

LAMPS

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LAMP DIAGNOSIS

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GENERAL INFORMATION

GENERAL INFORMATION

Each vehicle is equipped with various lamp assemblies. A good ground is necessary for proper lighting operation. Grounding is provided by the lamp socket when it comes in contact with the metal body, or through a separate ground wire.

When changing lamp bulbs check the socket for corrosion. If corrosion is present, clean it with a wire brush and coat the inside of the socket lightly with Mopar Multi-Purpose Grease or equivalent.

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.

DAYTIME RUNNING LAMP MODULE

PL 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. The DRL module overrides the headlamp switch when the headlamps are turned OFF. The headlamps operate normally when the headlamps are turned ON.

DIAGNOSIS AND TESTING

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.

DIAGNOSIS AND TESTING (Continued)

HEADLAMP DIAGNOSIS

Always begin any diagnosis by testing all of the fuses and circuit breakers in the system. Refer to Group 8W, Wiring Diagrams.

Conventional and halogen headlamps are interchangeable. It is recommended that they not be intermixed on a given vehicle.

DIAGNOSIS AND TESTING (Continued)

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 out 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 headlamp circuit 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 voltage drop across Z1-ground, 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 headlamp circuit ground. 2. High resistance in headlamp circuit. 3. Faulty headlamp switch circuit breaker. 4. Loose or corroded terminals or splices in circuit. 	<ol style="list-style-type: none"> 1. Repair circuit ground, refer to Group 8W. 2. Test amperage draw of headlamp circuit. 3. Replace headlamp switch. 4. Repair connector terminals or splices, refer to Group 8W.
HEADLAMPS DO NOT ILLUMINATE.	<ol style="list-style-type: none"> 1. No voltage to headlamps. 2. No ground at headlamps. 3. Faulty headlamp switch. 4. Faulty headlamp dimmer switch. 5. Broken connector terminal or wire splice in headlamp circuit. 	<ol style="list-style-type: none"> 1. Replace fuse, refer to Group 8W. 2. Repair circuit ground, refer to Group 8W. 3. Replace headlamp switch. 4. Replace headlamp dimmer switch. 5. Repair connector terminal or wire splices.
* Canada vehicles must have lamps ON.		

DIAGNOSIS AND TESTING (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. 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 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 fog lamp circuit 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 voltage drop across Z1-ground, 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 fog lamp circuit ground. 2. High resistance in fog lamp circuit. 3. Faulty fog lamp switch circuit breaker. 4. Loose or corroded terminals or splices in circuit. 	<ol style="list-style-type: none"> 1. Repair circuit ground, refer to Group 8W. 2. Test amperage draw of fog lamp circuit. 3. Replace fog lamp switch. 4. Repair connector terminals or splices, refer to Group 8W.
FOG LAMPS DO NOT ILLUMINATE.	<ol style="list-style-type: none"> 1. Blown fuse for fog lamps. 2. No 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 splices.

HEADLAMP ALIGNMENT

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GENERAL INFORMATION

HEADLAMP ALIGNMENT

Headlamps can be aligned using the screen method provided in this section. Alignment Tool C4466-A or equivalent can also be used. Refer to instructions provided with the tool for proper procedures. **The preferred headlamp alignment setting is 0 for the left/right adjustment and 0 for the up/down adjustment.**

SERVICE PROCEDURES

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 ADJUSTMENT 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. 1).
- (2) If necessary, tape a line on the floor 7.62 meters (25 ft) away from and parallel to the wall.
- (3) From the floor up 1.27 meters (5 ft), tape a line on the wall at the centerline of the vehicle. Sight along the centerline of the vehicle (from rear of vehicle forward) to verify accuracy of the line placement.

- (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 floor. Transfer measurement to the alignment screen (with tape). Use this line for up/down adjustment reference.
- (7) Measure distance from the centerline of the vehicle to the center of each headlamp being aligned. Transfer measurements to screen (with tape) to each side of vehicle centerline. Use these lines for left/right adjustment reference.

HEADLAMP ADJUSTMENT

A properly aimed low beam headlamp will project the top edge of low beam hot spot on the alignment screen from 50 mm (2 in.) above to 50 mm (2 in.) below the headlamp centerline. The side- to-side left edge of low beam hot spot should be from 50 mm (2 in.) left to 50mm (2 in.) right of headlamp centerline (Fig. 1). **The preferred headlamp alignment is 0 for the up/down adjustment and 0 for the left/right adjustment.** The high beams on a vehicle with aero headlamps cannot be aligned. The high beam pattern should be correct when the low beams are aligned properly.

