

LAMPS

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GENERAL LIGHTING DIAGNOSIS

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GENERAL INFORMATION

DIAGNOSTIC PROCEDURES

JA vehicles use lighting on the interior and exterior of the vehicle for illuminating and indicating purposes. Lighting circuits are protected by fuses or circuit breakers. Lighting circuits require an overload protected power source, on/off device, lamps and body ground to operate properly. Plastic lamps require a wire in the harness to supply body ground to the lamp socket. Lamp sockets that are exposed to moisture should be coated with Mopar® Multi-purpose Grease, or equivalent, to avoid corrosion. If a socket has become corroded, clean socket and bulb base with abrasive fiber sanding pad or metallic bristle brush. Replace sockets and bulbs that are deformed from corrosion that could prevent continuous body ground.

Wire connectors can make intermittent contact or become corroded. Before coupling wire connectors, inspect the terminals inside the connector. Male terminals should not be bent or disengaged from the insulator. Female terminals should not be sprung open or disengaged from the insulator. Bent and sprung terminals can be repaired using needle nose pliers and pick tool. Corroded terminals appear chalky or green. Corroded terminals should be replaced to avoid recurrence of the problem symptoms. Wire connector terminals should be coated with Mopar® Multi-purpose Grease, or equivalent, to avoid corrosion.

Begin electrical system failure diagnosis by testing related fuses and circuit breakers in the fuse block and engine compartment. Verify that bulbs are in good condition and test continuity of the circuit ground. Refer to Group 8W, Wiring Diagrams for component location and circuit information.

SAFETY PRECAUTIONS

WARNING: EYE PROTECTION SHOULD BE USED WHEN SERVICING GLASS COMPONENTS. PERSONAL INJURY CAN RESULT.

CAUTION: Do not touch the glass of halogen bulbs with fingers or other possibly oily surface, reduced bulb life will result. Do not use bulbs with higher candle power than indicated in the Bulb Application table at the end of this group. Damage to lamp can result. Do not use fuses, circuit breakers or relays having greater amperage value than indicated on the fuse panel or in the Owners Manual.

When it is necessary to remove components to service another, it should not be necessary to apply excessive force or bend a component to remove it. Before damaging a trim component, verify hidden fasteners or captured edges are not holding the component in place.

GENERAL INFORMATION (Continued)

SYSTEM DIAGNOSTIC PROCEDURES

When a vehicle experiences problems with the headlamp system, verify the condition of the battery connections, charging system, headlamp bulbs, wire

connectors, relay, high beam dimmer switch and headlamp switch. Refer to Group 8W, Wiring Diagrams for component locations and circuit information.

HEADLAMP DIAGNOSIS

CONDITION	POSSIBLE CAUSES	CORRECTION
HEADLAMPS ARE DIM WITH ENGINE IDLING OR IGNITION TURNED OFF	<ol style="list-style-type: none"> 1. Loose or corroded battery cables. 2. Loose or worn generator drive belt. 3. Charging system output too low. 4. Battery has insufficient charge. 5. Battery is sulfated or shorted. 6. Poor lighting circuit Z1-ground. 7. Both headlamp bulbs defective. 	<ol style="list-style-type: none"> 1. Clean and secure battery cable clamps and posts. 2. Adjust or replace generator drive belt. 3. Test and repair charging system, refer to Group 8A, 4. Test battery state-of -charge, refer to Group 8A. 5. Load test battery, refer to Group 8A. 6. Test for voltage drop across Z1-ground locations, refer to Group 8W. 7. Replace both headlamp bulbs.
HEADLAMP BULBS BURN OUT FREQUENTLY	<ol style="list-style-type: none"> 1. Charging system output too high. 2. Loose or corroded terminals or splices in circuit. 	<ol style="list-style-type: none"> 1. Test and repair charging system, refer to Group 8A. 2. Inspect and repair all connectors and splices, refer to Group 8W.
HEADLAMPS ARE DIM WITH ENGINE RUNNING ABOVE IDLE	<ol style="list-style-type: none"> 1. Charging system output too low. 2. Poor lighting circuit Z1-ground. 3. High resistance in headlamp circuit. 4. Both headlamp bulbs defective. 	<ol style="list-style-type: none"> 1. Test and repair charging system, refer to Group 8A. 2. Test for voltage drop across Z1-ground locations, refer to Group 8W. 3. Test amperage draw of headlamp circuit. 4. Replace both headlamp bulbs.
HEADLAMPS FLASH RANDOMLY	<ol style="list-style-type: none"> 1. Poor lighting circuit Z1-ground. 2. High resistance in headlamp circuit. 3. Faulty headlamps switch circuit breaker. 4. Loose or corroded terminals or splices in circuit. 	<ol style="list-style-type: none"> 1. Test for voltage drop across Z1-ground locations, refer to Group 8W. 2. Test amperage draw of headlamp circuit. 3. Replace headlamp switch. 4. Inspect and repair all connectors and splices, refer to Group 8W.
HEADLAMPS DO NOT ILLUMINATE	<ol style="list-style-type: none"> 1. No voltage to headlamps. 2. No Z1-ground at headlamps. 3. Faulty headlamp switch. 4. Faulty headlamp dimmer (multi-function) switch. 5. Broken connector terminal or wire splice in headlamp circuit. 	<ol style="list-style-type: none"> 1. Repair open headlamp circuit, refer to Group 8W. 2. Repair circuit ground, refer to Group 8W. 3. Replace headlamp switch. 4. Replace multi-function switch. 5. Repair connector terminal or wire splice.

GENERAL INFORMATION (Continued)

FOG LAMP DIAGNOSIS

CONDITION	POSSIBLE CAUSES	CORRECTION
FOG LAMPS ARE DIM WITH ENGINE IDLING OR IGNITION TURNED OFF.	<ol style="list-style-type: none"> 1. Loose or corroded battery cables. 2. Loose or worn generator drive belt. 3. Charging system output too low. 4. Battery has insufficient charge. 5. Battery is sulfated or shorted. 6. Poor lighting circuit Z1-ground. 7. Both fog lamp bulbs defective. 	<ol style="list-style-type: none"> 1. Clean and secure battery cable clamps and posts. 2. Adjust or replace generator drive belt. 3. Test and repair charging system, refer to Group 8A, 4. Test battery state-of -charge, refer to Group 8A. 5. Load test battery, refer to Group 8A. 6. Test for voltage drop across Z1-ground locations, refer to Group 8W. 7. Replace both fog lamp bulbs.
FOG LAMP BULBS BURN OUT FREQUENTLY	<ol style="list-style-type: none"> 1. Charging system output too high. 2. Loose or corroded terminals or splices in circuit. 	<ol style="list-style-type: none"> 1. Test and repair charging system, refer to Group 8A. 2. Inspect and repair all connectors and splices, refer to Group 8W.
FOG LAMPS ARE DIM WITH ENGINE RUNNING ABOVE IDLE	<ol style="list-style-type: none"> 1. Charging system output too low. 2. Poor lighting circuit Z1-ground. 3. High resistance in fog lamp circuit. 4. Both fog lamp bulbs defective. 	<ol style="list-style-type: none"> 1. Test and repair charging system, refer to Group 8A. 2. Test for voltage drop across Z1-ground locations, refer to Group 8W. 3. Test amperage draw of fog lamp circuit. 4. Replace both fog lamp bulbs.
FOG LAMPS FLASH RANDOMLY	<ol style="list-style-type: none"> 1. Poor lighting circuit Z1-ground. 2. High resistance in fog lamp circuit. 3. Faulty fog lamp switch. 4. Loose or corroded terminals or splices in circuit. 	<ol style="list-style-type: none"> 1. Test for voltage drop across Z1-ground locations, refer to Group 8W. 2. Test amperage draw of fog lamp circuit. 3. Replace fog lamp switch. 4. Inspect and repair all connectors and splices, refer to Group 8W.
FOG LAMPS DO NOT ILLUMINATE	<ol style="list-style-type: none"> 1. Blown fuse for fog lamps. 2. No Z1-ground at fog lamps. 3. Faulty fog lamp switch. 4. Broken connector terminal or wire splice in fog lamp circuit. 	<ol style="list-style-type: none"> 1. Replace fuse, refer to Group 8W. 2. Repair circuit ground, refer to Group 8W. 3. Replace fog lamp switch. 4. Repair connector terminal or wire splice.

