LUBRICATION AND MAINTENANCE

CONTENTS

LUBRICATION AND MAINTENANCE

CONTENTS

HOISTING AND TOWING

HOISTING

Post Type

Special care should be taken when raising the vehicle on a frame contact type hoist. The hoist must be equipped with the proper adapters in order that the vehicle will be supported in the correct locations. (Fig. 1)

Conventional hydraulic hoists may be used after determining that the adapter plates will make firm contact with the crossmember and rear axle housing.

Floor Jack

A regular floor jack may be used under the rear axle housing and the lower arms. (Fig. 1)

CAUTIONS:

- **When lifting from rear axle housing, do not allow jack lifting plate fingers to contact axle cover plate.**
- **A floor jack must never be used on any part of the underbody.**
- **Do not attempt to raise one entire side of the vehicle by placing a jack midway between front and rear wheels. This practice may result in permanent damage to the frame.**

TOWING

Ignition Key Available

A vehicle with automatic transmission may be towed with the gear shift or selector lever in neutral, if the distance to be traveled does not exceed 25 km (15 miles) and towing speed does not exceed 50 km/h (30 mph). If the transmission is not operative, or the vehicle is to be towed more than 25 km (15 miles), the propeller shaft must be disconnected or the vehicle towed with rear wheels off the ground.

CAUTION:

If towed vehicle requires steering, the ignition must be in the "ACC" position.

Ignition Key Not Available

Special care must be taken when the vehicle is towed with ignition in the "Lock" position. A dolly should be used under the rear wheels, the front wheels should be raised. Proper equipment is necessary to prevent damage to the vehicle.

FRONT OR REAR PICKUP

The following precautions should be taken when towing any vehicle:

(1) Be sure rear of vehicle does not hit or interfere with towing sling. Padding (heavy cloth or carpeting) should be placed between the bumper guards and towing sling.

(2) When placing the tow hooks on the rear axle, position them so as not to damage brake lines.

(3) **Do not allow towing equipment to bear on the fuel tank.**

(4) Do not tow vehicles by hooking onto the rear spring shackles, stabilizer, strut, shock absorbers, or shock absorber bracket. It is important that the recommended pickup method should be used whenever possible.

(5) **Do not lift or tow any vehicle by attaching to or wrapping around bumper hydraulic energy absorber units.**

(6) Always use a safety chain system completely independent of the primary lifting and towing attachment.

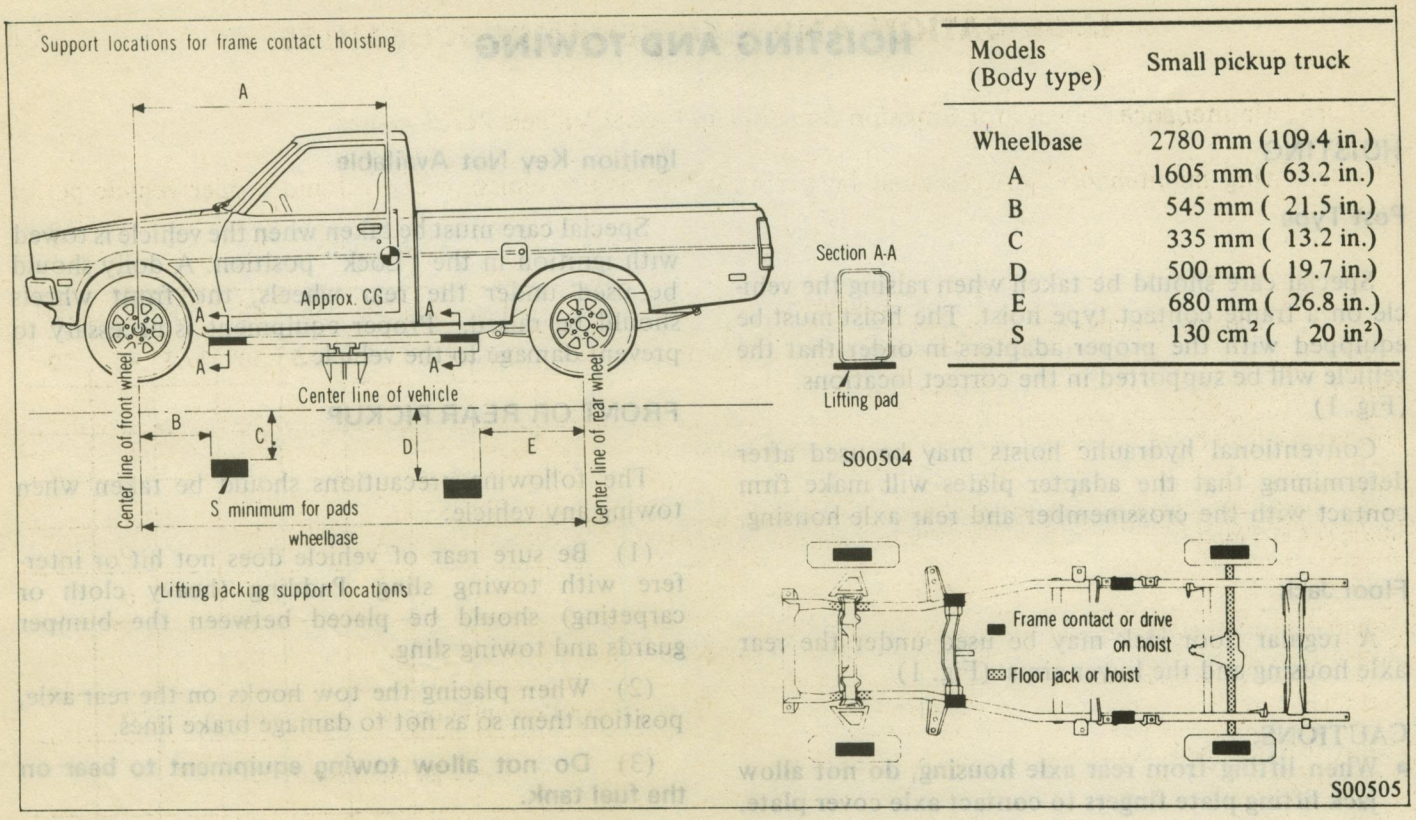
(7) Prior to moving the vehicle, secure any loose or protruding parts, such as hoods, doors, fenders, trim, etc.

(8) Do not go under a vehicle while it is lifted by the towing equipment, unless the vehicle is adequately supported by safety stands.

(9) Never allow passengers to ride in a towed vehicle.

(10) State and local rules and regulations must be followed when towing a vehicle.