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

FOG LAMP ALIGNMENT

Prepare an alignment screen. Refer to Alignment Screen Preparation paragraph in this section. Disengage the wire connectors from the back of the headlamp bulbs to disable the headlamps. This will allow a more accurate projection reading of the fog lamps. Turn on the headlamp switch and actuate the fog lamp switch. A properly aligned fog lamp will project a pattern on the alignment screen 100 mm (4 in.) below the fog lamp centerline and straight ahead (Fig. 2).

VEHICLE CENTER LINE

HEADLAMP CENTER LINE

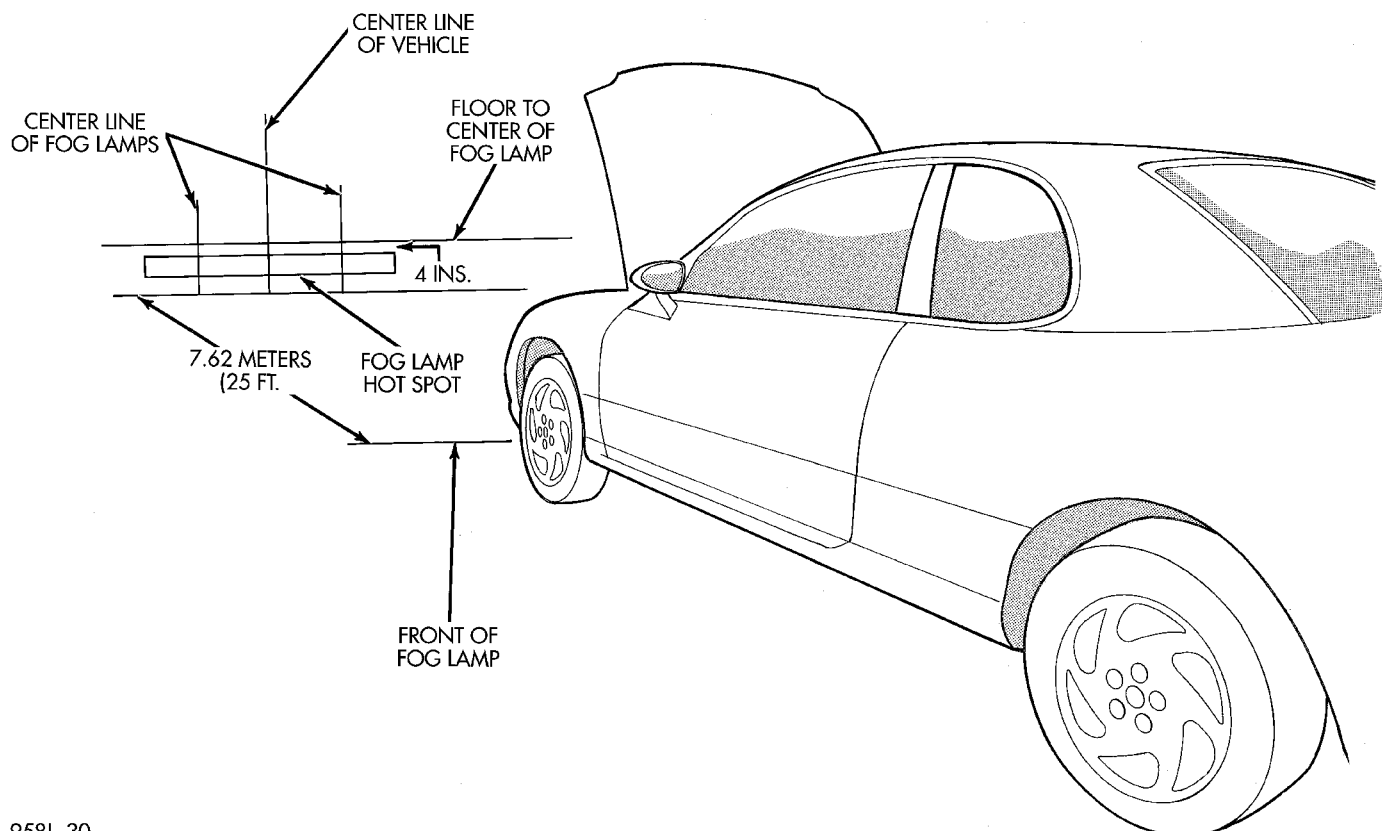
FLOOR TO CENTER OF HEADLAMP

7.62 METERS (25 FT.)

FRONT OF HEADLAMP

958L-29

Fig. 1 Headlamp Alignment Screen—Typical

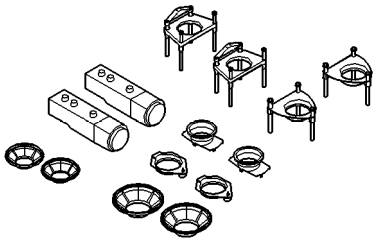


958L-30

Fig. 2 Lamp Alignment Screen

SPECIAL TOOLS

SPECIAL TOOLS—HEADLAMP ALIGNMENT



Headlamp Aiming Kit C-4466-A

LAMP BULB SERVICE

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REMOVAL AND INSTALLATION

HEADLAMP BULB

REMOVAL

- (1) Release hood latch and open hood.
- (2) Disengage wire connector from headlamp bulb connector.
- (3) Remove retaining ring holding bulb to back of headlamp module.