HEADLAMP AND FOG LAMP ALIGNMENT

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GENERAL INFORMATION

HEADLAMP ALIGNMENT

JA vehicle headlamps are equipped with a bubble level to aid up/down headlamp alignment (Fig. 1). The bubble level is used to assist headlamp alignment when compensating for vehicle ride height changes due to heavy luggage compartment loads. The bubble level cannot be calibrated, the headlamp must be replaced if bubble level vial is faulty. A gauge wheel is located on the top of the headlamp module to assist left/right alignment (Fig. 2).

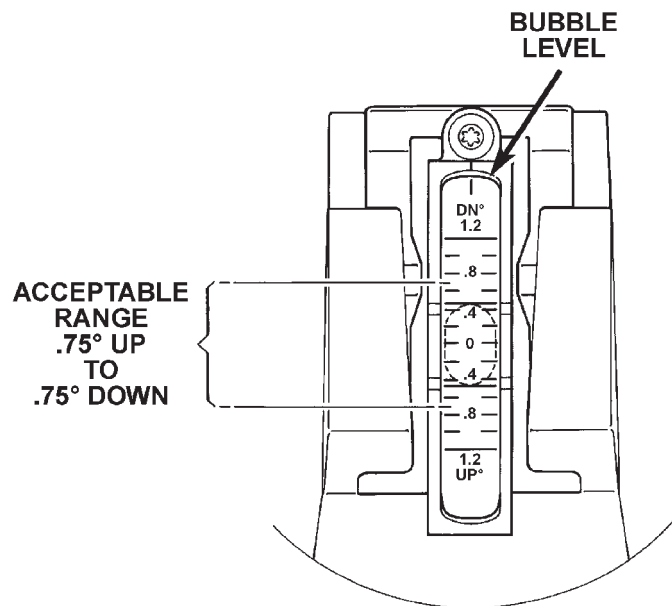


Fig. 1 Bubble Level

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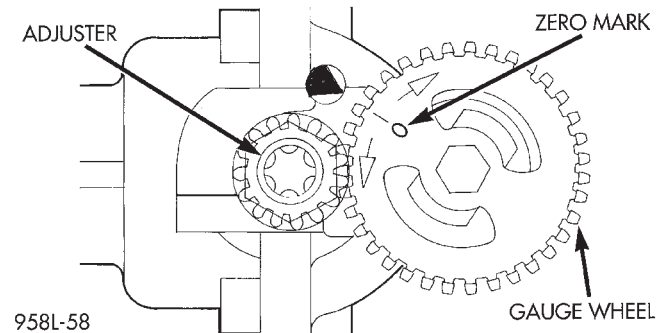


Fig. 2 Gauge Wheel

HEADLAMP ALIGNMENT PREPARATION

- (1) Verify headlamp dimmer switch and high beam indicator operation.
- (2) Inspect and correct damaged or defective components that could interfere with proper headlamp alignment.
- (3) Verify proper tire inflation.
- (4) Clean headlamp lenses.
- (5) Verify that luggage area is not heavily loaded.
- (6) Fuel tank should be FULL. Add 2.94 kg (6.5 lbs.) of weight over the fuel tank for each estimated gallon of missing fuel.

ADJUSTMENTS

HEADLAMP ALIGNMENT USING ALIGNMENT SCREEN

ALIGNMENT SCREEN PREPARATION

- (1) Position vehicle on a level surface perpendicular to a flat wall 7.62 meters (25 ft.) away from front of headlamp lens (Fig. 3).
- (2) If necessary, tape a line on the floor 7.62 meters (25 ft.) away from and parallel to the wall.
- (3) From the ground up 1.27 meters (5 ft.), tape a line on the wall at the center line of the vehicle. Sight along the center line of the vehicle (from rear of vehicle forward) to verify accuracy of the line placement.

ADJUSTMENTS (Continued)

- (4) Rock vehicle side-to-side three times to allow suspension to stabilize.
- (5) Jounce front suspension three times by pushing downward on front bumper and releasing.
- (6) Measure the distance from the center of headlamp lens to the ground. Transfer measurement to the alignment screen (with tape). Use this line for up/down adjustment reference.
- (7) Measure distance from the center line of the vehicle to the center of each headlamp being aligned. Transfer measurements to screen (with tape) to each side of vehicle center line. Use these lines for left/right adjustment reference.

HEADLAMP ADJUSTMENT

A properly aimed left low beam headlamp will project the center of the low beam hot spot on the alignment screen 8 in. (203 mm) below the horizontal center line and 5 in. (127 mm) right of headlamp center line. A properly aimed right low beam headlamp will project the center of the low beam hot spot on the alignment screen 7 in. (178 mm) below the horizontal center line and 9 in. (229 mm) right of headlamp center line (Fig. 3). **The preferred headlamp alignment is 0 (± 0.76°) for the up/down adjustment as indicated on bubble level. Preferred left/right alignment is 0 (± 0.76°) as indicated on the gauge wheel.** The high beam headlamps cannot be aligned. The high beam pattern should be correct when the low beams are aligned properly.

NOTE: The bubble level and gauge wheel is calibrated before the headlamp is installed in the vehicle. The bubble level cannot be calibrated without damaging the headlamp module. If bubble level is faulty, replace headlamp module.

To adjust headlamp alignment, rotate alignment screws to achieve the specified low beam hot spot pattern (Fig. 4).