(11) When possible, tow all vehicles by the recommended towing prodedures shown in Fig. 2 and 3.



Models (Body type)	Small pickup truck
Wheelbase	2780 mm (109.4 in.)
A	1605 mm (63.2 in.)
B	545 mm (21.5 in.)
C	335 mm (13.2 in.)
D	500 mm (19.7 in.)
E	680 mm (26.8 in.)
S	130 cm^2 (20 in^2)

Fig. 1 Support Locations for Lifting Vehicle

CHRYSLER RECOMMENDED METHOD

Front Pickup

(1) Attach "J" hooks on lower control arm outboard of coil springs.

(2) Attach wood spacer forward of strut bar and under shipping tie down bracket.

(3) Attach safety chains around front suspension crossmember.

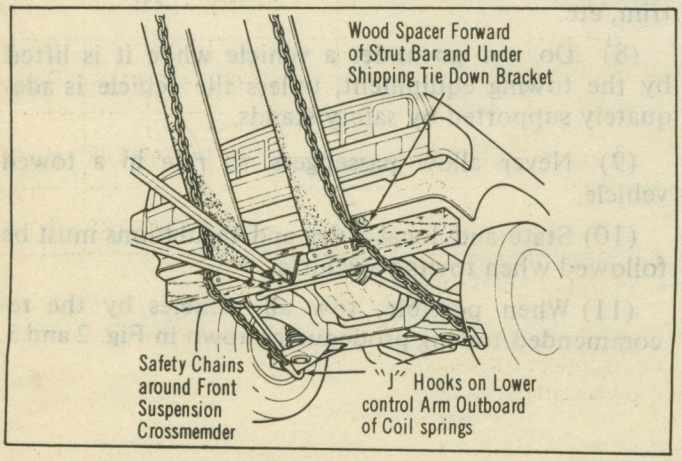


Fig. 2 Front Pickup Method

Rear Pickup

Vehicle with rear bumper

(1) Attach "J" hooks on rear axle housing inboard shock absorber.

(2) Position towbar sling under bumper.

(3) Attach safety chain around spring shackle.

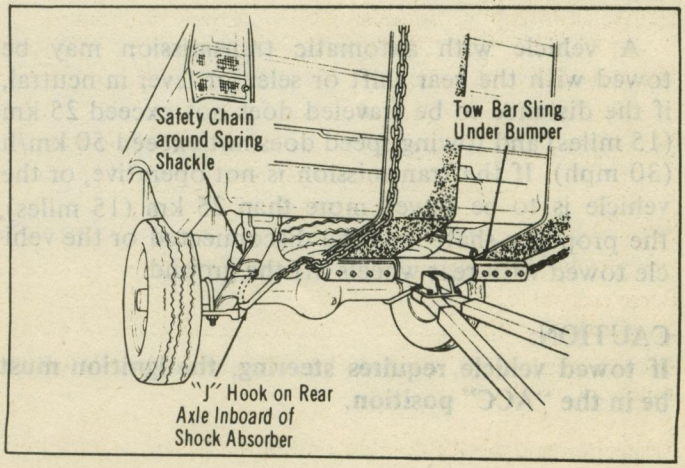


Fig. 3 Rear Pickup Method

Vehicle without rear bumper

(1) A towing dolly should be used.

LUBRICATION AND MAINTENANCE SCHEDULES

Required Maintenance Services for Emission Control and Proper Vehicle Performance

The following maintenance services must be performed to assure emission control and proper vehicle performance.

Emission control maintenance	Kilometers in thousands	1	12	24	36	48	60	72	80
	Mileage intervals mileage in thousands	0.6	7.5	15	22.5	30	37.5	45	50
Cylinder head bolts	Retorque	○							
Exhaust manifold bolts	Check and retorque as required	○							
Valve clearance	Check and adjust as required	○		○		○		○	
Idle speed and mixture	Check and adjust as required	○		○		○		○	
Ignition timing	Check and adjust as required	○		○		○		○	
Carburetor choke mechanism and linkage	Clean and adjust as required					○			
Fuel filter	Replace	Every 12 months or		○		○		○	
Fuel system (cap, tank, line and connections)	Check for leaks	Every 24 months or				○			
Air cleaner filter	Replace					○			
Spark plugs	Replace			○		○		○	
Ignition cables	Check and replace as required			○		○		○	
Crankcase emission control system	Check and clean as required	Every 12 months or		○		○		○	
Engine compartment rubber and plastic components	Check and clean as required	Every 12 months or		○		○		○	
Evaporative emission control system	Check	Every 12 months or		○		○		○	
Canister	Replace					○			
Heated air intake control valve	Check operation					Every 5 years or			○
Air switching valve system	Check and replace as required					Every 5 years or			○
Coasting air valve system	Check and replace as required					Every 5 years or			○
Thermo valve	Check and replace as required					Every 5 years or			○
Purge control valve	Check and replace as required					Every 5 years or			○

For vehicles sold in Canada, E.G.R. valve should be checked every 24,000 km (15,000 miles), replace it if defective.

Inspection and service should be performed anytime a malfunction is observed or suspected.
Retain receipts for all vehicle emission services to protect your emission warranty.

RECOMMENDED MAINTENANCE SERVICES

The following certified truck care maintenance services are recommended by the *engineers who designed* your truck. This will ensure maximum operating efficiency and trouble-free operation.

Scheduled general maintenance	Kilometers in thousands	1	12	24	36	48	60	72
	Mileage intervals mileage in thousands	0.6	7.5	15	22.5	30	37.5	45
Engine oil*	Replace Every 12 months or	○	○	○	○	○	○	○
Engine oil filter*	Replace at initial oil change and every 2nd oil change thereafter		○		○		○	
Cooling system, incl. radiator hose	Check and refill as required Every 12 months or	○						○
	Replace coolant. Check radiator hose. Every 24 months or					○		
Drive belts (for cooling fan and alternator)	Check and adjust as required	○		○				○
	Replace					○		
Brake fluid	Inspect fluid level, and check for leaks			○		○		○
	Replace Every 24 months or					○		
Disc brake pads (front)	Inspect for wear, operation		○	○	○	○	○	○
Rear brake lining and rear wheel cylinder	Inspect for wear, leaks			○		○		○
Brake hose	Check for deterioration, leaks			○		○		○
Ball joint and steering linkage seals	Inspect					○		
Front wheel bearing	Clean and relubricate					○		
Manual transmission and rear axle	Check fluid level			○		○		○
Tires	Inspect for wear			○		○		○
Automatic transmission fluid	Change (severe usage only)					○		

Note: *Also according to emission control system maintenance schedule.