- (4) Pull bulb from back of headlamp module (Fig. 1).

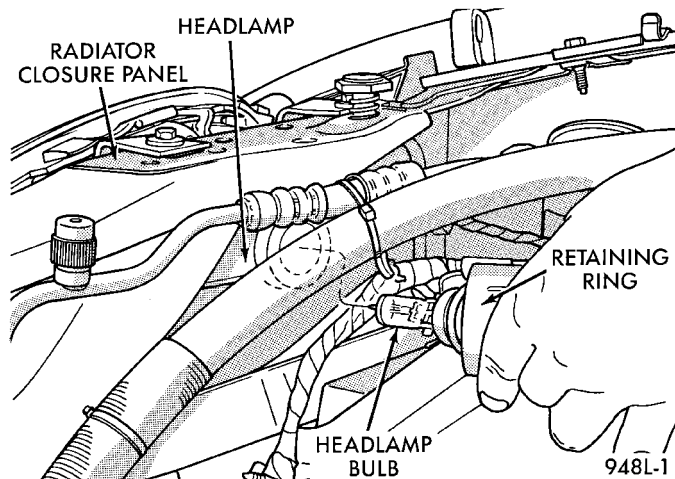


Fig. 1 Headlamp Bulb

INSTALLATION

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

Reverse the preceding operation.

FOG LAMP BULB

REMOVAL

- (1) Remove fog lamp from behind fascia.
- (2) Disengage wire connector from fog lamp bulb base.
- (3) Remove bulb from lamp (Fig. 2).

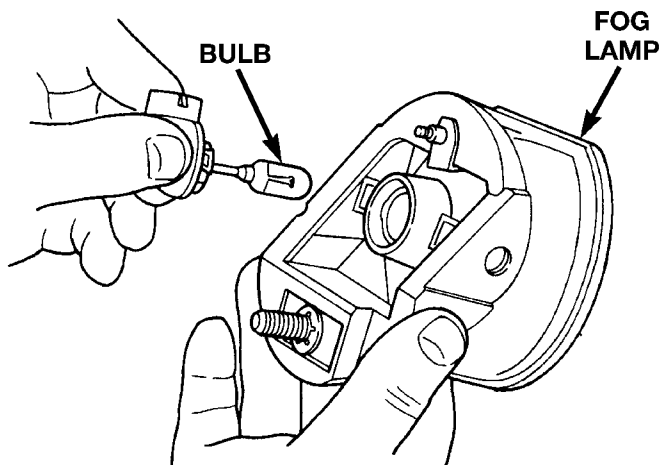


Fig. 2 Fog Lamp Bulb

INSTALLATION

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

Reverse the preceding operation.

PARK AND TURN SIGNAL LAMP BULB

REMOVAL

- (1) Release hood latch and open hood.
- (2) Remove screws holding park and turn signal lamp to headlamp module.
- (3) Separate lamp from module.
- (4) Remove bulb socket from back of lamp.
- (5) Pull bulb from socket (Fig. 3).

INSTALLATION

Reverse the preceding operation.

REMOVAL AND INSTALLATION (Continued)

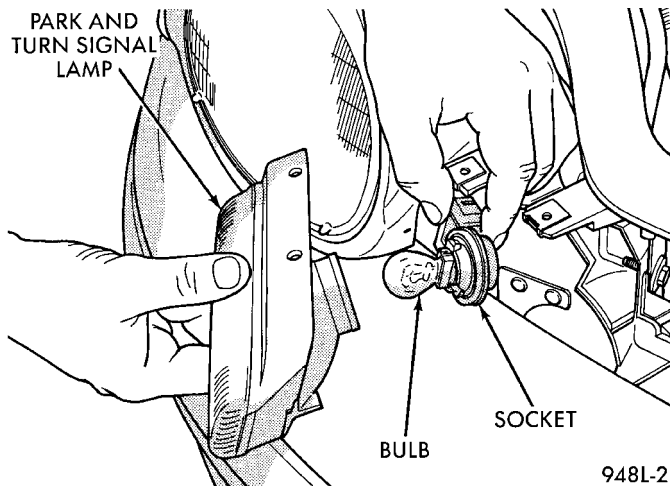


Fig. 3 Park and Turn Signal Lamp Bulb

FRONT SIDE MARKER LAMP BULB

REMOVAL

- (1) Reach behind front bumper fascia forward of front wheel.
- (2) Remove socket from side marker lamp.
- (3) Pull bulb from socket (Fig. 4).

