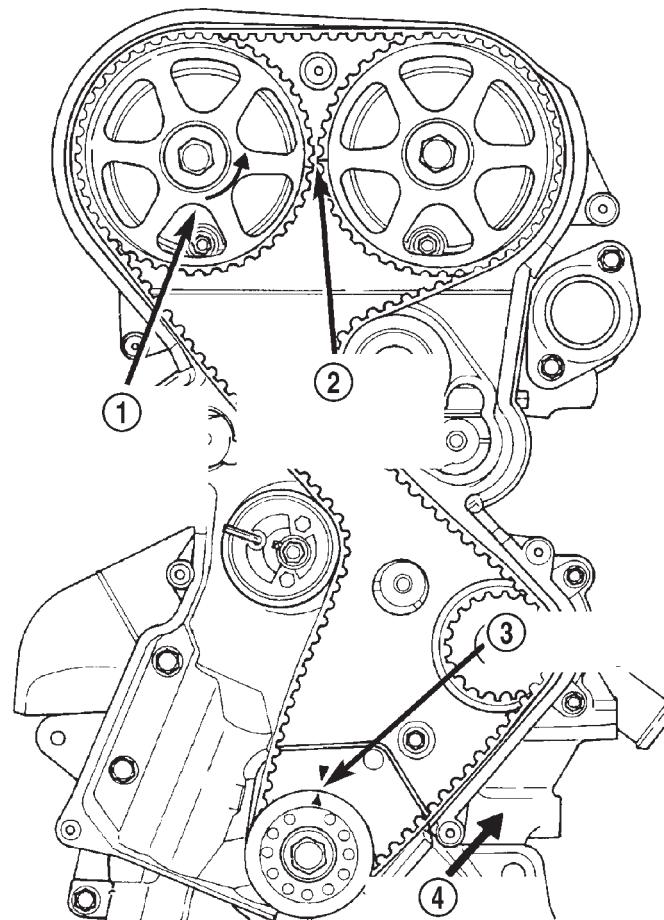


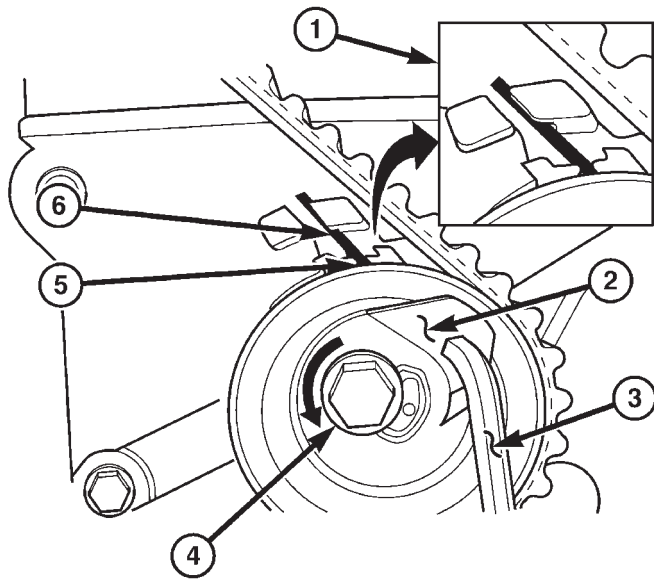
Fig. 100 Timing Belt - Installation - Typical

- 1 - ROTATE CAMSHAFT SPROCKET TO TAKE UP BELT SLACK
- 2 - CAMSHAFT TIMING MARKS 1/2 NOTCH LOCATION
- 3 - CRANKSHAFT AT TDC
- 4 - INSTALL BELT IN THIS DIRECTION

NOTE: Repositioning the crankshaft to the TDC position must be done only during the **CLOCKWISE** rotation movement. If TDC is missed, rotate a further two revolutions until TDC is achieved. **DO NOT** rotate crankshaft counterclockwise as this will make verification of proper tensioner setting impossible.

(7) Once the timing belt has been installed and tensioner adjusted, rotate the crankshaft **CLOCKWISE** two complete revolutions manually for seating of the belt, until the crankshaft is repositioned at the TDC position. Verify that the camshaft and crankshaft timing marks are in proper position (Fig. 102).

TIMING BELT AND SPROCKET(S) (Continued)



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Fig. 101 Timing Belt Tension Adjustment

- 1 - ALIGN SETTING NOTCH WITH SPRING TANG
- 2 - TOP PLATE
- 3 - 6mm ALLEN WRENCH
- 4 - LOCK NUT
- 5 - SETTING NOTCH
- 6 - SPRING TANG

(8) Check if the spring tang is within the tolerance window (Fig. 103). If the spring tang is within the tolerance window, the installation process is complete and nothing further is required. If the spring tang is not within the tolerance window, repeat Steps 5 through 7.