PERIODIC MAINTENANCE OPERATION

(1) 1,000 km (600 mile) maintenance operation

(2) Maintenance operation every 12 months or 12,000 km (7,500 miles)

(3) Maintenance operation every 12 months or 24,000 km (15,000 miles)

(4) Maintenance operation every 24,000 km (15,000 miles)

(5) Maintenance operation every 24 months or 48,000 km (30,000 miles)

(6) Maintenance operation every 48,000 km (30,000 miles)

(7) Maintenance operation every 5 years or 80,000 km (50,000 miles)

1,000 KM (600 MILE) MAINTENANCE OPERATION

Cylinder Head Bolts (Retorque)

Cylinder head bolts should be tightened in the sequence shown in Fig. 4.

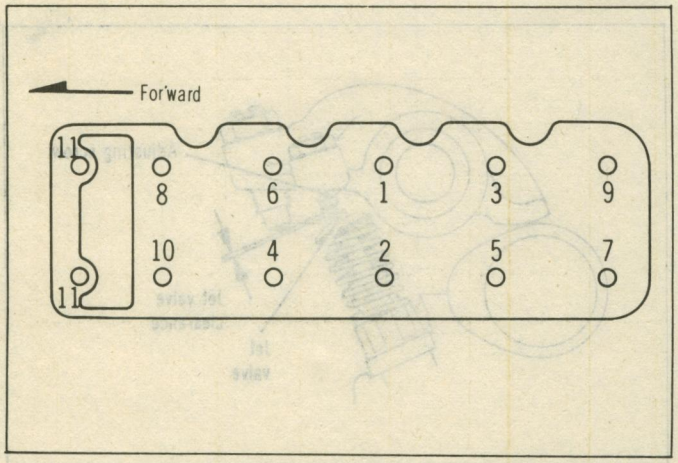


Fig. 4 Head Bolt Tightening Sequence

Parts to be tightened	Torque Nm (ft-lbs.)	Bolt Nos.
Cylinder head bolts		
Engine cold	88 to 98 (65 to 72)	No. 1 through No. 10
Engine hot	98 to 110 (72 to 80)	
Rocker cover bolts	5 to 6.5 (4 to 5)	No. 11

Exhaust Manifold Bolts (Retorque)

Loose exhaust manifold bolts will deteriorate the engine performance and may cause increased emissions.

Part to be tightened	Torque Nm (ft-lbs.)
Exhaust manifold bolts	15 to 19 (11 to 14)

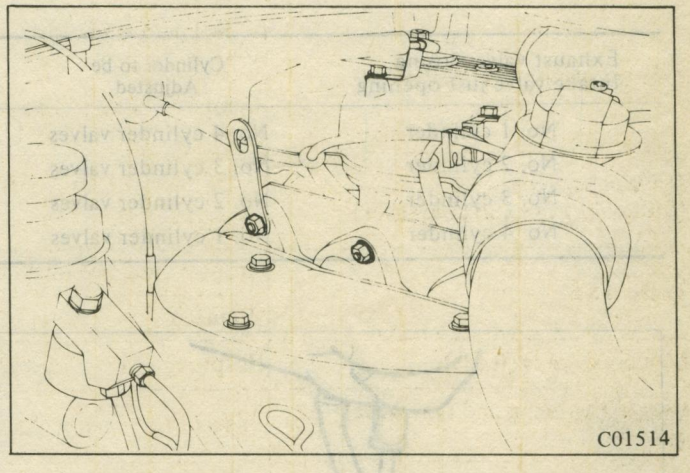


Fig. 5 Tightening Exhaust Manifold Bolts

Valve Clearance (Adjust)

Intake and Exhaust Valve

CAUTION:
Do not attempt to run the engine with rocker cover removed because the oil will be sprayed.

The valves must be adjusted with engine stopped, using the following procedures.

(1) Bring the engine to normal operating temperature.

(2) Turn off engine and remove the rocker cover.

(3) Disconnect the coil-to-distributor high-tension (secondary) ignition wiring at the coil.

(4) Watching the rocker arms for No. 1 cylinder, rotate the crankshaft until the exhaust valve is closing and the intake valve has just started to open. At this point, No. 4 cylinder will be at Top Dead Center, commencing its firing stroke.

(5) Check clearance of each valve for No. 4 cylinder by inserting appropriate feeler gauge between valve stem tip and valve rocker.

Description	Intake mm (in.)	Exhaust mm (in.)
Valve clearance – Hot engine	0.15 (.066)	0.25 (.010)

(6) Adjust valve clearance, if necessary, by loosening locknut and turning adjusting screw. Then tighten locknut and recheck valve clearance. (Fig. 6)

(7) Repeat for other cylinders as per table below:

Exhaust valve closing, Intake valve just opening	Cylinder to be Adjusted
No. 1 cylinder	No. 4 cylinder valves
No. 2 cylinder	No. 3 cylinder valves
No. 3 cylinder	No. 2 cylinder valves
No. 4 cylinder	No. 1 cylinder valves

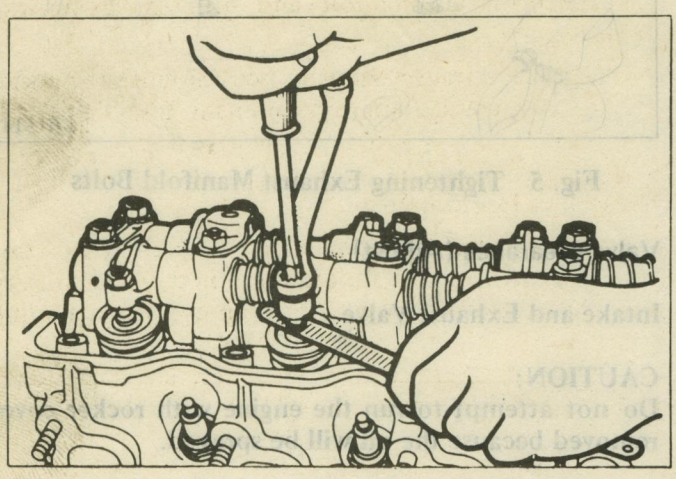


Fig. 6 Adjusting the Valve Clearance

(8) Reconnect the high-tension ignition wiring at the coil.