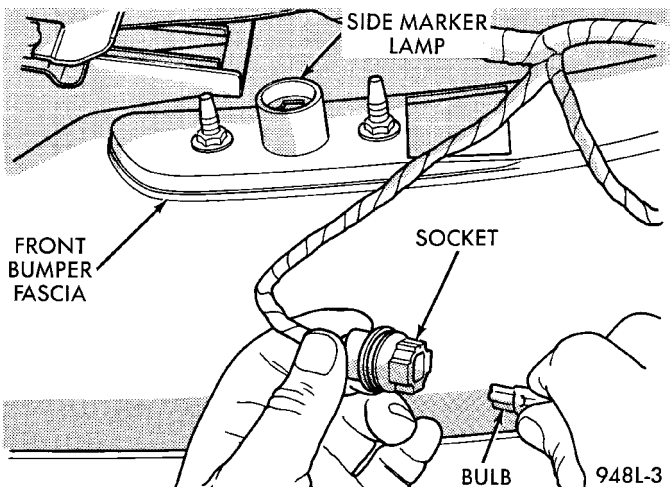


Fig. 4 Front Side Marker

INSTALLATION

Reverse the preceding operation.

CENTER HIGH MOUNTED STOP LAMP BULB

REMOVAL

- (1) Release trunk latch and open trunk lid.
- (2) Remove bulb socket from center high mounted stop lamp (Fig. 5).
- (3) Pull bulb from socket.

INSTALLATION

Reverse the preceding operation.

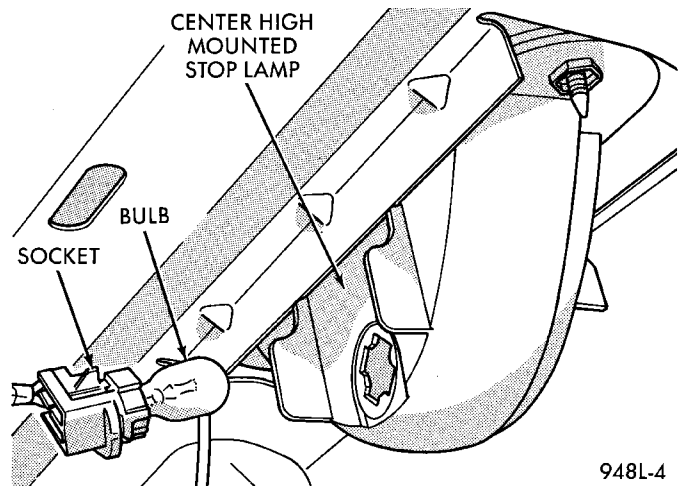


Fig. 5 CHMSL Bulb

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

REMOVAL

- (1) Release trunk latch and open trunk lid.
- (2) Separate trunk lining from rear closure panel to gain access to back of tail lamp.
- (3) Rotate and remove bulb socket from tail lamp through openings in rear closure panel (Fig. 6).
- (4) Pull bulb from socket.