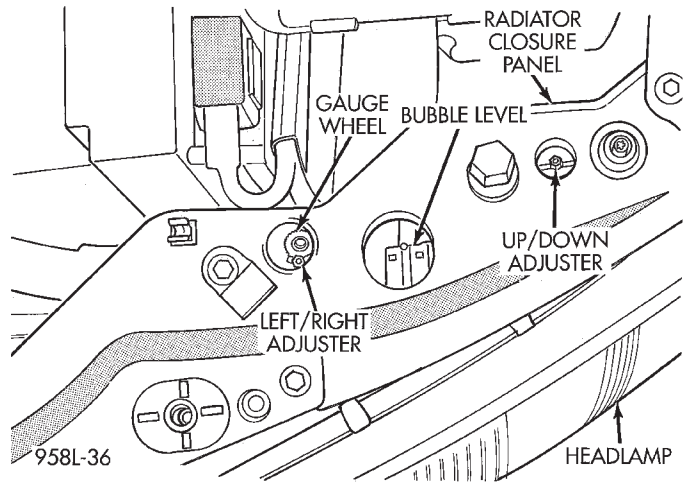


Fig. 4 Headlamp Alignment Screws

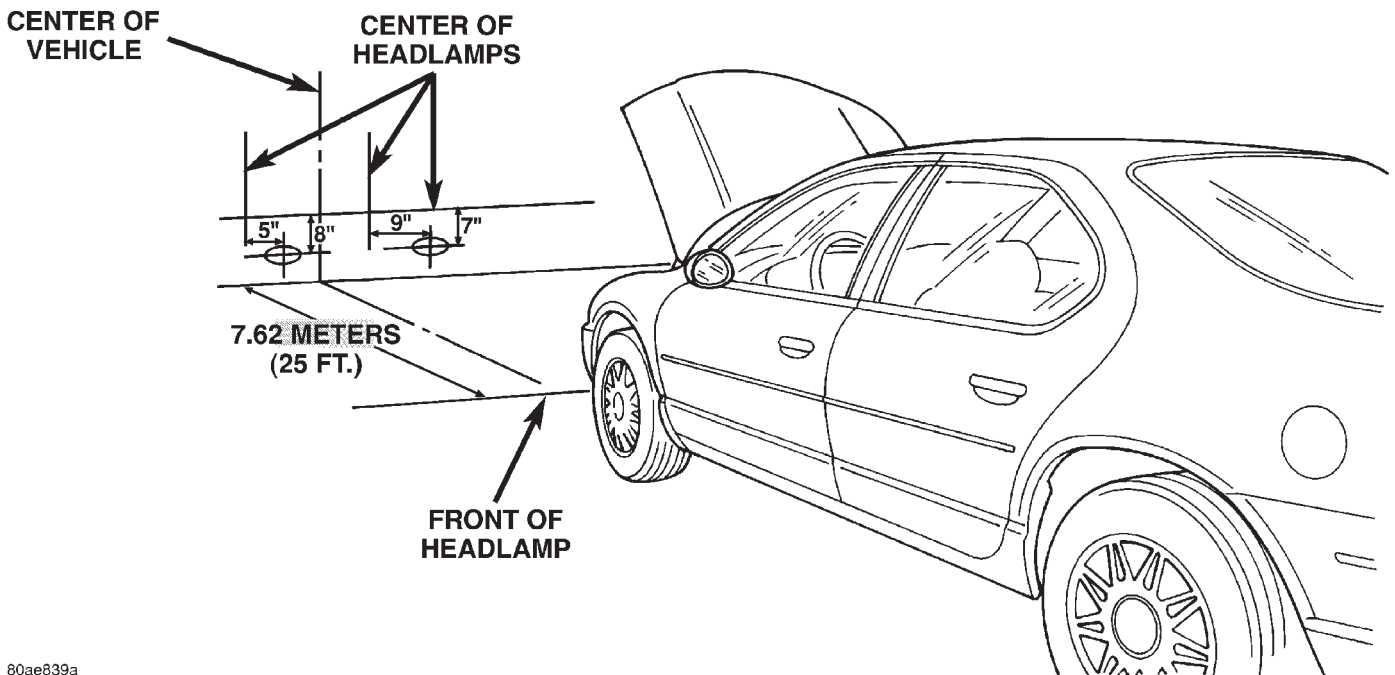


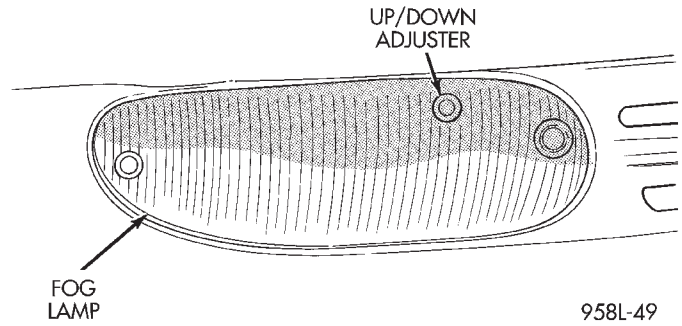
Fig. 3 Headlamp Alignment Screen

ADJUSTMENTS (Continued)

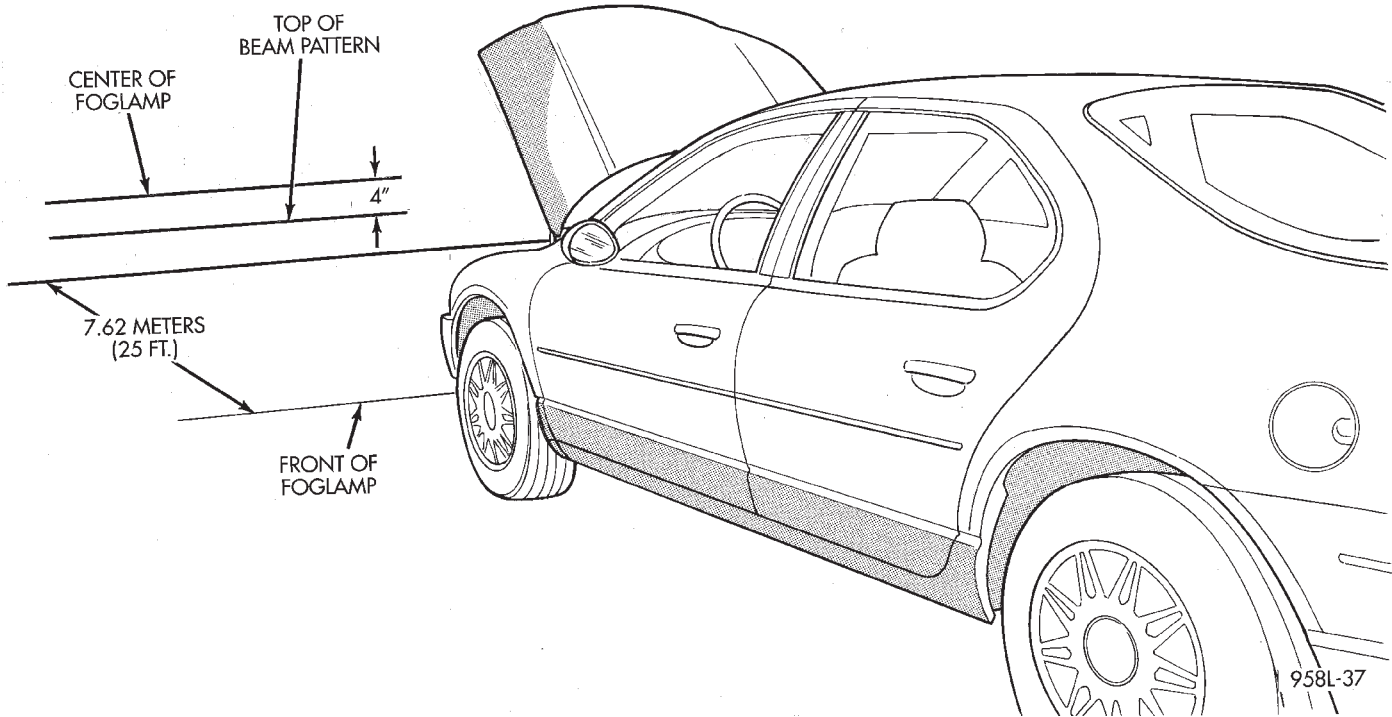
FOG LAMP ALIGNMENT

Prepare an alignment screen (Fig. 5). Refer to Alignment Screen Preparation paragraph in this section. A properly aligned fog lamp will project a pattern on the alignment screen 100 mm (4 in.) below the fog lamp center line and straight ahead.