(9) Install timing belt front covers and bolts. (Refer to 9 - ENGINE/VALVE TIMING/TIMING BELT / CHAIN COVER(S) - INSTALLATION)

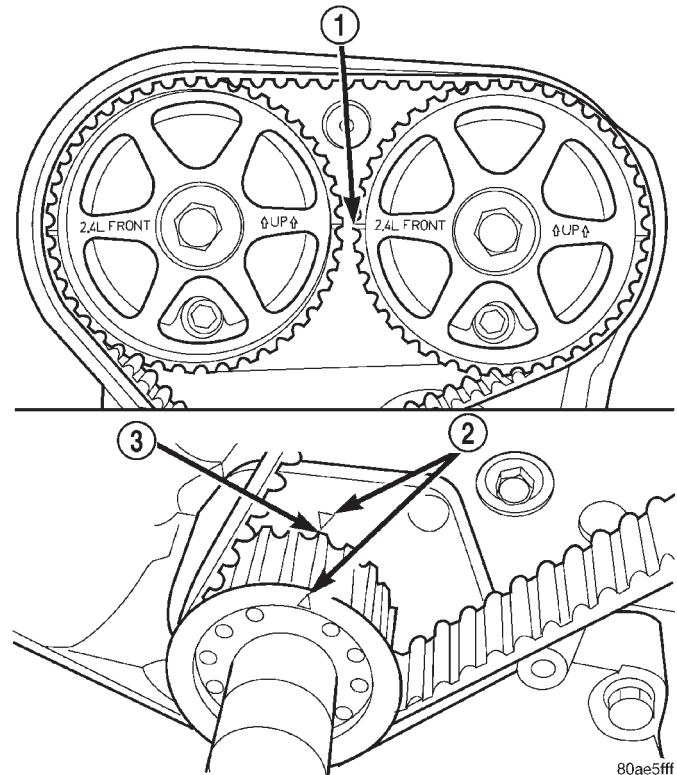
(10) Install air conditioning/generator belt tensioner and pulley. (Refer to 7 - COOLING/ACCESSORY DRIVE/BELT TENSIONERS - INSTALLATION)

(11) Install crankshaft vibration damper. (Refer to 9 - ENGINE/ENGINE BLOCK/VIBRATION DAMPER - INSTALLATION)

(12) Install accessory drive belts. (Refer to 7 - COOLING/ACCESSORY DRIVE/DRIVE BELTS - INSTALLATION)

(13) Install drive belt splash shield.

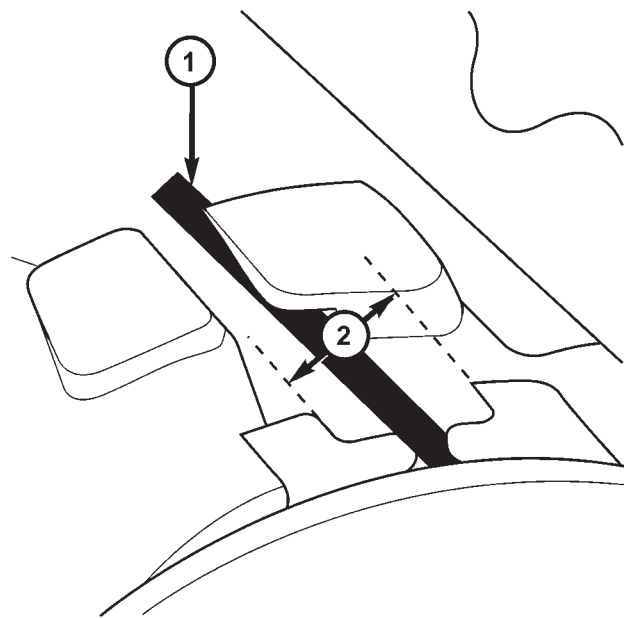
(14) Install air cleaner housing, upper cover, and clean air tube.