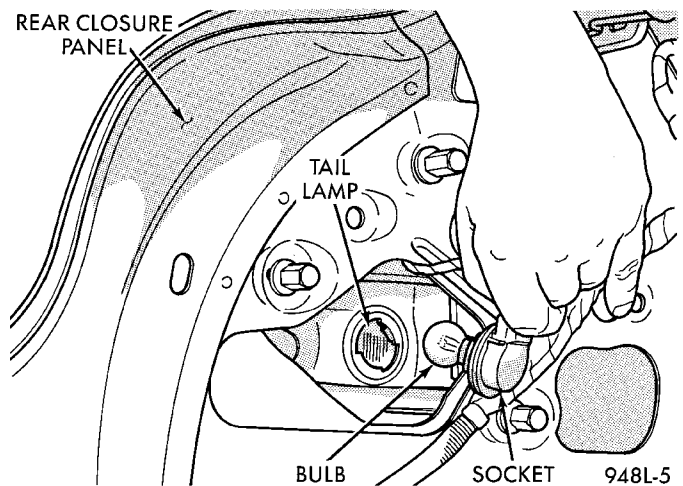


Fig. 6 Tail and Stop Lamp Bulb

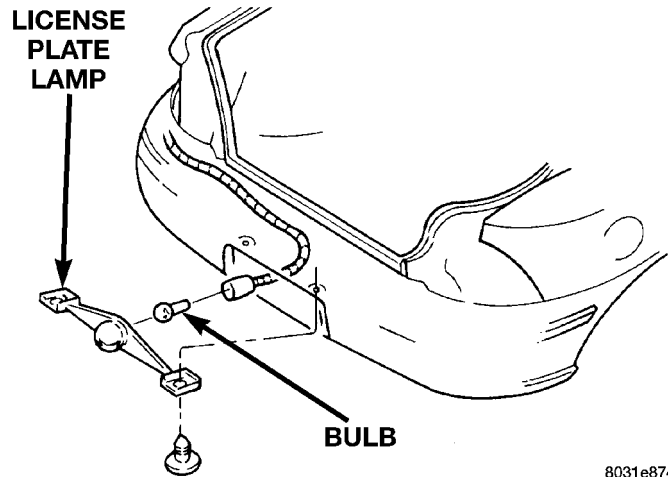
INSTALLATION

- (1) Push bulb into socket.
- (2) Rotate and install bulb socket into tail lamp through openings in rear closure panel.
- (3) Install trunk lining to rear closure panel.
- (4) Close and secure trunk lid.

REMOVAL AND INSTALLATION (Continued)

LICENSE PLATE LAMP BULB**REMOVAL**

- (1) Remove screws holding license plate lamp to rear bumper (Fig. 7).
- (2) Separate lamp from bumper.
- (3) Remove bulb socket from lamp.
- (4) Pull bulb from socket.

**Fig. 7 License Plate Lamp****INSTALLATION**

Reverse the preceding operation.

UNDERHOOD LAMP BULB**REMOVAL**

- (1) Disconnect the wire harness connector from the underhood lamp.
- (2) Rotate the bulb counter-clockwise. Remove it from the lamp socket.

INSTALLATION

- (1) Insert the replacement bulb in the lamp base socket and rotate it clockwise.
- (2) Connect the wire harness connector.

DOMELAMP BULB**REMOVAL**

- (1) Insert a trim stick between the headliner and dome lamp lens.
- (2) Carefully pry downward on the four corners of the lamp lens.
- (3) Separate lamp lens from lamp.
- (4) Grasp bulb and pull from lamp socket.

INSTALLATION

- (1) Position bulb in socket and snap into place.
- (2) Position lens on lamp and snap into place.

VISOR VANITY LAMP BULB**REMOVAL**

- (1) Lower visor.
- (2) Insert a small flat bladed tool between the lamp lens and lamp.
- (3) Carefully pry lens outward.
- (4) Remove bulb from socket.

INSTALLATION

- (1) Position bulb in socket and snap into place.
- (2) Position lens on lamp and snap into place.

REAR CARGO LAMP BULB

The trunk lamp snaps into the rear shelf panel reinforcement under/below the package shelf.

REMOVAL

- (1) Insert a trim stick or small flat blade between the lamp lens and rear shelf reinforcement panel.
- (2) Pry the lamp lens downward.
- (3) Pull bulb from socket

INSTALLATION

- (1) Push bulb into socket.
- (2) Position the lamp in the rear shelf reinforcement panel and snap into place.

LAMP SERVICE

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REMOVAL AND INSTALLATION

HEADLAMP MODULE

REMOVAL

- (1) Release hood latch and open hood.
- (2) From behind bumper fascia, remove bolt holding outboard end of module to fender.
- (3) Loosen bolts holding inboard end of module to radiator closure panel.
- (4) Remove bolt holding grille to headlamp module.
- (5) Remove bolts holding top of module to upper crossmember (Fig. 1).
- (6) Disengage wire connector from headlamp and parking lamp sockets.
- (7) Separate headlamp module from vehicle.