To adjust fog lamp alignment, rotate alignment screw to achieve the specified low beam hot spot pattern (Fig. 6).



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Fig. 6 Fog Lamp Adjuster

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Fig. 5 Fog Lamp Alignment

EXTERIOR LAMP SWITCHES

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REMOVAL AND INSTALLATION

HEADLAMP SWITCH

Service procedures for the headlamp switch can be found in Group 8E, Instrument Panel and Gauges. More information can be found in Group 8W, Wiring Diagrams.

HEADLAMP DIMMER SWITCH

The headlamp dimmer switch is incorporated into the turn signal switch. Proper procedures can be found in Group 8J, Turn Signal and Flashers. More information can be found in Group 8W, Wiring Diagrams.

LAMP BULB SERVICE

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REMOVAL AND INSTALLATION

HEADLAMP BULB

REMOVAL

CAUTION: Do not touch the glass of halogen bulbs with fingers or other possibly oily surface, reduced bulb life will result.

- (1) Release hood latch and open hood.
- (2) Remove screws holding headlamp module to radiator closure panel.
- (3) Remove headlamp module from radiator closure panel.
- (4) Disconnect wire connector from back of headlamp bulb (Fig. 1).
- (5) Rotate retaining ring counterclockwise one quarter turn.
- (6) Remove retaining ring from headlamp module (Fig. 2).
- (7) Pull bulb from headlamp module (Fig. 3).

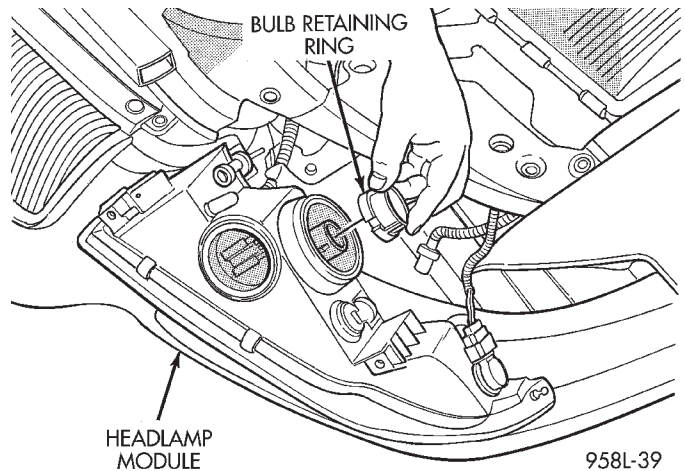


Fig. 2 Headlamp Bulb Retaining Ring

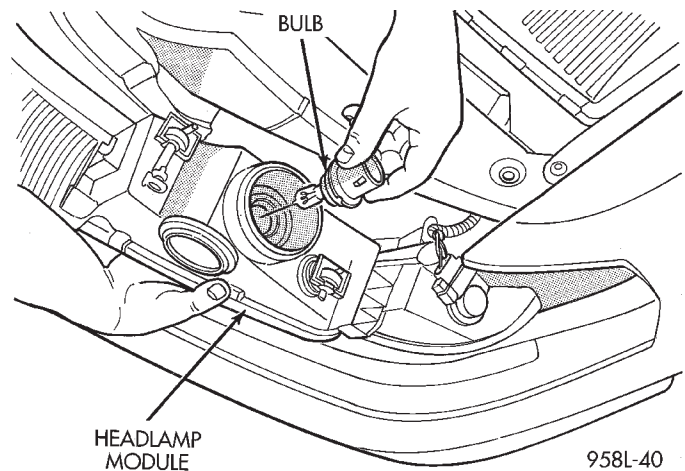


Fig. 3 Headlamp Bulb

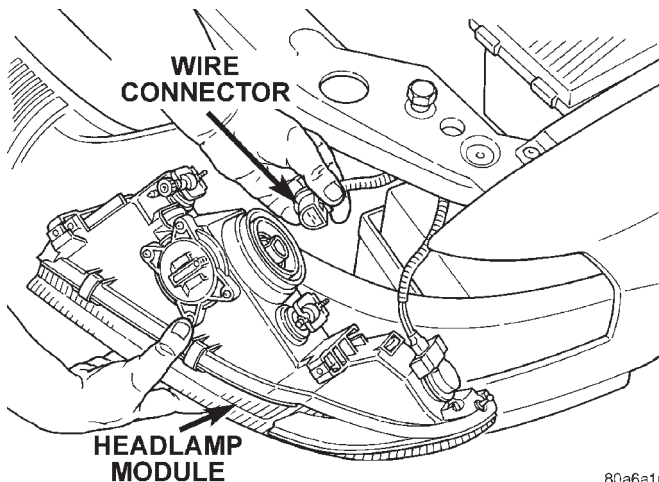


Fig. 1 Headlamp Connector

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

Reverse the preceding operation.

FOG LAMP BULB

REMOVAL

- (1) Remove fog lamp from front bumper fascia.
- (2) Disengage wire connector from back of fog lamp.
- (3) Rotate bulb base counterclockwise one quarter turn.
- (4) Pull bulb from back of lamp (Fig. 4).

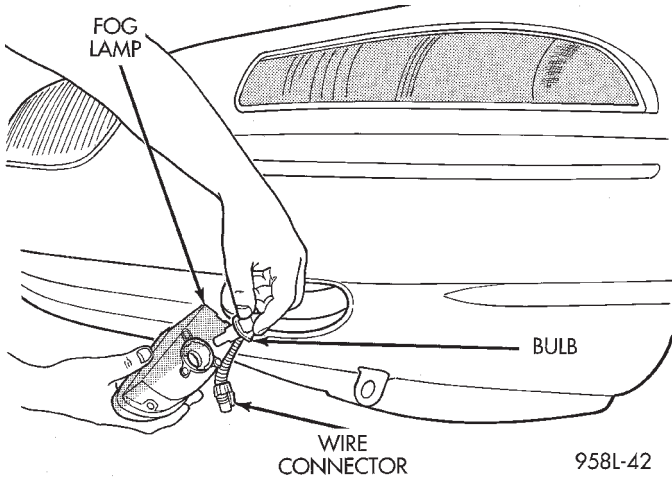


Fig. 4 Fog Lamp Bulb

INSTALLATION

Reverse the preceding operation.

PARK AND TURN SIGNAL LAMP BULB

REMOVAL

- (1) Release hood latch and open hood.
- (2) Remove screws holding headlamp module to radiator closure panel.
- (3) Remove headlamp module from radiator closure panel.
- (4) Rotate socket counterclockwise one quarter turn.
- (5) Pull socket from back of lamp (Fig. 5).
- (6) Pull bulb from socket.

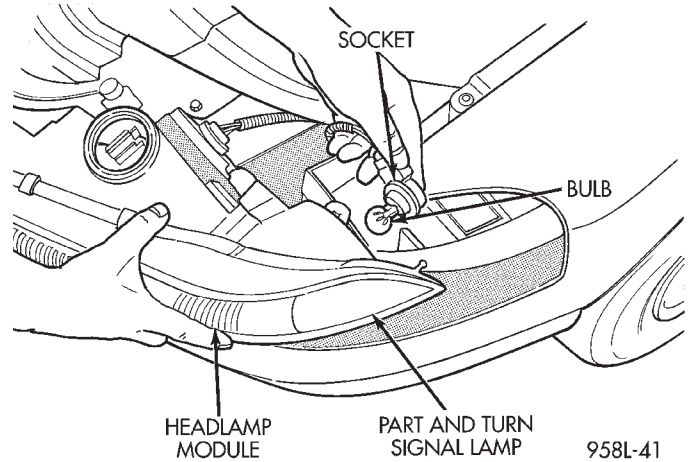


Fig. 5 Park and Turn Signal Lamp Bulb

CENTER HIGH MOUNTED STOP LAMP (CHMSL) BULB

REMOVAL

- (1) Release decklid latch and open decklid.
- (2) Rotate socket counterclockwise one quarter turn.
- (3) Pull socket from back of lamp.
- (4) Pull bulb from socket (Fig. 6).