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Fig. 102 Crankshaft and Camshaft Timing

- 1 - CAMSHAFT TIMING MARKS
- 2 - CRANKSHAFT TDC MARKS
- 3 - TRAILING EDGE OF SPROCKET TOOTH



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Fig. 103 Timing Belt Tension Verification

- 1 - SPRING TANG
- 2 - TOLERANCE WINDOW

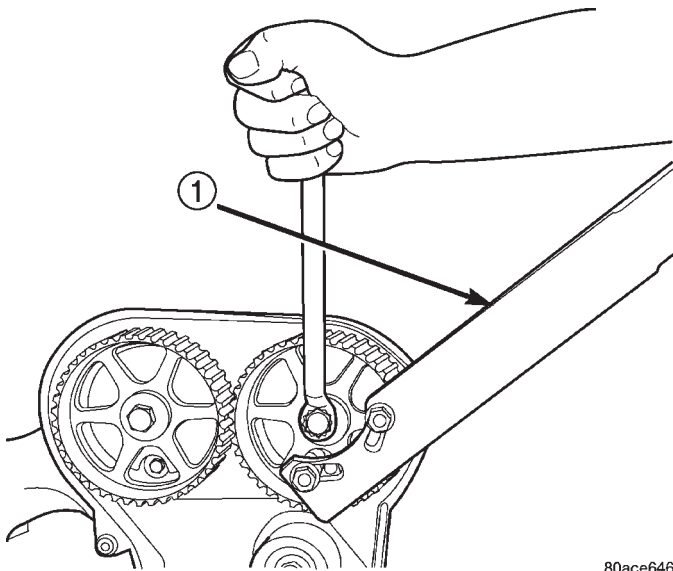
TIMING BELT TENSIONER & PULLEY

REMOVAL

(1) Remove the timing belt. (Refer to 9 - ENGINE/ VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - REMOVAL)

(2) Remove timing belt idler pulley.

(3) Hold camshaft sprocket with Special Tool 6847 while removing bolt (Fig. 104). Remove both cam sprockets.



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Fig. 104 Camshaft Sprocket - Removal/Installation

1 - SPECIAL TOOL 6847

(4) Remove rear timing belt cover fasteners and remove cover from engine (Fig. 105).

(5) Remove lower bolt attaching timing belt tensioner assembly to engine and remove tensioner **as an assembly**.

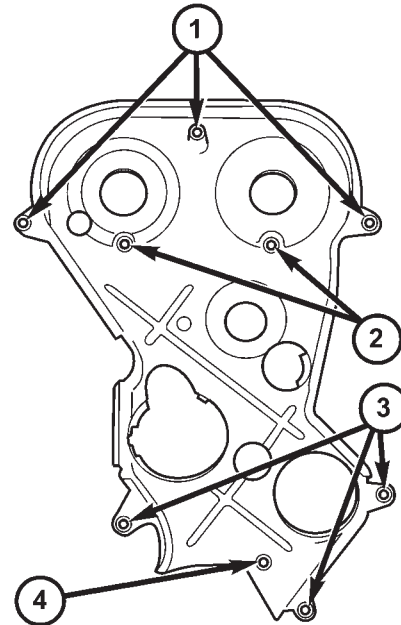
INSTALLATION

(1) Align timing belt tensioner assembly to engine and install lower mounting bolt **but do not tighten**. To properly align tensioner assembly—install one of the engine bracket mounting bolts (M10) 5 to 7 turns into the tensioner's upper mounting location.

(2) Torque the tensioner's lower mounting bolt to 61 N·m (45 ft. lbs.). Remove the upper bolt used for tensioner alignment.

(3) Install rear timing belt cover and fasteners.

(4) Install timing belt idler pulley and torque mounting bolt to 61 N·m (45 ft. lbs.).



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Fig. 105 TIMING BELT REAR COVER FASTENERS

1 - OUTER COVER TO REAR COVER FASTENERS (3)

2 - REAR COVER TO CYLINDER HEAD FASTENERS

3 - OUTER COVER TO REAR COVER FASTENERS (3)

4 - INNER COVER TO BLOCK FASTENERS

(5) Install camshaft sprockets. Use Special Tool 6847 to hold sprockets, torque bolts to 101 N·m (75 ft. lbs.).

(6) Install the timing belt. (Refer to 9 - ENGINE/ VALVE TIMING/TIMING BELT/CHAIN AND SPROCKETS - INSTALLATION)

BALANCE SHAFT

DESCRIPTION

The 2.4L engine is equipped with two nodular cast iron balance shafts installed in a cast aluminum carrier attached to the lower cylinder block (Fig. 106).

OPERATION

The balance shafts are driven by the crankshaft via a roller chain and sprockets. The balance shafts are connected by helical gears. The dual counter rotating shafts decrease second order vertical shaking forces caused by component movement.