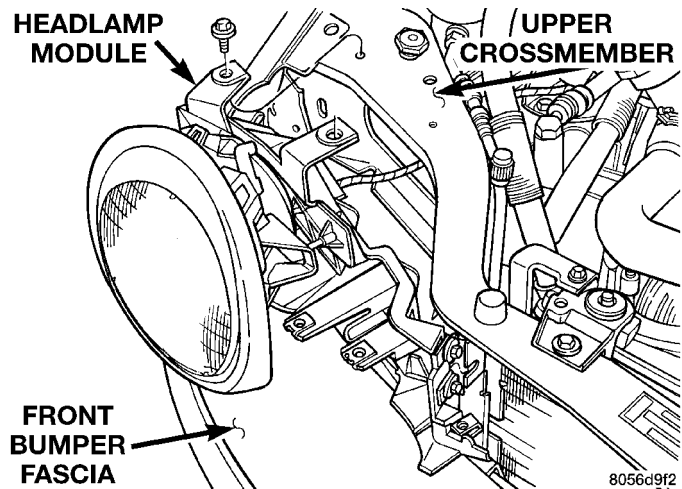


Fig. 1 Headlamp Module

INSTALLATION

Reverse the preceding operation.

FOG LAMP

REMOVAL

- (1) Remove bolt holding fog lamp to radiator closure panel (Fig. 2).
- (2) Separate fog lamp from radiator closure panel.
- (3) Pull fog lamp through opening in fascia.
- (4) Disengage wire connector from fog lamp bulb base.
- (5) Separate fog lamp from vehicle.

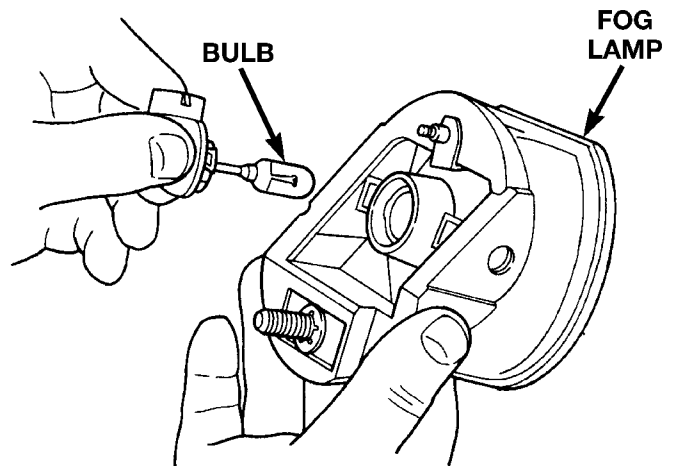


Fig. 2 Fog Lamp

INSTALLATION

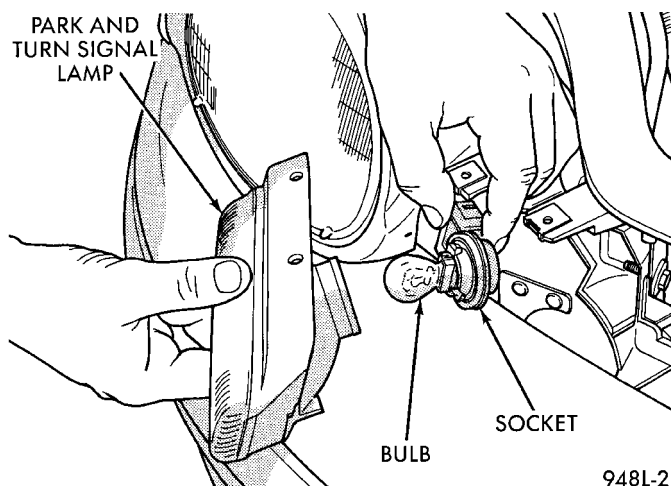
Reverse the preceding operation.

PARK AND TURN SIGNAL LAMP

REMOVAL

- (1) Release hood latch and open hood.
- (2) Remove screws holding lamp to headlamp module (Fig. 3).
- (3) Separate park and turn signal lamp from vehicle.
- (4) Disengage wire connector from back of lamp socket.

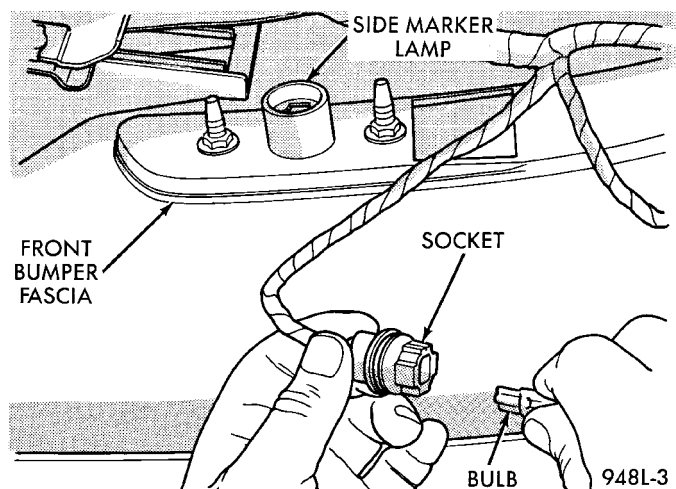
REMOVAL AND INSTALLATION (Continued)

**Fig. 3 Park and Turn Signal Lamp****INSTALLATION**

Reverse the preceding operation.