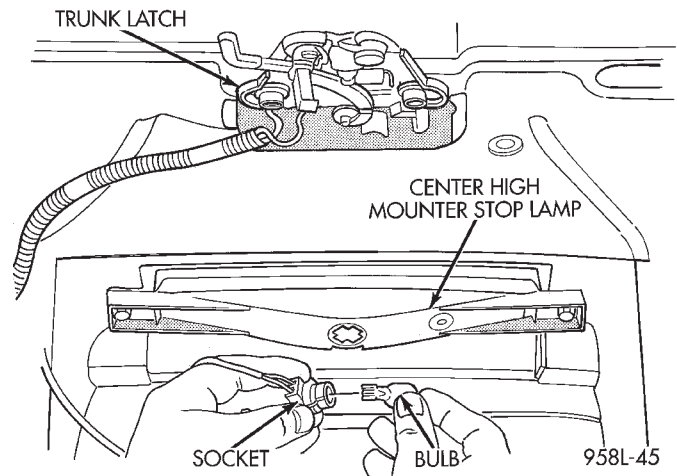


Fig. 6 Center High Mounted Stop Lamp Bulb

INSTALLATION

Reverse the preceding operation.

TAIL/STOP AND TURN SIGNAL LAMP BULB

REMOVAL

- (1) Release decklid latch and open decklid.
- (2) Remove wing-nuts attaching tail lamp to rear closure panel.
- (3) Remove lamp from opening in quarter panel.
- (4) Disconnect wire connector from back of tail lamp.

REMOVAL AND INSTALLATION (Continued)

- (5) Rotate socket counterclockwise one quarter turn.
- (6) Pull socket from back of lamp (Fig. 7).
- (7) Pull bulb from socket.

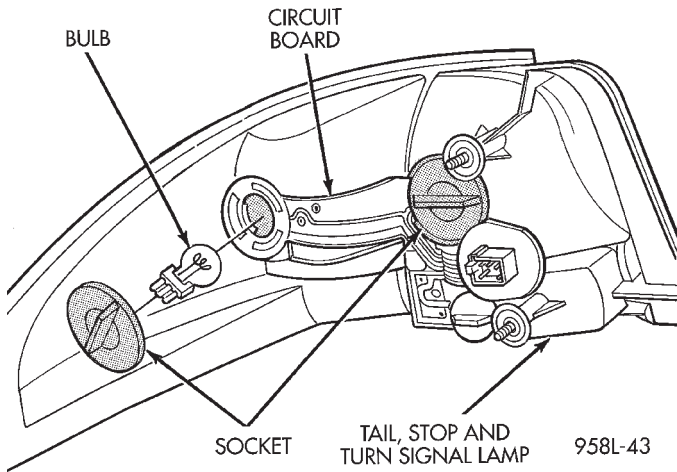


Fig. 7 Tail, Stop, and Turn Signal Lamp Bulb

INSTALLATION

Reverse the preceding operation.

BACK-UP LAMP BULB

REMOVAL

- (1) Release decklid latch and open decklid.
- (2) Remove wing-nuts attaching tail lamp to rear closure panel.
- (3) Remove lamp from opening in quarter panel.
- (4) Disconnect wire connector from back of tail lamp.
- (5) Rotate socket counterclockwise one quarter turn.
- (6) Pull socket from back of lamp (Fig. 8).
- (7) Pull bulb from socket.

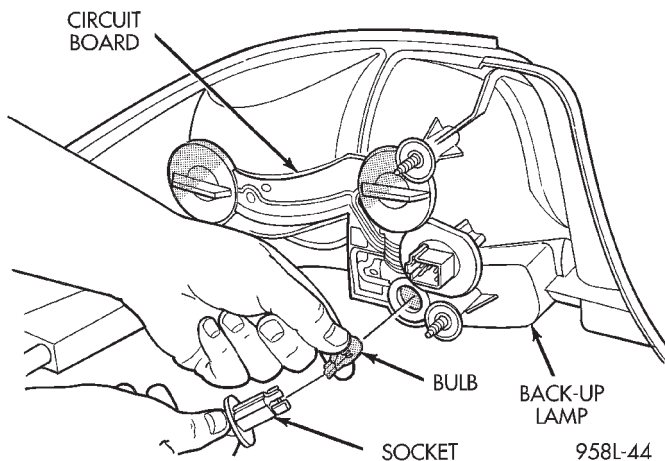


Fig. 8 Back - Up Lamp Bulb

INSTALLATION

Reverse the preceding operation.

LICENSE PLATE LAMP BULB

REMOVAL

- (1) Remove screws attaching license plate lamp to rear bumper fascia.
- (2) Remove license plate lamp from rear fascia.
- (3) Rotate socket counterclockwise one quarter turn.
- (4) Pull socket from back of lamp.
- (5) Pull bulb from socket.

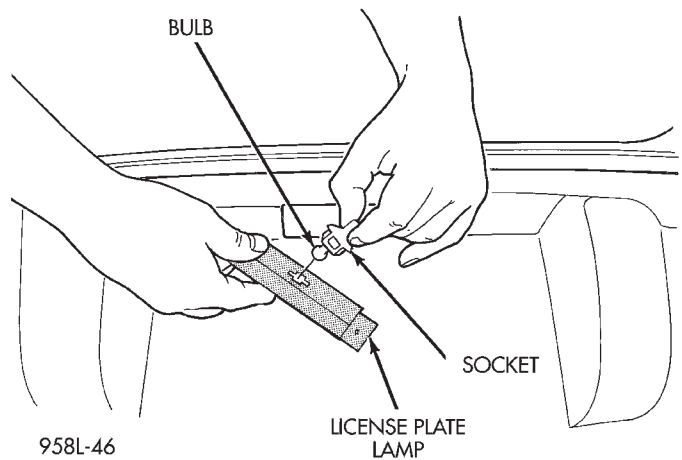


Fig. 9 License Plate Lamp Bulb

INSTALLATION

Reverse the preceding operation.

DOME LAMP BULB

REMOVAL

- (1) Remove lamp lens from lamp assembly by inserting a flat bladed pry tool in the slot provided in the bezel.
- (2) Separate lamp lens from lamp assembly.
- (3) Pull dome lamp bulb from socket.

INSTALLATION

- (1) Push dome lamp bulb into socket.
- (2) Install lamp lens by first inserting the two tabs located opposite the lamp switch and then pushing upward on lens to engage remainder of tabs.

FRONT READING LAMP BULB

REMOVAL

- (1) Remove front reading lamp from headlining. Do not remove wire connector from lamp assembly.

REMOVAL AND INSTALLATION (Continued)

(2) Pull lamp reflector from lamp assembly by grasping lamp reflector opposite lamp bulbs and pulling upward.

(3) Pull bulbs from socket as necessary.

INSTALLATION

(1) Push bulbs into sockets.

(2) Push lamp reflector onto lamp assembly starting bulb end first.