Jet Valve (Trucks for U.S.A. only)

CAUTIONS:

- **Adjust the jet valve clearance before adjusting the intake valve clearance. Readjust it after retightening cylinder head bolts.**
- **Fully loosen the adjusting screws before making jet valve clearance adjustment.**

Follow steps for adjusting intake and exhaust valves until piston in No. 4 cylinder comes to Top Dead Center. Then adjust jet valve as follows:

(1) Back off the intake valve adjusting screw two or more turns.

(2) Loosen the locknut on the jet valve adjusting screw.

(3) Turn the jet valve adjusting screw counterclockwise and insert 0.15 mm (.006 in.) – feeler gauge between the jet valve stem and the adjusting screw.

Description	Standard value mm (in.)
Jet valve clearance (Hot engine)	0.15 (.066)

(4) Tighten the adjusting screw until it touches the feeler gauge.

CAUTION:

Since the jet valve spring is weak in tensile strength, use special care not to force the jet valve in. Be particularly careful if the adjusting screw is hard to turn.

(5) Hold the rocker arm adjusting screw with a screwdriver to prevent it from turning and tighten the locknut.

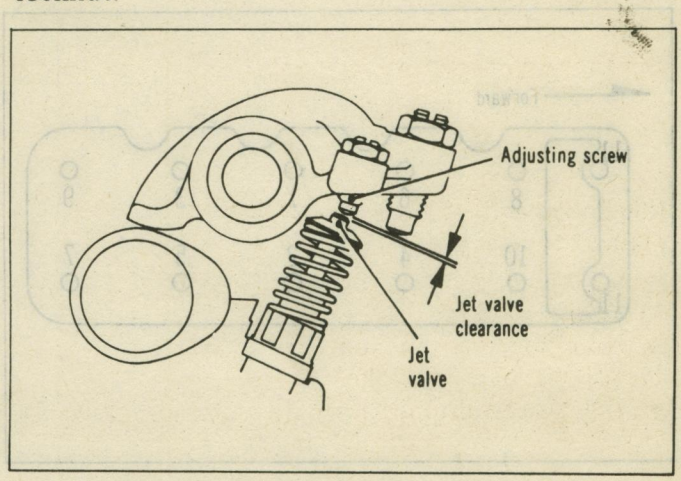


Fig. 7 Jet Valve Clearance Adjustment

Idle Speed and Mixture Setting Procedure (Trucks for U.S.A.)

Setting condition:

- Place the transmission in "N" (neutral) position and set the parking brake.
- The air-conditioner, lights and all accessories are off.

(1) Run the cold engine at idle until the coolant temperature is 80 to 90°C (170 to 190°F).

(2) Set the engine speed and idle CO concentration to the enriched idle speed and enriched idle CO, specifications using the idle speed adjusting screw (SAS) and the idle mixture adjusting screw (MAS).

(3) Reset the engine speed to the nominal idle speed specification, as shown below, by adjusting the idle mixture adjusting screw (MAS).

(4) Without any misfiring, check the curb idle speed and CO against the respective specifications. If not correct, repeat the above steps (2) through (4).

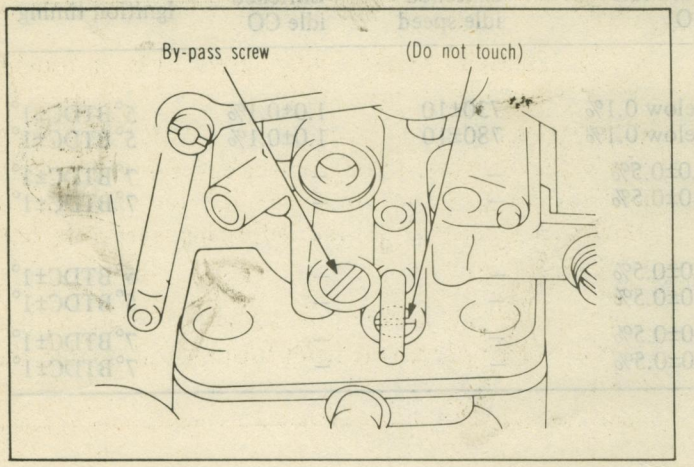


Fig. 8 Adjusting Screw

Idle Speed and Mixture Setting Procedure (Trucks for Canada)

Setting condition:
- Place the transmission in "N" (neutral) position and set the parking brake.
- The air-conditioner, lights and all accessories are off.

(1) Run the cold engine at idle until the coolant temperature is 80 to 90°C (170 to 190°F).

(2) Set the engine speed and idle CO to the specified value, by adjusting the idle speed adjusting screw SAS and idle mixture adjusting screw (MAS).

Adjust idle CO to be leanest possible, without any misfiring, within range of specified value.

Ignition Timing Adjustment Procedure

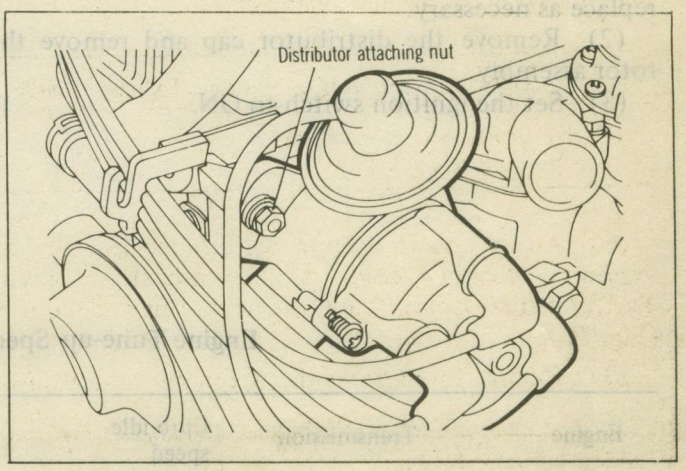


Fig. 9 Adjusting Ignition Timing

(1) Set the tachomater and the timing light.
(2) Start the engine and run at curb idle speed.
(3) Check the ignition timing and adjust if neccessary. To adjust the ignition timing, loose the distributor mounting nut and turn the distributor housing.

NOTE: Place transmission in neutral and set parking brake. Air conditioning compressor and lights off.

Secondary Ignition Test

When normal ignition does not take place, this test is performed to determine whether the pickup coil and electronic ignition control unit are operating well.