BALANCE SHAFT (Continued)

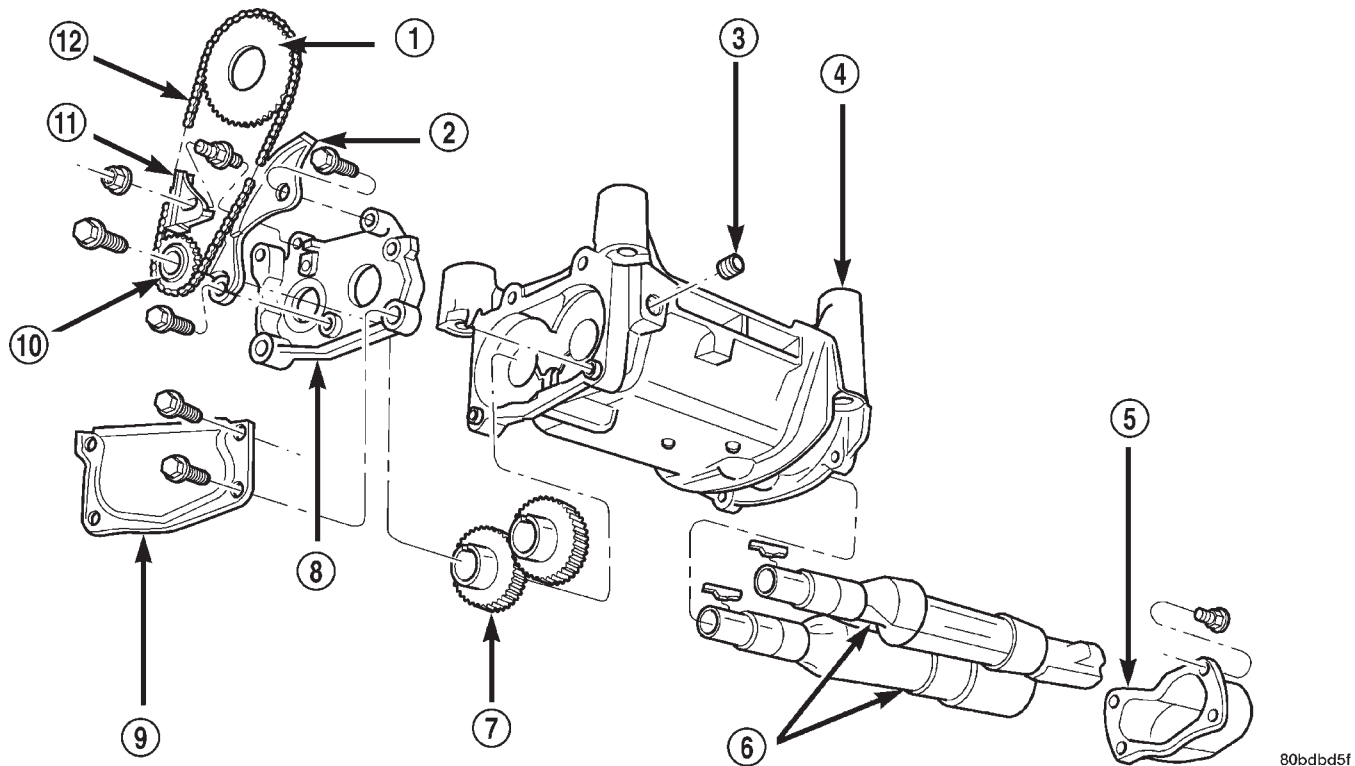


Fig. 106 Balance Shafts and Carrier Assembly

- 1 - SPROCKET
- 2 - TENSIONER
- 3 - PLUG
- 4 - CARRIER
- 5 - REAR COVER
- 6 - BALANCE SHAFTS

- 7 - GEARS
- 8 - GEAR COVER
- 9 - CHAIN COVER
- 10 - SPROCKET
- 11 - GUIDE
- 12 - CHAIN

REMOVAL

BALANCE SHAFTS

- (1) Drain engine oil.
- (2) Remove the oil pan. (Refer to 9 - ENGINE/LUBRICATION/OIL PAN - REMOVAL)
- (3) Remove chain cover, guide and tensioner (Fig. 107). Also see Carrier Assembly Removal for service procedures requiring only temporary relocation of assembly.
- (4) Remove gear cover retaining stud (double ended to also retain chain guide). Remove cover and balance shaft gears (Fig. 107).
- (5) Remove balance shaft gear, chain sprocket retaining screws, and crankshaft chain sprocket. Remove chain and sprocket assembly (Fig. 108). Using two wide pry bars, work the sprocket back and forth until it is off the shaft.

- (6) Remove carrier gear cover and balance shafts (Fig. 109).