(3) Install front reading lamp to headlining.

ASH RECEIVER/CUP HOLDER LAMP BULB**REMOVAL**

(1) Using a small, flat bladed pry tool inserted into slot in lamp bezel, release tab holding lamp to cubby bin.

(2) Pull bezel and lamp assembly from cubby bin.

(3) Pull lamp socket from assembly.

(4) Pull bulb from socket.

INSTALLATION

(1) Push bulb into lamp socket.

(2) Push lamp socket into assembly.

(3) Push bezel and lamp assembly into cubby bin to engage tabs.

GLOVE BOX LAMP BULB**REMOVAL**

(1) Open glove box door.

(2) Pull downward on lamp/switch assembly to disengage tabs from instrument panel.

(3) Pull bulb from socket.

INSTALLATION

Push upward on lamp/switch assembly to engage tabs holding assembly to instrument panel.

FLOOR TRANSMISSION RANGE INDICATOR BEZEL LAMP BULB

The floor transmission range indicator bezel lamp has no serviceable bulb. If the lamp does not function properly, the transmission range indicator bezel assembly must be replaced.

LAMP SERVICE

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REMOVAL AND INSTALLATION

HEADLAMP MODULE

The headlamp module contains the park and turn signal lamps and is serviced as an assembly.

REMOVAL

- (1) Release hood latch and open hood.
- (2) Remove screws holding headlamp module to radiator closure panel (Fig. 1).
- (3) Separate headlamp module from radiator closure panel.
- (4) Disengage wire connector from back of headlamp bulb.
- (5) Rotate Park lamp socket counterclockwise one quarter turn.
- (6) Pull socket from back of lamp.
- (7) Separate headlamp module from vehicle.

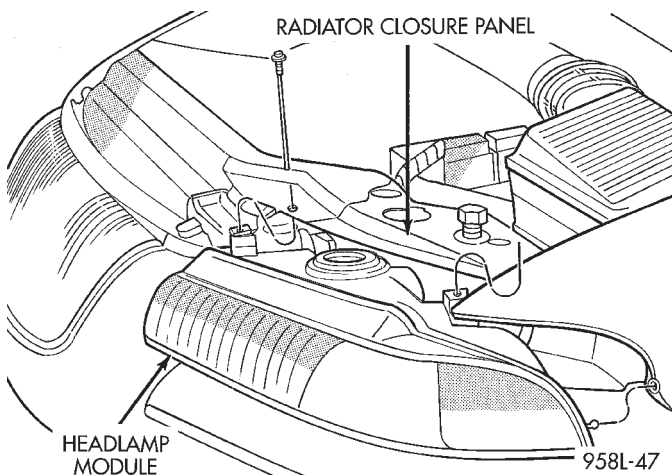


Fig. 1 Headlamp Module

INSTALLATION

Reverse the preceding operation.

FOG LAMP

REMOVAL

- (1) Remove screws holding fog lamp to front bumper fascia.
- (2) Remove fog lamp from fascia.
- (3) Disconnect wire connector from fog lamp bulb base.
- (4) Remove fog lamp from vehicle (Fig. 2).

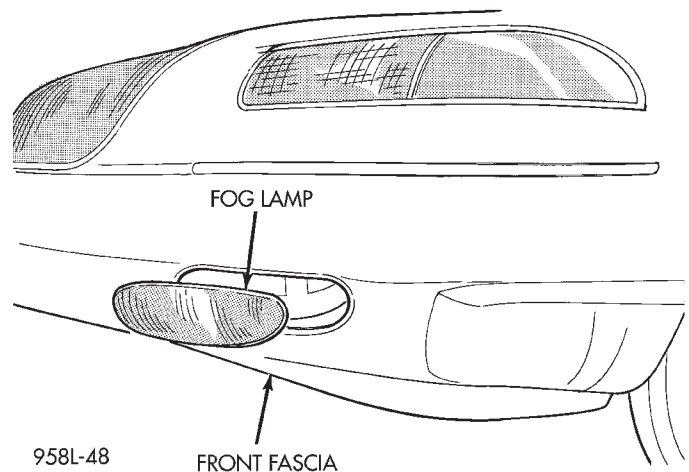


Fig. 2 Fog Lamp

INSTALLATION

Reverse the preceding operation.

PARK AND TURN SIGNAL LAMP BULB

REMOVAL

- (1) Release hood latch and open hood.
- (2) Remove screws attaching headlamp module to radiator closure panel.
- (3) Remove headlamp module from radiator closure panel.

REMOVAL AND INSTALLATION (Continued)

- (4) Rotate socket counterclockwise one quarter turn.
- (5) Pull socket from back of lamp (Fig. 3).
- (6) Pull bulb from socket.

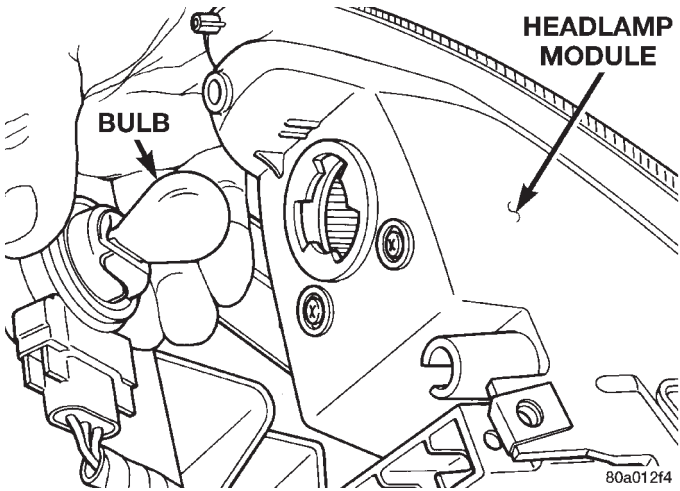


Fig. 3 Park and Turn Signal Lamp Bulb

INSTALLATION

- (1) Push bulb into socket.
- (2) Position socket into back of lamp.
- (3) Rotate socket clockwise one quarter turn.
- (4) Position headlamp module to radiator closure panel.
- (5) Install screws attaching headlamp module to radiator closure panel.

CENTER HIGH MOUNTED STOP LAMP (CHMSL)

REMOVAL

- (1) Release decklid latch and open decklid.
- (2) Remove socket from CHMSL.
- (3) Remove nuts attaching CHMSL to decklid (Fig. 4).
- (4) Remove CHMSL from decklid.

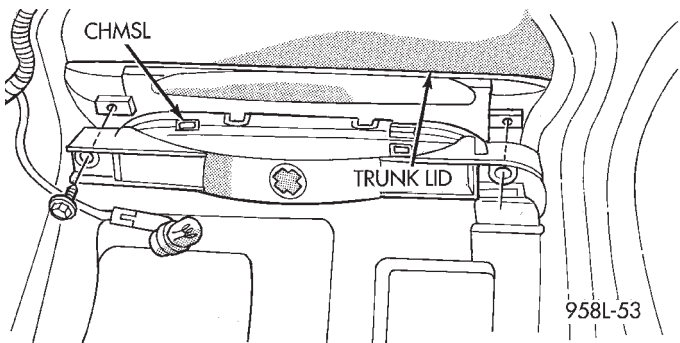


Fig. 4 Center High Mounted Stop Lamp

INSTALLATION

Reverse the preceding operation.