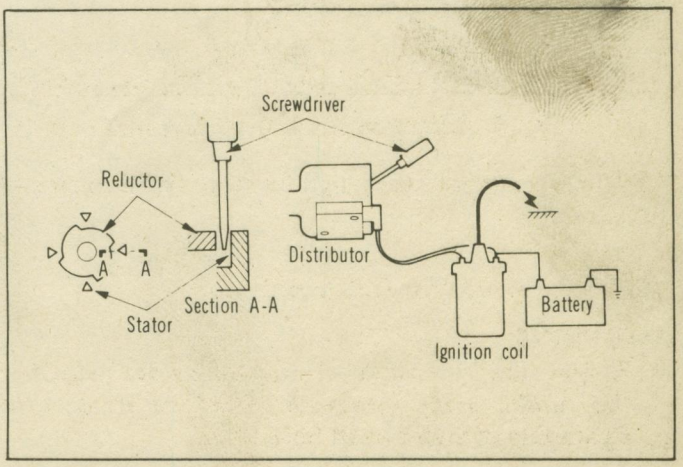


Fig. 10 Secondary Ignition Test

(1) Check the ignition switch, wiring harness, spark plug cables and connector, and correct or replace as necessary.

(2) Remove the distributor cap and remove the rotor assembly.

(3) Set the ignition switch to ON.

(4) Disconnect the high tension wiring from the center terminal of the distributor cap and hold its end 5 or 6 mm (.2 to .24 in.) away from the ground surface (cylinder block, etc.).

Insert a flat-blade screwdriver between the reluctor and stator of the distributor to see if spark is produced. If no spark is produced, a defective control unit; pickup coil, ignition coil or secondary wiring is suspected. Check all these parts.

Engine Tune-up Specifications (Truck for U.S.A.)

Engine	Transmission	Curb idle speed	Curb idle CO	Enriched idle speed	Enriched idle CO	Ignition timing
49-state						
U-engine	Manual	650±50rpm	Below 0.1%	730±10	1.0±0.1%	5°BTDC±1°
	Automatic	700±50rpm	Below 0.1%	780±10	1.0±0.1%	5°BTDC±1°
W-engine	Manual	750±50rpm	*1.0±0.5%	–	–	7°BTDC±1°
	Automatic	750±50rpm	*1.0±0.5%	–	–	7°BTDC±1°
California						
U-engine	Manual	650±50rpm	*1.0±0.5%	–	–	5°BTDC±1°
	Automatic	700±50rpm	*1.0±0.5%	–	–	5°BTDC±1°
W-engine	Manual	750±50rpm	*1.0±0.5%	–	–	7°BTDC±1°
	Automatic	750±50rpm	*1.0±0.5%	–	–	7°BTDC±1°

* With air injection system disconnected

Drive Belts (Check and Adjust)

Check and adjust the drive belt at first 1,000 km (600 miles) and every 24,000 km (15,000 miles).

Check the drive belts for evidence of cuts and cracks, replace if defective.

Check belts for proper tension. If necessary, adjust the belt tension as follows.

(1) Pull the belts with a force of 100N (22 lbs.) at a point halfway between the alternator pulley and water pump pulley. The belt deflection should be 7 to 10 mm (1/4 to 3/8 in.).

(2) If belt deflection is not within specified limits, loosen alternator support bolt and alternator brace bolt and move alternator to obtain proper belt deflection at 100 N (22 lbs.) force.

(3) After adjustment, tighten the alternator support bolt and alternator brace bolt to specified torque.

Alternator support bolt ..... 20 to 25 Nm (14 to 18 ft-lbs.)

Alternator brace bolt ..... 12 to 15 Nm (8.5 to 11 ft-lbs.)

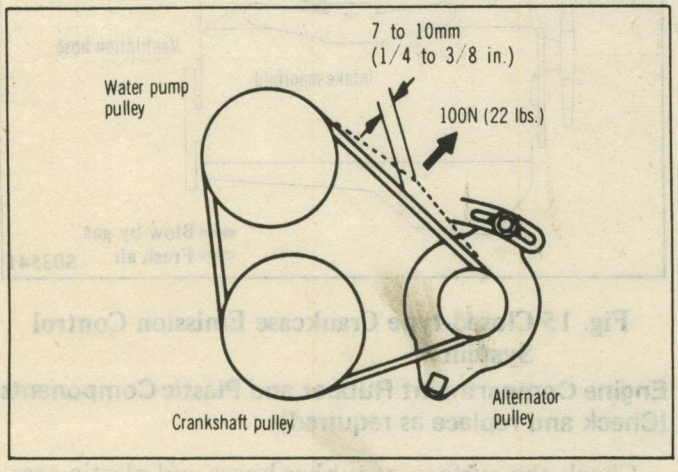


Fig. 11 Adjustment of Drive Belt Tension

MAINTENANCE OPERATION EVERY 12 MONTHS OR 12,000 KM (7,500 MILES)

Engine Oil (Change)

Always use lubricants which: (1) conform to the requirements of the API classification "For Service SE" (Service Class E), and (2) have the proper SAE grade number for the expected temperature range.

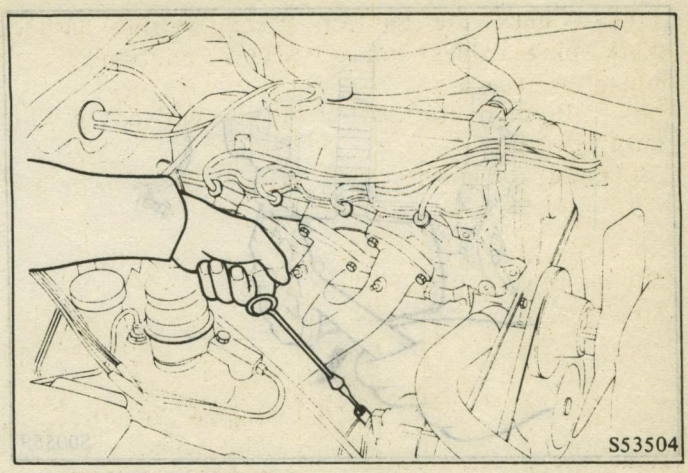


Fig. 12 Checking the Engine Oil

Never use nondetergent or straight mineral oil.

Quantity of engine oil:
4.3 liter (4.5 U.S. qts./3.7 Imp. qts.)
[Including 0.5 liter (.53 U.S. qts./.45 Imp. qts.) within oil filter]

Atmospheric anticipated temperature range	SAE viscosity No.
Above 0°C (32°F)	10W-30 10W-40 20W-20 20W-40 20W-50
May be used as low as −12°C (10°F)	10W-30 10W-40 10W-50 5W-40
Consistently below −12°C (10°F)	5W-20 5W-30 5W-40

Engine Oil Filter

The oil filter should be replaced with a new filter at initial oil change and every second oil change thereafter. (Fig. 13)

The quality of replacement filters varies considerably. Only high quality filters should be used to assure most efficient service. Chrysler oil filters are high quality filters and are recommended as follows.