FRONT SIDE MARKER LAMP**REMOVAL**

- (1) Remove socket and bulb from side marker lamp.
- (2) Remove nuts holding side marker lamp to front bumper fascia (Fig. 4).
- (3) Separate side marker lamp from vehicle.

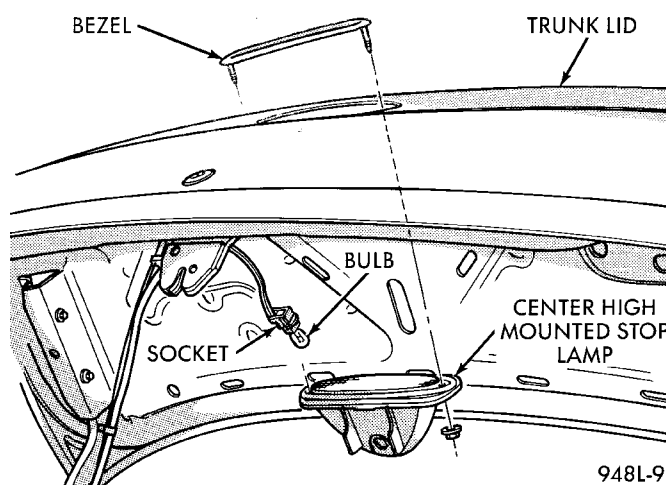
**Fig. 4 Front Side Marker Lamp****INSTALLATION**

Reverse the preceding operation.

CENTER HIGH MOUNTED STOP LAMP (CHMSL)**REMOVAL**

- (1) Release trunk latch and open trunk lid.
- (2) Remove socket and bulb from lamp.
- (3) Remove nuts holding center high mounted stop lamp to trunk lid (Fig. 5).
- (4) Pull CHMSL from trunk lid.

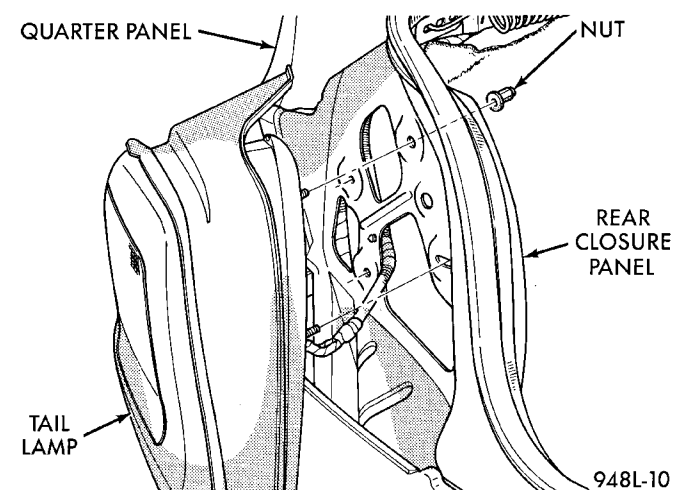
- (5) Separate CHMSL bezel from trunk lid.

**Fig. 5 Center High Mounted Stop Lamp****INSTALLATION**

Reverse the preceding operation.

TAIL, STOP AND TURN SIGNAL LAMP**REMOVAL**

- (1) Release trunk latch and open trunk lid.
- (2) Remove trunk trim panel from tail lamp area, if equipped.
- (3) Remove sockets and bulbs from lamp.
- (4) Remove nuts holding tail lamp to rear closure panel (Fig. 6).
- (5) Separate tail lamp from vehicle.

**Fig. 6 Tail, Stop and Turn Signal Lamp****INSTALLATION**

Reverse the preceding operation.

REMOVAL AND INSTALLATION (Continued)

LICENSE PLATE LAMP

REMOVAL

- (1) Remove screws holding license plate lamp to rear bumper fascia (Fig. 7).
- (2) Separate license plate lamp from bumper.
- (3) Remove socket and bulb from lamp.