TAIL, STOP, TURN SIGNAL, AND BACK-UP LAMP

REMOVAL

- (1) Release decklid latch and open decklid.
- (2) Remove wing-nuts attaching tail lamp to rear closure panel (Fig. 5).
- (3) Remove lamp from opening in quarter panel.
- (4) Disconnect wire connector from back of tail lamp (Fig. 6).
- (5) Remove tail lamp from vehicle.

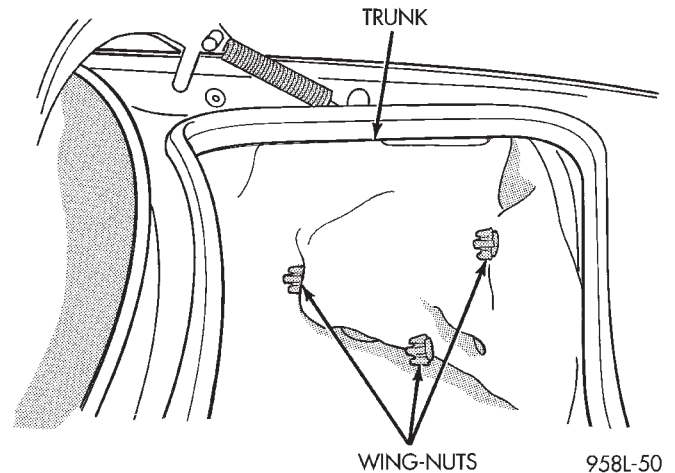


Fig. 5 Tail Lamp

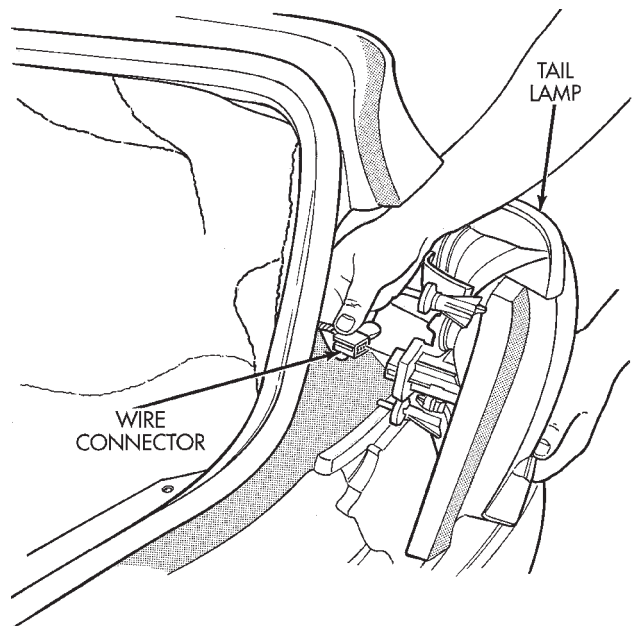


Fig. 6 Tail Lamp Wire Connector

INSTALLATION

Reverse the preceding operation.

REMOVAL AND INSTALLATION (Continued)

TAIL LAMP CIRCUIT BOARD

REMOVAL

- (1) Remove tail lamp.
- (2) Remove bulb sockets.
- (3) Remove circuit board from tail lamp (Fig. 7).

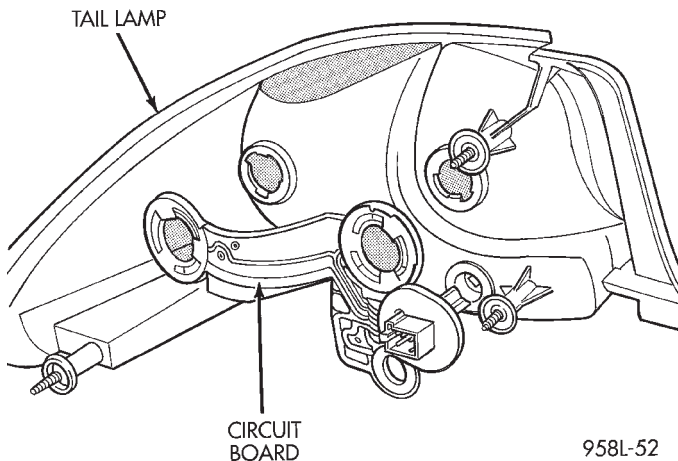


Fig. 7 Tail Lamp Circuit Board

INSTALLATION

Reverse the preceding operation.

LICENSE PLATE LAMP

REMOVAL

- (1) Remove screws attaching license plate lamp to rear bumper fascia (Fig. 8).
- (2) Remove license plate lamp from fascia.
- (3) Remove socket from lamp.
- (4) Remove lamp from vehicle.

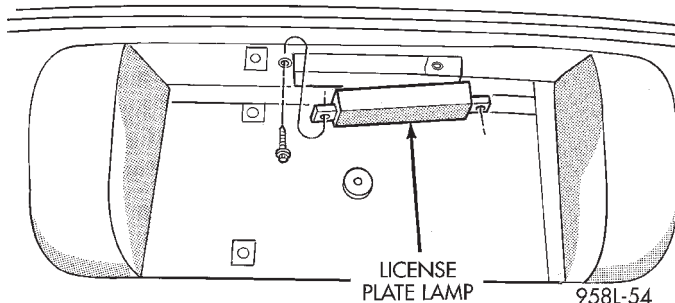


Fig. 8 License Plate Lamp

INSTALLATION

Reverse the preceding operation.

DOME LAMP

REMOVAL

- (1) Pull downward on dome lamp bezel to disengage clips holding dome lamp to roof bow.

- (2) Disconnect wire connector from dome lamp.
- (3) Remove dome lamp from vehicle.

INSTALLATION

- (1) Position dome lamp to vehicle.
- (2) Connect wire connector to dome lamp.
- (3) Center dome lamp in headlining opening.
- (4) Insert switch end of dome lamp into headlining opening.
- (5) Push upward on dome lamp to engage clips on dome lamp bezel to roof bow.
- (6) Verify that dome lamp is flush to headlining.

FRONT READING LAMP

REMOVAL

- (1) Pull downward on reading lamp to disengage clips holding reading lamp to roof header.
- (2) Disconnect wire connector from reading lamp.
- (3) Remove reading lamp from vehicle.

INSTALLATION

- (1) Position front reading lamp to vehicle.
- (2) Connect wire connector to reading lamp.
- (3) Center reading lamp in headlining opening.
- (4) Push upward on reading lamp to engage clips attaching reading lamp to roof header.
- (5) Verify that reading lamp is flush to headlining.

ASH RECEIVER/CUP HOLDER LAMP

REMOVAL

- (1) Using a small, flat bladed pry tool inserted into slot in lamp bezel, release tab holding lamp to cubby bin.
- (2) Pull bezel and lamp assembly from cubby bin.
- (3) Disconnect wire connector from lamp assembly.
- (4) Remove lamp assembly from vehicle.

INSTALLATION

- (1) Position lamp assembly to vehicle.
- (2) Connect wire connector to lamp assembly.
- (3) Push bezel and lamp assembly into cubby bin to engage tabs.

GLOVE BOX LAMP

REMOVAL

- (1) Open glove box door.
- (2) Pull downward on lamp/switch assembly to disengage tabs from instrument panel.
- (3) Disconnect wire connector from assembly.
- (4) Separate assembly from vehicle.

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

- (1) Position lamp/switch assembly from vehicle.
- (2) Engage wire connector to assembly.
- (3) Push upward on lamp/switch assembly to engage tabs holding assembly to instrument panel.

