



FILE: Engines-Fuel  
Systems-Engine Electrical-  
Cooling (POWER PLANT-  
Engine Electrical)  
No. 1-13-82 Nov. 11, 1982

## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:**

An inoperative Cruise Command servo on 1981-82 Jeep vehicles may be due to a cracked or broken manifold vacuum hose connector on the servo.

**CORRECTION:**

It is not necessary to replace the servo if only the vacuum hose connector is damaged. Instead, repair the servo by installing the following released vacuum hose connector repair kit.

**PARTS:**

<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
KIT, Servo Hose Connector Repair (Includes connector, O-ring, and instruction sheet)	1	8130482	3.326

**S.R.T. INFORMATION:**

<u>Operation Description</u>	<u>T.I.C.</u>	<u>Operation Number</u>	<u>S.R.T.</u>
CO. KIT, SERVO VACUUM HOSE CONNECTOR REPAIR - INSTALL	8-760	8999	0.3

**DEALER REIMBURSEMENT:**

Reimbursable within the provisions of the applicable warranty.

**PROCEDURE:**

1. Remove the servo as outlined in the applicable Jeep Technical Service Manual.
2. Remove the servo mounting bracket and plate.
3. Remove the damaged vacuum connector and O-ring from the servo.
4. Install the replacement O-ring in the replacement connector (see illustration).
5. Install the replacement vacuum connector on the servo vacuum outlet.

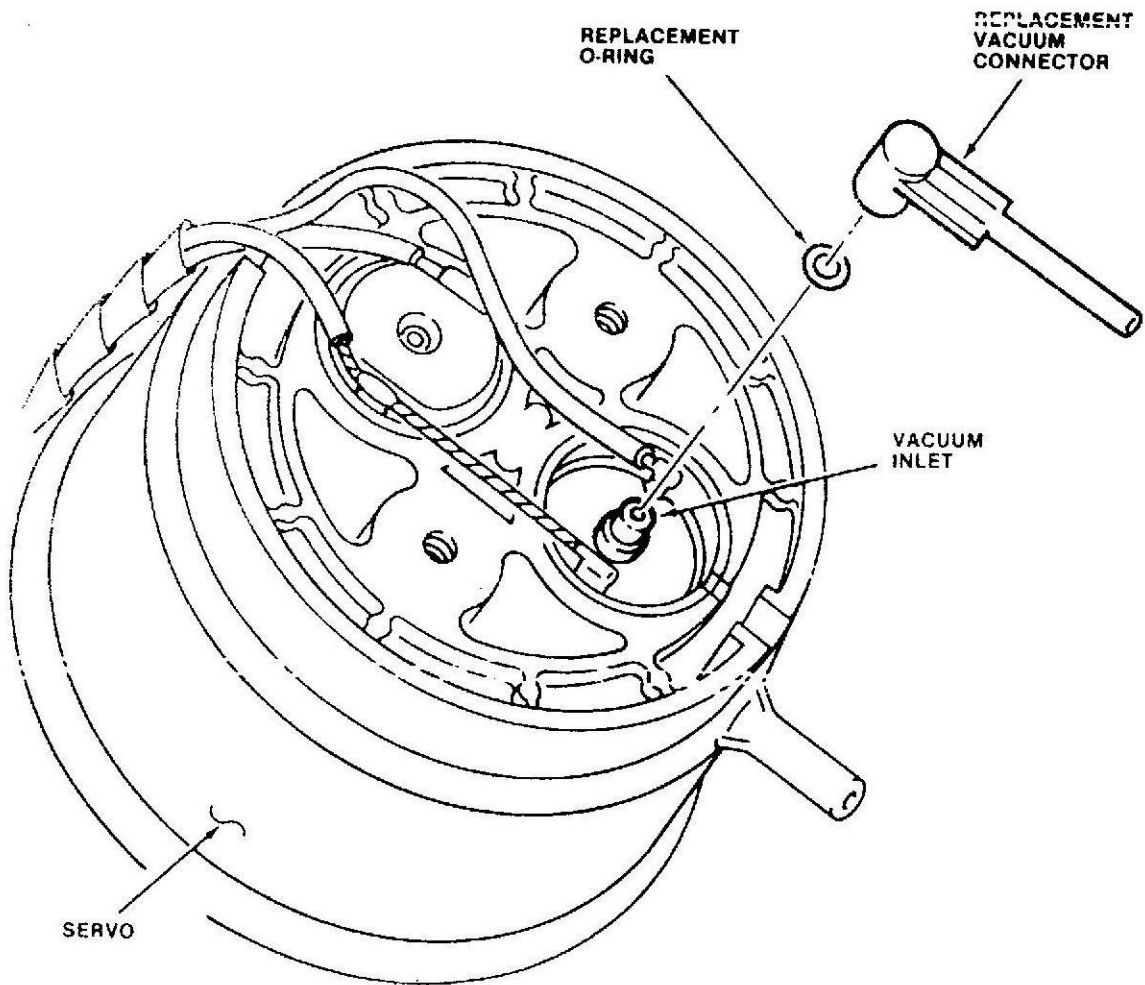
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6. Reinstall the servo mounting plate and bracket. Be sure to avoid pinching any wires between the servo and mounting plate.
7. Install the servo as outlined in the applicable Jeep Technical Service Manual.