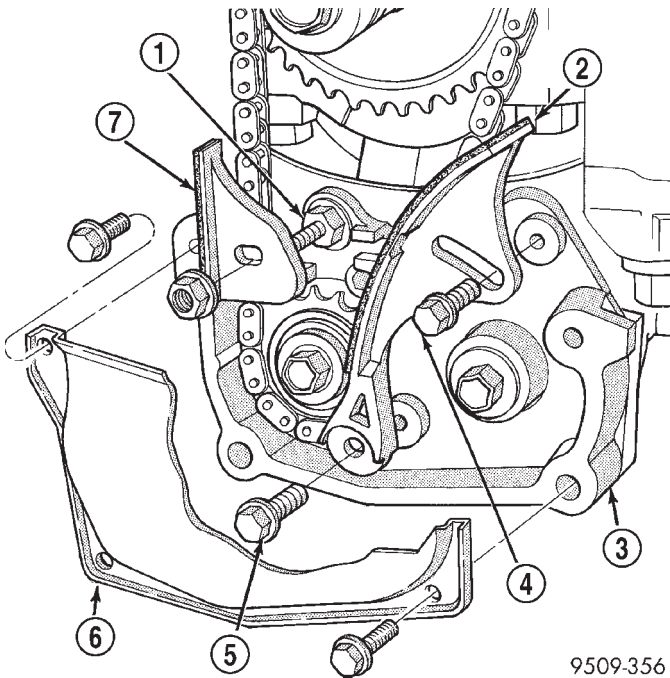
- (7) Remove four carrier to crankcase attaching bolts to separate carrier from engine bedplate.

BALANCE SHAFT CARRIER

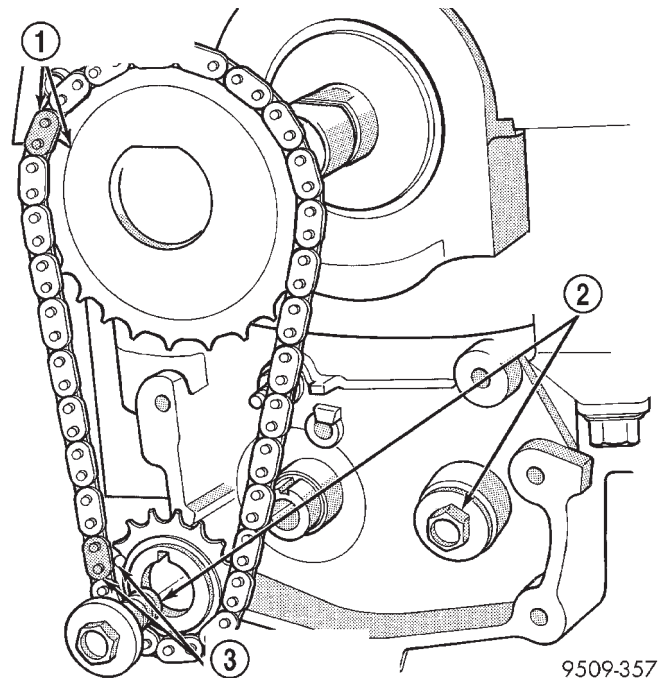
The following components will remain intact during carrier removal. Gear cover, gears, balance shafts and the rear cover (Fig. 110).

- (1) Remove chain cover and driven balance shaft chain sprocket screw.
- (2) Loosen tensioner pivot and adjusting screws, move driven balance shaft inboard through driven chain sprocket. Sprocket will hang in lower chain loop.
- (3) Remove carrier to crankcase attaching bolts to remove carrier.

BALANCE SHAFT (Continued)

**Fig. 107 Chain Cover, Guide and Tensioner**

- 1 - STUD
- 2 - TENSIONER (ADJUSTER)
- 3 - GEAR COVER
- 4 - ADJUST SCREW
- 5 - PIVOT SCREW
- 6 - CHAIN COVER (CUTAWAY)
- 7 - GUIDE