Engine	Part Number
U-engine W-engine	MD001445 or equivalent

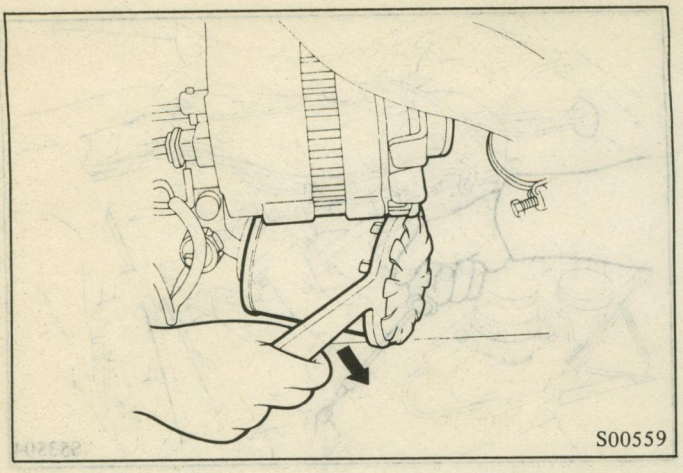


Fig. 13 Replacing the Engine Oil Filter

Disc Brake Pads (Inspect for wear)

Inspect disc brake pads for wear every 12,000 km (7,500 miles).

Check for fluid contamination and wear, replace complete set of pack if defective.

CAUTION:
The pads for the right and left wheels should be replaced at the same time. Never "split" or intermix brake pad sets. All four pads must be replaced as a complete set.

Description	Standard value mm (in.)	Service limit mm (in.)
Thickness of sliding caliper type disc brake pad	10.5 (.4)	1.0 (.04)

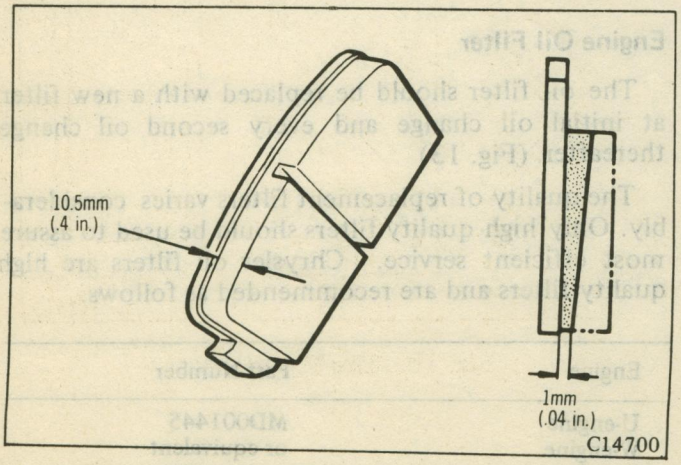


Fig. 14 Checking the Pad

MAINTENANCE OPERATION EVERY 12 MONTHS OR 24,000 KM (15,000 MILES)

Cooling System (Check and service)

Check the cooling system for damaged hoses, loose or seeping connections, or other possible causes of coolant leaks.

Fuel Filter

The performance of the fuel filter, is reduced by dirt and water collected over an extended period of use. Replace it with a new fuel filter.

Crankcase Emission Control System (Check and clean as required)

If the breather hoses and orifice are clogged, poor crankcase ventilation will result. Check and clean the hoses and orifice. Replace them as required.

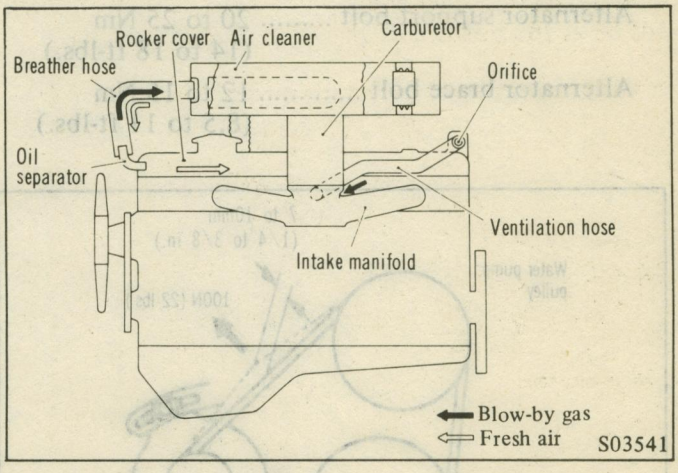


Fig. 15 Closed-type Crankcase Emission Control System

Engine Compartment Rubber and Plastic Components (Check and replace as required)

Check the surface of rubber hoses and plastic components for evidence of heat and mechanical damage.

Inspect all hose connections, such as clamps and couplings, to make sure they are secure and no leaks are present.

Evaporative Emission Control System (Check)

If the fuel-vapor vent line is clogged or damaged, fuel-vapor mixture escapes into the atmosphere and will cause ineffective emission control. Disconnect the line at both ends, and blow it clean with compressed air. If the car is equipped with an overfill limiter, check it for operation and replace if necessary.

MAINTENANCE OPERATION EVERY 24,000 KM (15,000 MILES)

Spark Plugs (Replace)

In case of improper size of plug gap, burned plugs, carbon deposits, etc., incomplete fuel combustion will take place, seriously affecting engine output and emissions.

Ignition Cable (Check)

Check each high-tension cable and connector for damage. Ensure that rubber cap is installated. Replace them as required.

Manual Transmission and Rear Axle (Inspect fluid level)

Manual Transmission

Remove the level plug. The lubricant level should not be at the bottom of the filler plug hole.

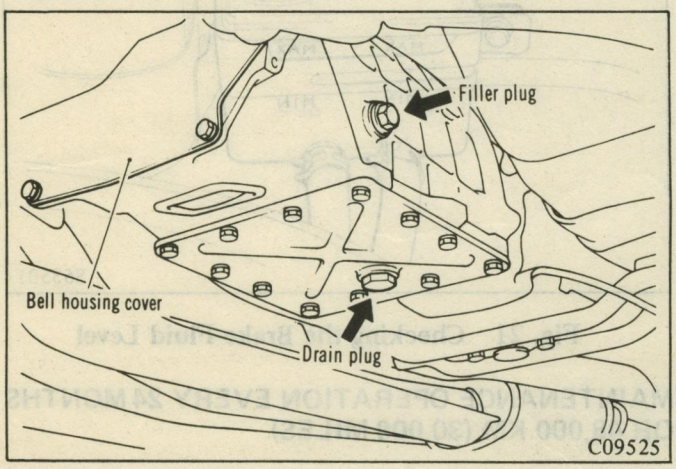


Fig. 16 Changing Oil in the Manual Transmission

Rear Axle

Remove the filler plug and inspect the fluid level. The lubricant level should be at the bottom of the filler plug hole.