Replacement Vacuum Connector and  
O-Ring Installation



## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:**

Service procedures and S.R.T. times for the new separate coolant temperature and intake manifold heater (EFE) control switches and wire harness adapter on 1982, six-cylinder Jeep models, with fuel feedback system built after February 18, 1982.

**CORRECTION:**

Whenever it is necessary to service the dual-function coolant temperature/intake manifold heater switch on models built prior to February 18, 1982, replace the original switch with the two new switches and harness adapters as outlined in the Procedure portion of this bulletin.

**NOTE:** The new intake manifold heater (EFE) control switch, 3242321, can also be used as a replacement for the original control switch used on 1981-82 six-cylinder models not equipped with the fuel feedback system.

<u>PARTS:</u>	<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
	SWITCH, Coolant Temperature	1	3242318	1.067
	SWITCH, Intake Manifold Heater (EFE) Control	1	3242321	1.067
	ADAPTER, Wire Harness	1	5763666	3.053

**S.R.T. INFORMATION:**

<u>Operation Description</u>	<u>T.I.C.</u>	<u>Operation Number</u>	<u>S.R.T.</u>
SWITCHES, COOLANT TEMPERATURE AND INTAKE MANIFOLD HEATER - INSTALL	1-750	1999	0.6

**DEALER REIMBURSEMENT:** Reimbursable within the provisions of the applicable warranty.

**PROCEDURE:**

1. Drain approximately 3 quarts of coolant from the radiator.

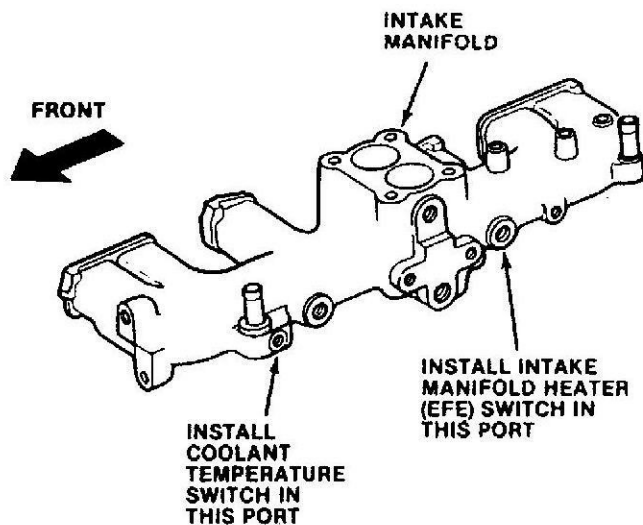
**NOTE:** Allow the engine to cool down before starting repair.  
(continued)

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2. Disconnect the heated air tube and the air duct from the air cleaner. Then remove the air cleaner wing nut and move the air cleaner aside.
  3. Remove the bolts that attach the accelerator cable bracket to the intake manifold and move the cable and bracket aside.
  4. Disconnect the coolant temperature/intake manifold heater switch wire harness from the engine compartment wire harness and remove the switch and harness from the manifold.
- NOTE: The switch is at the rear of the intake manifold on early production models and at the front on later production models.
5. Remove the pipe plug from the front or rear port of the intake manifold.
  6. Apply a sealer such as Perfect Seal No. 5., Loctite 592, or equivalent to the threads of replacement intake manifold heater (EFE) control switch, 3242321, and install this switch in the rear port of the intake manifold. Tighten the switch to 20 foot-pounds (27 N·m) torque.
  7. Apply a sealer such as Perfect Seal No. 5, Loctite 592, or equivalent, to the threads of replacement coolant temperature switch, 324 2318, and install this switch in the front port of the intake manifold. Tighten the switch to 20 foot-pounds (27 N·m) torque.
  8. Connect wire harness adapter, 5763666 to the two switches and to the engine compartment wire harness. Route and secure the harness away from hot engine components or any linkage components.
  9. Position the accelerator cable bracket on the intake manifold and install the bracket attaching bolts.
  10. Install the air cleaner and connect the air duct and heated air tube to the air cleaner.
  11. Refill the radiator with the coolant drained previously.