- (2) Connect wire connector to lamp assembly.
- (3) Engage tabs on transmission range indicator bezel to slots in rear floor console bezel.
- (4) Push downward on transmission range indicator bezel to engage to bezel to floor console.

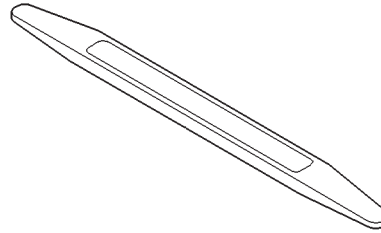
FLOOR TRANSMISSION RANGE INDICATOR LAMP

REMOVAL

- (1) Remove gear shift knob. Refer to Group 21, Transmissions, for procedure.
- (2) Using a plastic trim stick, Special Tool C-4755, disengage the forward or rear edge of transmission range indicator bezel from floor console.
- (3) Pull upward carefully on transmission range indicator bezel and disengage tabs from rear floor console bezel.
- (4) Disconnect wire connector to lamp assembly.
- (5) Remove transmission range indicator bezel and lamp assembly from vehicle.

SPECIAL TOOLS

LAMP SERVICE



Trim Stick C-4755

INSTALLATION

- (1) Position transmission range indicator bezel and lamp assembly to vehicle.

LAMP SYSTEMS

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DESCRIPTION AND OPERATION

DAYTIME RUNNING LAMP (CANADA)

JA vehicles built for use in Canada are equipped with a Daytime Running Lamp (DRL) system. The DRL system operates the headlamps at 50% illumination with the headlamp switch OFF, park brake released and the ignition ON. The DRL system is controlled by the Daytime Running Lamp Module located on the back of the multi-function module behind the instrument panel (Fig. 1). The DRL module overrides the headlamp switch when the headlamps are turned OFF. The headlamps operate normally when the headlamps are turned ON. Refer to Group 8W, Wiring Diagrams for component locations and circuit information.

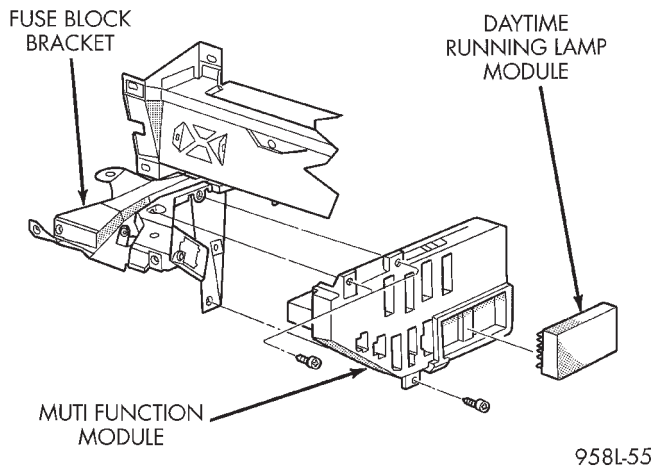


Fig. 1 Daytime Running Lamp Module

HEADLAMP TIME DELAY SYSTEM

The optional Headlamp Time Delay system is controlled by the Body Controller (BC) and a relay located in the junction block. The headlamp time delay system can be activated by turning ON the headlamps when the engine is running, turn OFF

the ignition switch, then turn OFF the headlamp switch. The BC will allow the headlamps to remain ON for 90 seconds before they automatically turn off. Refer to the Owner's Manual for more information.

ILLUMINATED ENTRY

The Illuminated Entry System is available on vehicles equipped with the Remote Keyless Entry system. The Illuminated Entry System turns ON the courtesy lamps when the remote keyless entry system is activated. The Remote Keyless Entry Module and the Body Controller are used to control the system. Courtesy lamps will turn on for 30 seconds (± 1 second) and fade to OFF over a five second period.

The Illuminated Entry System also turns ON the courtesy lamps (and ignition switch lamp) when door is opened. The courtesy lamps will remain ON while the door is open, then fade to OFF 30 seconds (± 1 second) after the last door is closed.

The courtesy and ignition switch lamps will fade to OFF immediately when the ignition is switched to ON.

The Illuminated Entry System cannot be activated during the 30 second (± 1 second) period after the ignition switch is turned OFF. After a door is opened and closed during this 30 second period, the system will function as previously described.

When the battery voltage has been interrupted to the Illuminated Entry System, the system will not function until the remote keyless entry UNLOCK is actuated.

DIAGNOSIS AND TESTING

GENERAL LAMP SYSTEM DIAGNOSTIC PROCEDURES

Refer to Group 8W, Wiring Diagrams for component location and circuit information. Refer to the Body Systems Diagnostic Procedures Manual for more information.

DIAGNOSIS AND TESTING (Continued)

ILLUMINATED ENTRY DIAGNOSTIC PROCEDURES

When testing the system, all doors must be closed to prevent courtesy lamps from lighting. Verify that remote keyless entry system is operating properly before testing illuminated entry circuits. The body

controller uses input from the remote keyless entry system to switch ON the courtesy lamps.

Refer to Group 8W, Wiring Diagrams for component location and circuit information. Refer to Body Systems Diagnostic Procedures Manual for more information.

BULB APPLICATION

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SPECIFICATIONS		
EXTERIOR LAMPS		
CAUTION: Do not use bulbs that have a higher candle power than the bulb listed in the Bulb Application Table. Damage to lamp can result.		
CAUTION: Do not touch halogen bulbs with fingers or other oily surfaces. Bulb life will be reduced.		
Back-up	921 (W16W)	
Center High Mounted Stop	921 (W16W)	
Fog	9006	
Headlamp	9007QL or 9007	
License Plate	168	
Park/Turn Signal	3157K or 3157	
Tail – DH/DP/PH	916	
Stop/Turn Signal – DH/DP/PH	3157K	
Tail/Stop/Turn Signal – CH	3157K	
INTERIOR LAMPS		
DIMMER CONTROLLED LAMPS		
Service procedures for most of the lamps in the instrument panel, instrument cluster and switches are located in Group 8E, Instrument Panel and Gauges. Some components have lamps that can only be serviced by a Authorized Service Center (ASC) after the component is removed from the vehicle. Contact local dealer for location of nearest ASC.		
CAUTION: Do not use bulbs that have a higher candle power than the bulb listed in the Bulb Application Table. Damage to lamp can result.		
CAUTION: Do not touch halogen bulbs with fingers or other oily surfaces. Bulb life will be reduced.		
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INDICATOR LAMPS		
Service procedures for most of the lamps in the instrument panel, instrument cluster and switches are located in Group 8E, Instrument Panel and Gauges.		
A/C Compressor		LED
Air Bag		PC194
Anti-lock Brake		PC194
Brake Warning		PC194
Check Engine		PC194
Console Shift Indicator		LED
Engine Oil Pressure		PC194
Engine Temperature		PC194
Fog Lamp		PC161
Generator		PC194
High Beam		PC194
Low Fuel		PC194
Rear Window Defogger		LED
Seat Belt		PC194
Security Alarm		LED
Shift Indicator		VF Display
Speed Control		PC194
Turn Signal		PC194
NON-DIMMING LAMPS		
Service procedures for most of the lamps in the following list can be found in Group 23, Body. Some components have lamps that can only be serviced by a Authorized Service Center (ASC) after the component is removed from the vehicle. Contact local dealer for location of nearest ASC.		
Dome Courtesy		578
Ignition Lock		Mopar
Reading Lamp		906
Trunk		906
Visor Vanity		6501966