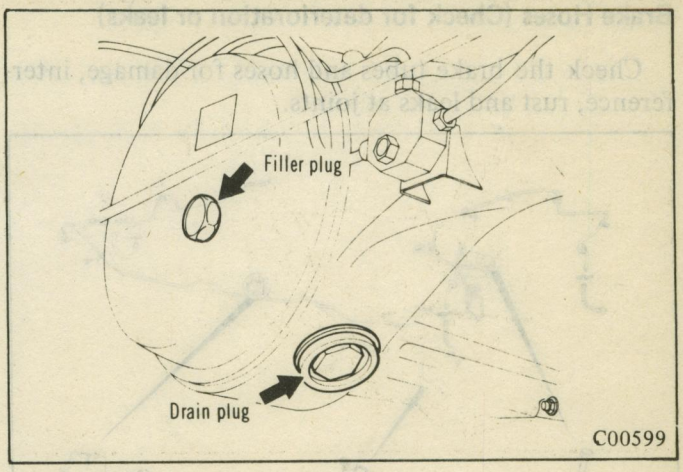


Fig. 17 Rear Axle Housing Oil Replacement

Tires (Inspect for wear and crack)

Inspect the side wall and the rim for cracks and deformation.

Under normal operating conditions it is recommended that all tires be rotated when uneven wear occurs. Tires should be in correct balance to obtain the more uniform tread wear.

CAUTION

- **Four tire rotation is recommended if truck equipped with a different spare tire in material of wheel, size and type of tire from four tires on truck.**
- **Switch to original tire as soon as possible if you should have to use the different spare tire.**

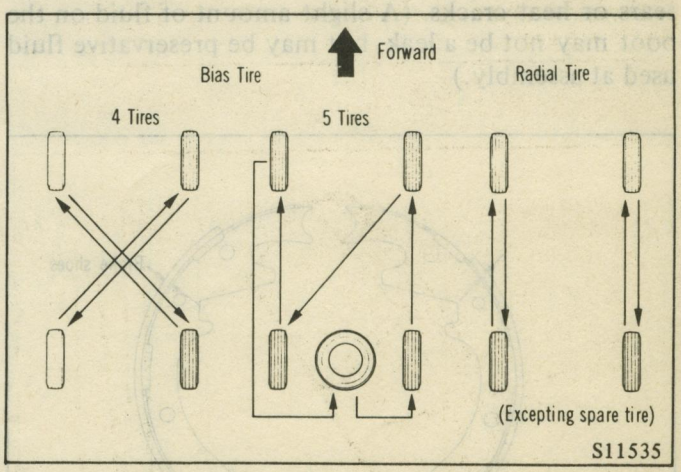


Fig. 18 Tire Rotation

Brake Hoses (Check for deterioration or leaks)

Check the brake tubes and hoses for damage, interference, rust and leaks at joints.

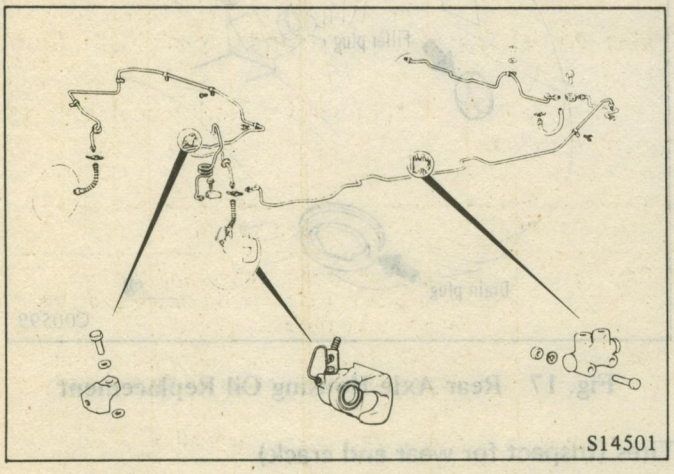


Fig. 19 Checking the Brake Hoses

Rear Brake Lining and Wheel Cylinder (Inspect for wear and leaks)

Remove the brake drum and check brake shoe lining for wear (Fig. 20). Check the automatic brake adjusting system by hand to see if it operates smoothly. Also see if the gears are in proper mesh with each other. To assure smooth functioning, apply a very thin coat of grease to the friction surface of adjuster and link shaft.

Inspect the wheel cylinder boots for evidence of a brake fluid leak. Visually check the boots for cuts, tears or heat cracks. (A slight amount of fluid on the boot may not be a leak, but may be preservative fluid used at assembly.)

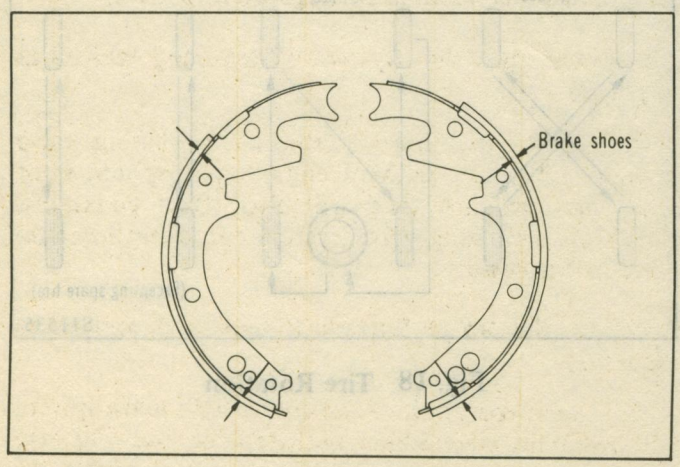


Fig. 20 Checking the Brake Shoes for Wear

Description	Standard value mm (in.)	Service limit mm (in.)
Thickness of brake lining	5.4 (.213)	1.0 (.04)

Brake Fluid (Inspect fluid level and check for leak)

Check that the brake fluid level is between the upper and lower level markings on the fluid reservoir. Fill as required.

Lubricant	Quantity
MOPAR Brake Fluid (DOT3) Part Number 2933249 or equivalent	260 c.c. (.27 U.S. qts.) (.23 Imp. qts.)