Coolant Temperature and Intake  
Manifold Heater (EFE) Switch  
Locations in Intake Manifold



FILE: Engines-Fuel Systems-Engine Electrical-Cooling (POWER PLANT - Engine Electrical)  
No. 1-11-82 Sept. 10, 1982

## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:**

The front housing of some 70 and 85 amp alternators on 1981-82 Wagoneer, Cherokee, and Truck models with eight-cylinder engine and air conditioning may crack at the upper mounting boss and cause a vibration.

**CORRECTION:**

Replace the alternator front housing if necessary and install the following alternator bracket lower support to improve alternator mounting (see illustration).

**NOTE:** The alternator bracket lower support was phased into 1982 model production as a running change beginning with VIN 1JCNE15N4CT044845. This support should be installed whenever servicing a 1981-82 70 or 85 amp alternator not equipped with a lower support.

<u>PARTS:</u>	<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
	SUPPORT, Alternator Bracket Lower	1	5364256	3.018
	SPACER, Alternator Pivot	1	4006186	3.018
	BOLT, Hex	1	4200434	1.004
	WASHER, Lock	1	4004807	9.369
	HOUSING, Alternator Front (70 and 85 amp)	1	8133276	3.016

**S.R.T. INFORMATION:**

<u>Operation Description</u>	<u>T.I.C.</u>	<u>Operation Number</u>	<u>S.R.T.</u>
CO. SUPPORT, ALTERNATOR BRACKET LOWER -INSTALL...	1-630	1999	0.7
SO. Alternator front housing - Replace..... Includes transfer fan, pulley, and front bearing assembly			0.4

**DEALER REIMBURSEMENT:** Reimbursable within the provisions of the applicable warranty.

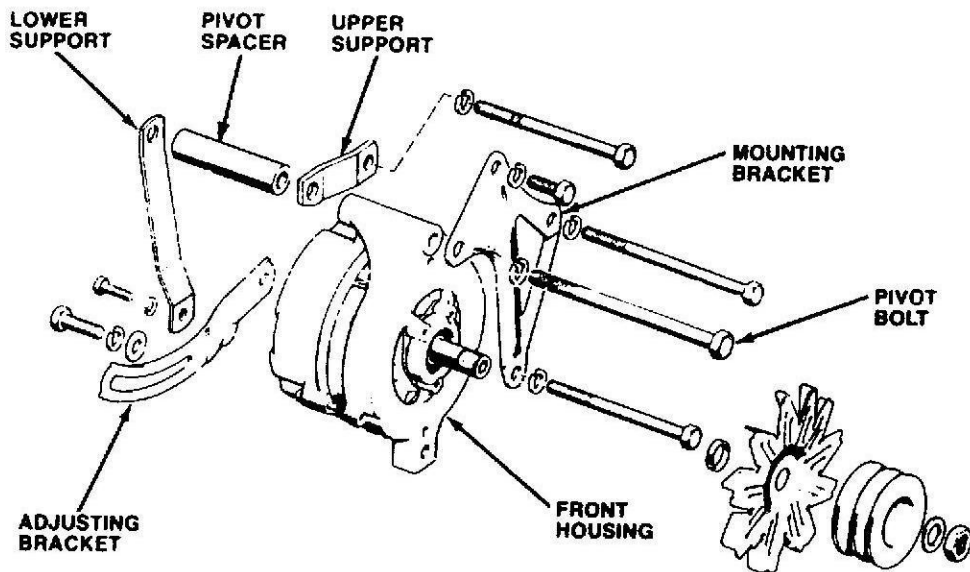
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**PROCEDURE:**

1. Inspect the alternator and note if an alternator bracket lower support has already been installed or if the alternator front housing has cracked at the upper mounting boss.
  - a. If the alternator is not equipped with a lower support or if the front housing is cracked, proceed to step 2.
  - b. If the alternator is equipped with a lower support and the front housing is not damaged, but some type of problem occurred, further diagnosis is necessary. Refer to Chapter 1E in the 1981-82 Jeep Technical Service Manuals for procedures.
2. Remove the alternator as outlined in Chapter 1E of the appropriate Jeep Technical Service Manual, discard the original pivot spacer (see illustration), and note the following.
  - a. If the alternator front housing is cracked, proceed to step 3.
  - b. If the alternator front housing is not cracked, proceed to step 8.