**Fig. 108 Drive Chain and Sprockets**

- 1 - NICKEL PLATED LINK AND MARK
- 2 - GEAR/SPROCKET SCREWS
- 3 - NICKEL PLATED LINK AND DOT

INSTALLATION

BALANCE SHAFT TIMING

BALANCE SHAFT INSTALLATION

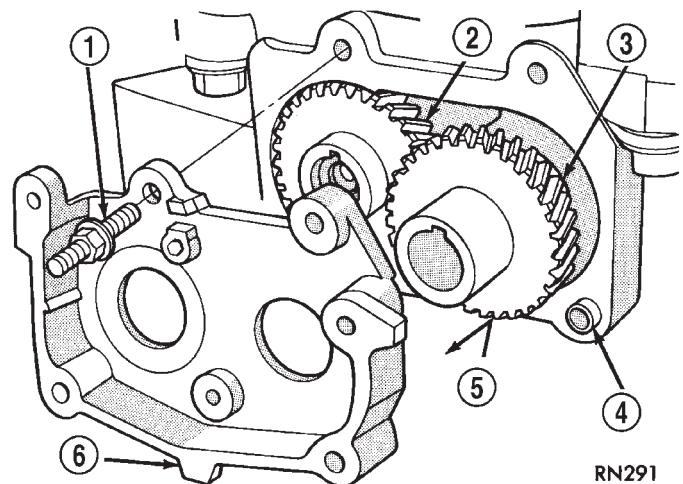
Balance shaft and carrier assembly installation is the reverse of the removal procedure. **During installation crankshaft-to-balance shaft timing must be established. Refer to Timing procedure in this section.**

(1) With balance shafts installed in carrier (Fig. 110) position carrier on crankcase and install four attaching bolts and tighten to 54 N·m (40 ft. lbs.).

(2) Turn balance shafts until both shaft key ways are up, parallel to vertical centerline of engine. Install short hub drive gear on sprocket driven shaft and long hub gear on gear driven shaft. After installation gear and balance shaft keyways must be up with gear timing marks meshed as shown in (Fig. 111).

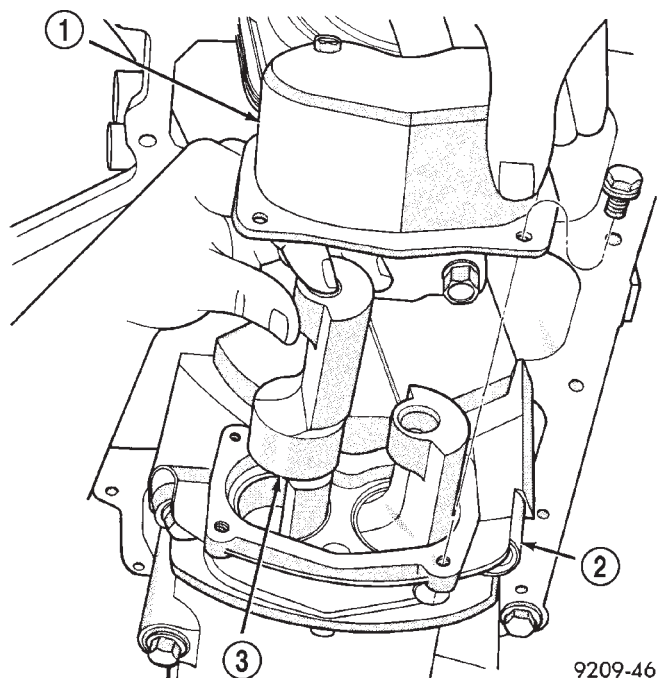
(3) Install gear cover and tighten double ended stud/washer fastener to 12 N·m (105 in. lbs.).

(4) Align flat on balance shaft drive sprocket to the flat on crankshaft (Fig. 112).

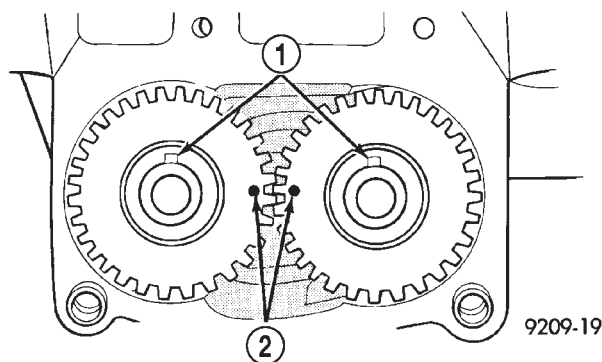
**Fig. 109 Gear Cover and Gears**

- 1 - STUD (DOUBLE ENDED)
- 2 - DRIVE GEAR
- 3 - DRIVEN GEAR
- 4 - CARRIER DOWEL
- 5 - GEAR(S)
- 6 - GEAR COVER

BALANCE SHAFT (Continued)