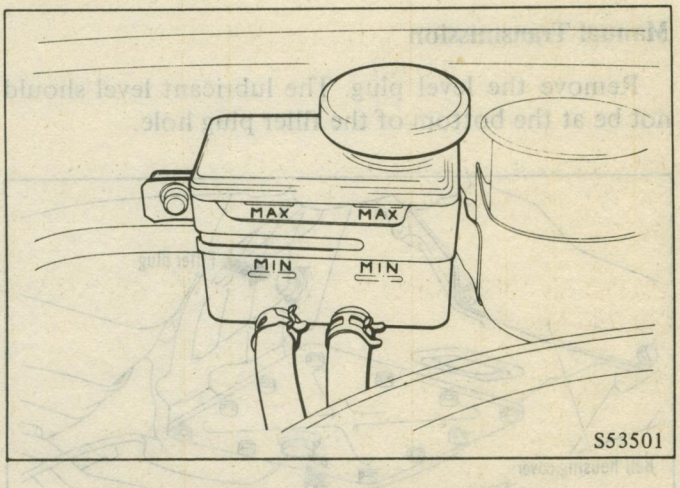


Fig. 21 Checking the Brake Fluid Level

MAINTENANCE OPERATION EVERY 24 MONTHS OR 48,000 KM (30,000 MILES)

Engine Coolant (Drain, flush and refill)

Since the cylinder head and water pump body are aluminum alloy castings, ethylene glycol antifreeze of at least 50% concentration must be used year-round to prevent corrosion.

Since the anti-corrosion inhibitors gradually lose their effectiveness, the coolant must be replaced with fresh solution every 24 months or 48,000 km (30,000 miles).

Check radiator hoses and replace them if necessary.

Recommended brand	Quantity used
High quality ethylene glycol	50% or more by volume

Fuel System – Cap, Tank, Line, and Connection –

Check for damage or leakage in the fuel lines and connections and looseness of the fuel tank cap.

The rubber fuel hoses need periodic replacement since they are subject to thermo cracks and aging during a long period of use. Replace them as required.

Brake Fluid (Replace)

Change fluid every 24 months or 48,000 km (30,000 miles).

Recommended brake fluid conforming to DOT3, as MOPAR Brake Fluid Part Number 2933249 or equivalent should be used.

The reservoir cap must be fully tightened to avoid contamination from foreign matter or moisture.

DO NOT ALLOW PETROLEUM BASE FLUID TO CONTAMINATE THE BRAKE FLUID. – SEAL DAMAGE WILL RESULT –

CAUTION:
Take care in handling brake fluid as it is harmful to the eyes and may also cause damages to painted surfaces.

MAINTENANCE OPERATION EVERY 48,000 KM (30,000 MILES)

Drive Belts (Replace)

The drive belt will stretch and deteriorate over a long period of usage. Replace it with a new belt.

Carburetor Choke Mechanism and Linkage (Clean and adjust)

The choke mechanism is used to facilitate engine starting during cold weather. Use a solvent to clean dirt from the vicinity of the auto-choke shaft, the fast idle cam and the link.

Air Cleaner Filter (Replace)

If the canister is used over a long period, the interior filter may be clogged to decrease the quantity of purge air and lower the capacity of canister. Therefore, replace it with new one at specified period. Replace more often when vehicle is driven in dusty or sandy areas.

Canister (Replace)

The canister filter may become clogged, the purge air volume will decrease and consequently, the canister capacity will be reduced.

Ball Joint and Steering Linkage Seals (Inspect)

Inspect the dust cover for proper sealing, leakage and damage. Replace them if defective.

Front Wheel Bearing (Clean and repack with fresh grease)

Repack grease in the bearing and wheel hub as specified below:

Description	Application
Bearing	Apply grease over rollers and through both side edges of each bearing applying pressure by fingers.
Oil seal	Apply in such an amount as grease will not swell out of the grease lip and dust lip.
Wheel hub	Coat evenly over inner wall.
Wheel hub cap	Fill in the cap.

(1) Tighten the nut to specified torque to seat all assembled parts. Then loosen the nut to 0 Nm (0 ft-lb.) torque.

(2) Tighten the nut to specified torque again. After installing the lock cap, install the split pin. If holes can not be aligned after shifting the position of installed lock cap, carefully loosen the nut until a flute on the nut meets the split pin hole on the spindle. The nut should not be backed off over 15°

MAINTENANCE OPERATION EVERY 5 YEARS OR 80,000 KM (50,000 MILES)

Heated Air Intake Control Valve (Check operation)

Check the heated air control valve inside the air cleaner snorkel for correct operation. Control valve is controlled by vacuum through thermo valve.

Air Switching Valve System (Check and replace as required)

Improper operation of the air switching valve system will result in hard engine starting and poor idling performance, and will also affect emissions. Check air switching valve system for operation. Replace it if necessary.

Coasting Air Valve System (Check and replace as required)

Improper operation of the coasting air valve system will result in poor idling performance and will also affect emissions. Check coasting air valve system for operation. Replace it if necessary.

Thermo Valve (Check and replace as required)

The thermo valve operates according to coolant temperature to control the ignition timing and operation of exhaust gas recirculation system. Check operation of thermo valve and replace, as required.

Purge Control Valve (Check and adjust as required)

Check the closed passages between canister and air cleaner when no vacuum caused into other passage and check the opened passage when vacuum caused.

MAINTENANCE UNDER EXTREME CONDITIONS

Engine Oil and Oil Filter (Severe usage)

Change oil every 4,800 km (3,000 miles) or three months, whichever occurs first, under the following conditions.

- Driving in dusty conditions.
- Trailer towing.
- Extensive idling.
- Short-trip operation at freezing temperatures (engine not thoroughly warmed-up).

Replace the oil filter at the first oil change, and every second oil change thereafter.

Air Cleaner Filter (Severe usage)

Replace more frequently air cleaner filter, when vehicle is driven in dusty area.

Brake Pads and Lining (Severe usage)

Frequently inspect disc brake pads and brake linings for wear, and wheel cylinders for fluid leaks and automatic adjuster for operation when vehicle is driven in dusty and salty areas. The frequency of these inspections also depends upon driving conditions such as traffic or terrain and the driving techniques of individual owners.

Automatic Transmission Fluid (Severe usage)

Change automatic transmission fluid with new MOPAR "DEXRON II" Automatic Transmission Fluid (Part Number 3549660) or equivalent every 48,000 km (30,000 miles) under vehicle driven on severe usage.