**Alternator Bracket Lower Support Installation**

3. Remove the alternator pulley nut and washer and remove the pulley, fan, and outer collar.
4. Mark the alternator front and rear housings for assembly alignment reference; then remove the front housing-to-rear housing bolts and remove the front housing.
5. Remove the slinger, front bearing, inner collar, and front bearing retainer plate from the original housing and transfer these components to the new front housing.
6. Align and install the new front housing on the rear housing and install and tighten the front housing-to-rear housing bolts.
7. Install the outer collar, fan, pulley, pulley washer, and pulley nut. Tighten the nut to 50 foot-pounds (68 N·m) torque.
8. Attach lower support 5364256 to the rear of the alternator with bolt 4200434 and lockwasher 4004807 (see illustration). Do not tighten the bolt completely at this time.
9. Position the alternator in the mounting bracket and install replacement pivot spacer 4006186 (see illustration).
10. Align the bolt holes in the alternator mounting bracket, front housing, upper and lower supports, and the pivot spacer, and install the alternator mounting bolt (see illustration).
11. Complete alternator installation as outlined in Chapter 1E of the appropriate Jeep Technical Service Manual.

82-071-J



FILE: Engines-Fuel Systems  
Engine Electrical-Cooling  
(POWER PLANT-Engines)

No. 1-10-82 Sept. 8, 1982

## TECHNICAL BULLETIN

**PROBLEM AND  
APPLICATION:**

The pushrods in some 1981-82 Jeep 258 CID six-cylinder engines built prior to May 1982, may disengage from the rocker arms causing noise, backfire, or a miss.

**CORRECTION:**

Install the following replacement 0.070 inch longer pushrods as outlined in the appropriate Jeep Technical Service Manual if any of the original pushrods become disengaged or bent. The original pushrods are 9.640 to 9.660-inches long. The replacement pushrods, part number 3242395, are 9.710 to 9.730-inches long.

NOTE: The original (shorter) pushrods, part number 3242390





## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:** Normal exhaust pulses may cause the front exhaust pipe support and mounting bolt to vibrate and produce a rattling noise on some 1982 Wagoneer, Cherokee, and Truck models with six-cylinder engine and automatic transmission. The noise is most noticeable at or just above idle speeds and occurs only on models built prior to January 11, 1982.

**CORRECTION:** Install the following spring clip between the front exhaust pipe support and torque reaction bracket to increase tension on the mounting bolt and eliminate the noise (see illustration).

<u>PARTS:</u>	<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
	CLIP, Spring	1	637 427	8.116

**S.R.T. INFORMATION:**

<u>Operation Description</u>	<u>T.I.C.</u>	<u>Operation Number</u>	<u>S.R.T.</u>
CO. CLIP, FRONT EXHAUST PIPE ANTI-RATTLE - INSTALL	1-961	1999	0.4

**DEALER REIMBURSEMENT:** Reimbursable within the provisions of the applicable warranty.

**PROCEDURE:**

1. Remove and retain the front exhaust pipe mounting bolt and locknut (See illustration).
2. Pry the front exhaust pipe downward slightly and insert the clip between the pipe support and the torque reaction bracket (see illustration).
3. Insert the exhaust pipe mounting bolt through the rear bolt hole in the torque reaction bracket and the bolt hole in the exhaust pipe support.
4. Align the exhaust pipe mounting bolt and torque reaction bracket front bolt hole and insert the exhaust pipe mounting bolt through the torque reaction bracket.

**NOTE:** It may be necessary to use a pry bar or C-clamp to help align the mounting bolt and torque reaction bracket bolt hole.