**Fig. 110 Balance Shaft - Removal/Installation**

- 1 - REAR COVER
- 2 - CARRIER
- 3 - BALANCE SHAFT

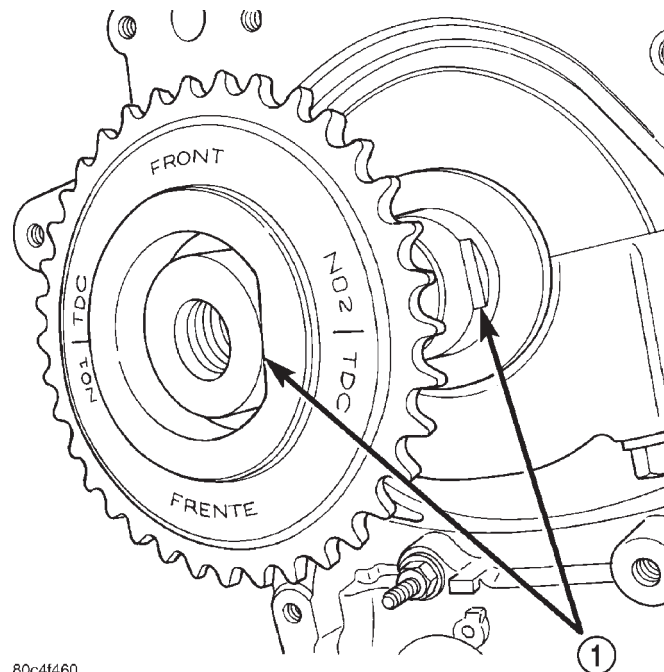
**Fig. 111 Gear Timing**

- 1 - KEY WAYS UP
- 2 - GEAR ALIGNMENT DOTS

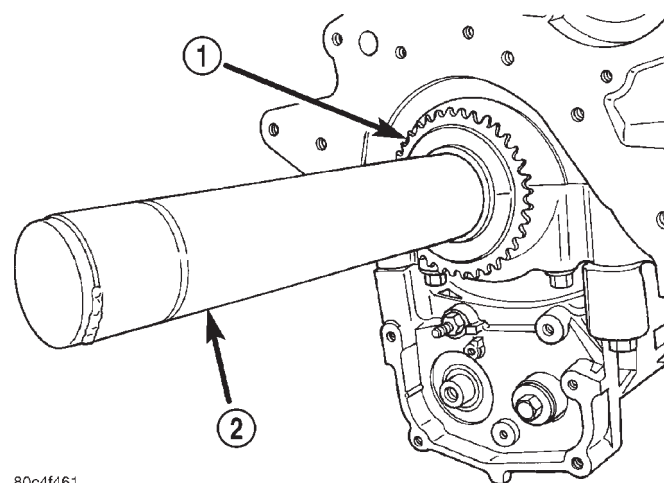
(5) Install balance shaft drive sprocket on crankshaft using Special Tool 6052 (Fig. 113).

(6) Turn crankshaft until number 1 cylinder is at top dead center (TDC). The timing marks on the chain sprocket should line up with the parting line on the left side of number one main bearing cap. (Fig. 114).

(7) Place chain over crankshaft sprocket so that the plated link of the chain is over the number 1 cylinder timing mark on the balance shaft crankshaft sprocket (Fig. 114).

**Fig. 112 Balance Shaft Sprocket Alignment to Crankshaft**

- 1 - ALIGN FLATS

**Fig. 113 Balance Shaft Drive**

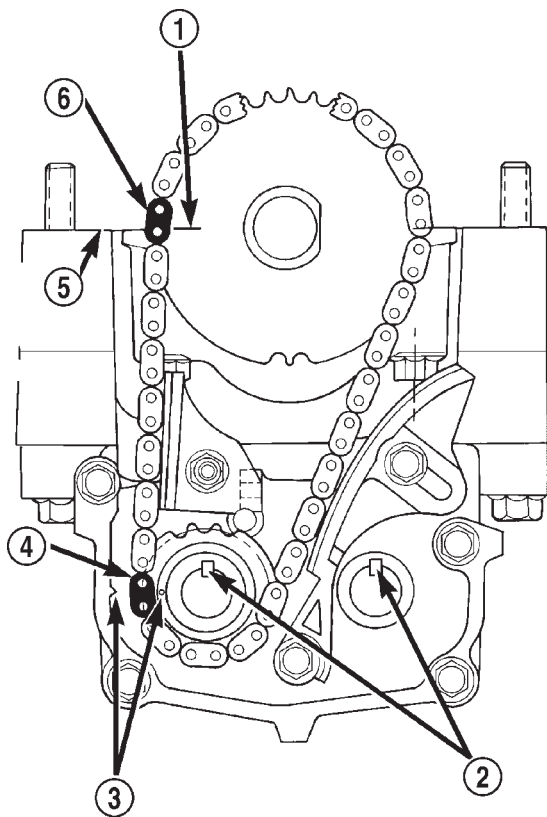
- 1 - SPROCKET
- 2 - SPECIAL TOOL 6052

(8) Place balance shaft sprocket into the timing chain (Fig. 114) and align the timing mark on the sprocket (dot) with the (lower) plated link on the chain.