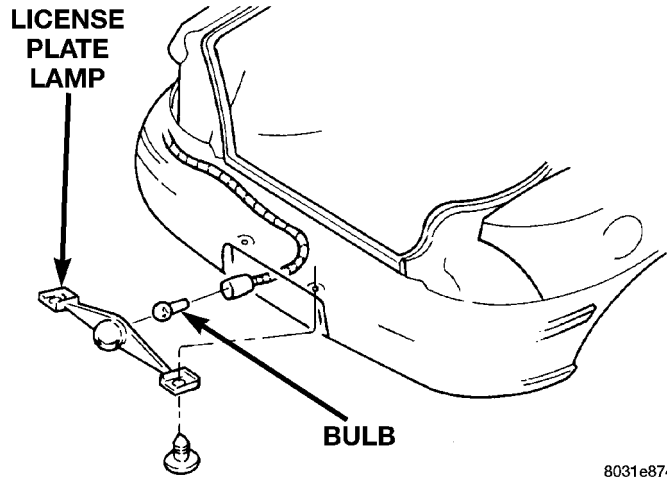


Fig. 7 License Plate Lamp

INSTALLATION

Reverse the preceding operation.

UNDERHOOD LAMP

REMOVAL

- (1) Open and support hood.
- (2) Remove lamp bulb.
- (3) Disengage lamp wire connector.
- (4) Remove the screw attaching lamp to hood.

- (5) Separate lamp from vehicle.

INSTALLATION

- (1) Position lamp on hood and install screw.
- (2) Route lamp wire through hood silencer pad and connect lamp wire connector.
- (3) Install lamp bulb.
- (4) Remove hood support and close hood.

DOVE LAMP

REMOVAL

- (1) Insert a trim stick between the headliner and dome lamp lens.
- (2) Carefully pry downward on the four corners of the lamp lens.
- (3) Separate lamp lens from lamp.
- (4) Disengage wire connector and remove from vehicle.

INSTALLATION

Reverse the removal procedure.

VISOR VANITY LAMP

The visor vanity lamp is incorporated in the visor assembly. Replace the visor if the lamp has failed.

REAR CARGO LAMP

REMOVAL

- (1) Insert a trim stick or small flat blade between the lamp lens and rear shelf reinforcement panel.
- (2) Pry the lamp lens downward.
- (3) Disengage wire connectors.
- (4) Separate lamp from vehicle.

INSTALLATION

Reverse the removal procedure.

LAMP SYSTEMS

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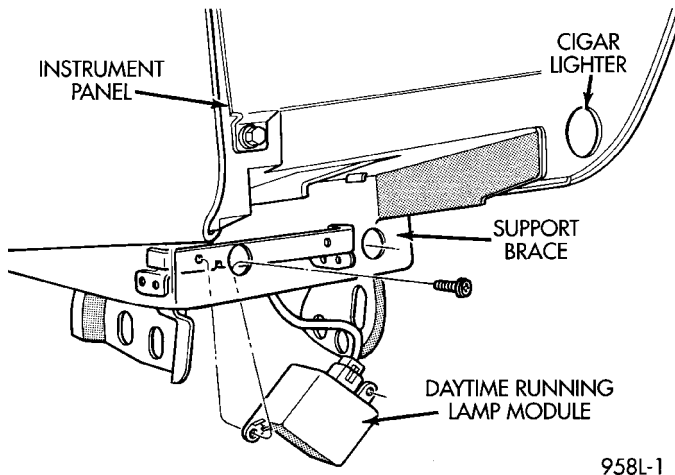
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REMOVAL AND INSTALLATION

DAYTIME RUNNING LAMP (CANADA) 14

REMOVAL AND INSTALLATION**DAYTIME RUNNING LAMP (CANADA)**

The Daytime Running Lamp module is attached to a support brace on the underside of the instrument panel (Fig. 1).

**Fig. 1 DRL Module****REMOVAL**

- (1) Remove screw attaching DRL module to I/P support brace.
- (2) Disengage wire connector.
- (3) Separate module from vehicle.

INSTALLATION

- (1) Engage DRL module wire connector.
- (2) Position module on I/P support brace and install screw.

BULB APPLICATION

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SPECIFICATIONS

GENERAL INFORMATION

The following Bulb Application Tables lists the lamp title on the left side of the column and trade number or part number on the right.

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. Do not touch halogen bulbs with fingers or other oily surfaces. Bulb life will be reduced.

EXTERIOR LAMPS

LAMP	BULB
Back-up	3157
Center High Mounted Stop	921
Fog	GE 881
Headlamp	9007
License Plate	168
Park/Turn Signal	3157NA
Tail/Stop/Turn Signal	3157
Front Side Marker	168

INTERIOR 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.

LAMP	BULB
A/C and Heater Control	203
Ash Receiver	161
Cigar Lighter	203
Dome Lamp	578
Gear Selector Console W/Auto	161
Glove Compartment	194
Ignition Lock	161
Instrument Panel and Cluster	PC194
Rear Cargo	912
Underhood	105