NOTE: The lower plated link is 8 links from the upper link.

BALANCE SHAFT (Continued)

(9) With balance shaft keyways pointing up (12 o'clock) slide the balance shaft sprocket onto the nose of the balance shaft. The balance shaft may have to be pushed in slightly to allow for clearance.



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Fig. 114 Balance Shaft Timing

- 1 - MARK ON SPROCKET
- 2 - KEYWAYS UP
- 3 - ALIGN MARKS
- 4 - PLATED LINK
- 5 - PARTING LINE (BEDPLATE TO BLOCK)
- 6 - PLATED LINK

NOTE: THE TIMING MARK ON THE SPROCKET, THE (LOWER) NICKEL PLATED LINK, AND THE ARROW ON THE SIDE OF THE GEAR COVER SHOULD LINE UP WHEN THE BALANCE SHAFTS ARE TIMED CORRECTLY.

(10) If the sprockets are timed correctly, install the balance shaft bolts and tighten to 28 N·m (250 in. lbs.). A wood block placed between crankcase and crankshaft counterbalance will prevent crankshaft and gear rotation.

(11) **CHAIN TENSIONING:**

(a) Install chain tensioner loosely assembled.

(b) Position guide on double ended stud making sure tab on the guide fits into slot on the gear cover. Install and tighten nut/washer assembly to 12 N·m (105 in. lbs.).

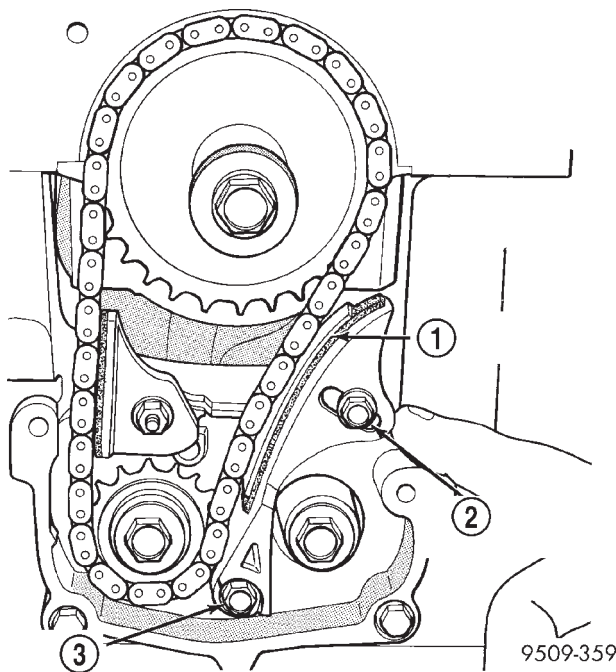
(c) Place a shim 1 mm (0.039 in.) thick x 70 mm (2.75 in.) long or between tensioner and chain. Push tensioner and shim up against the chain. **Apply firm pressure 2.5–3 Kg (5.5–6.6 lbs.) directly behind the adjustment slot to take up all slack.** Chain must have shoe radius contact as shown in (Fig. 115).

(d) With the load applied, tighten top tensioner bolt first, then bottom pivot bolt. Tighten bolts to 12 N·m (105 in. lbs.). Remove shim.

(e) Install carrier covers and tighten screws to 12 N·m (105 in. lbs.).

(12) Install pick-up tube and oil pan.

(13) Fill engine crankcase with proper oil to correct level.



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Fig. 115 Chain Tension Adjustment

- 1 - 1MM (0.039 IN.) SHIM
- 2 - TENSIONER (ADJUSTER) BOLT
- 3 - PIVOT BOLT

BALANCE SHAFT CARRIER

REMOVAL

(Refer to 9 - ENGINE/VALVE TIMING/BALANCE SHAFT - REMOVAL)

INSTALLATION

(Refer to 9 - ENGINE/VALVE TIMING/BALANCE SHAFT - INSTALLATION)

BALANCE SHAFT CHAIN

REMOVAL

(Refer to 9 - ENGINE/VALVE TIMING/BALANCE SHAFT - REMOVAL)

INSTALLATION

(Refer to 9 - ENGINE/VALVE TIMING/BALANCE SHAFT - INSTALLATION)