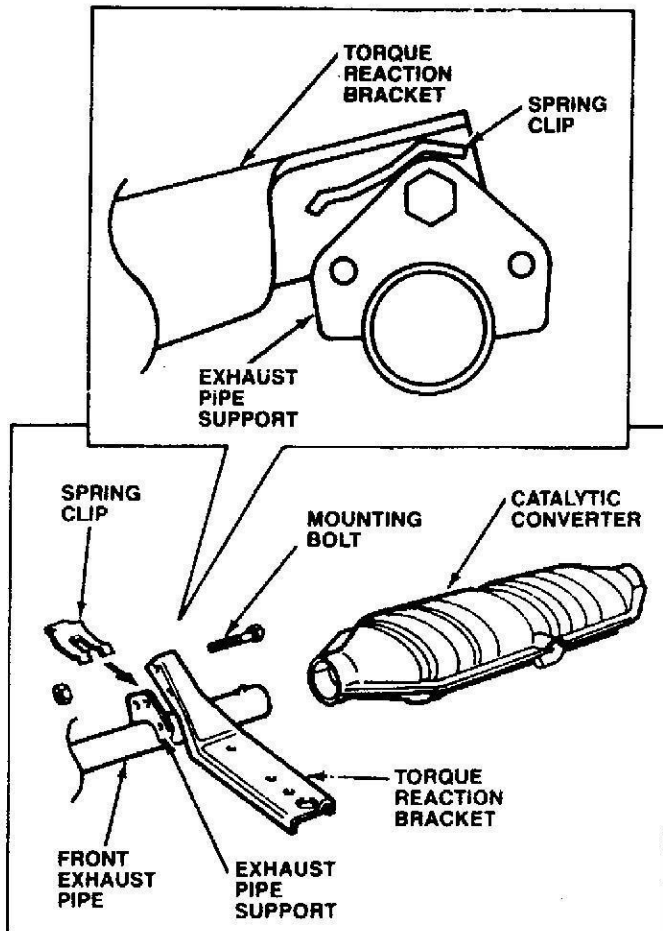
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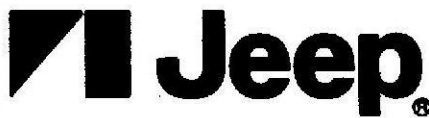
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5. Install the locknut on the exhaust pipe mounting bolt and tighten the bolt and nut to 18 foot-pounds (24 N.m) torque.





## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:** Improving performance of 1982 Jeep vehicles being operated at altitudes above or below that which the engine was originally certified for and adjusted to.

**CORRECTION:** Perform the engine adjustments outlined in the Procedure portion of this bulletin. In addition, any Jeep vehicle that has been so adjusted must have a unique emission control information label installed. These unique labels are available in a kit, part number 3242103 from the following facility:

American Motors Corporation  
Distribution Services  
37200 Amrhein Road  
Livonia, Michigan 48150

The adjustment procedures and unique labels must be made available at no cost to independent repair facilities and the general public. A notification is also provided in current owners manuals to make customers aware of these adjustments.

<b>PARTS:</b>	<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>
	KIT, Emission Control Information Update Label	1	3242103

**WARRANTY ELIGIBILITY:** Not warranty eligible.

**SSO INFORMATION:** Not affected.

**PROCEDURE:**

On 1982 Jeep vehicles originally certified for operation at altitudes below 4,000 feet that are being operated above 4,000 feet, the ignition timing, as shown on the Vehicle Emission Control Information Label located in the engine compartment, should be advanced 5°. The engine idle speed should be reset to the specification shown on the Vehicle Emission Control Information Label and according to the procedures outlined in the 1982 Jeep Technical Service Manual. In addition, on six-cylinder models with fuel feedback system only, the altitude circuit ground wires must be grounded to the vehicle body as follows.

(continued)

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1. Remove the tape used to secure the two altitude circuit ground wires to the MCU wire harness.

NOTE: Both wires are joined to a single ring terminal and are taped to the harness approximately 6 - 8 inches back from the MCU harness connector plug. One wire is black with a yellow tracer and the other is black with a blue tracer.

2. Ground the wires by attaching the ring terminal to a convenient location on the vehicle body with a 1/4 - 14 zinc plated, hex washer head self tapping screw. Use a 0.185 inch diameter drill for the self tapping screw hole.
3. After performing the adjustments (and the circuit modification on six-cylinder models equipped with MCU), attach the Vehicle Emission control Update Label, part number EF8130455 to the engine compartment dash panel. Do not attach the label to any component that can be readily removed from the vehicle.

- . These adjustments apply to all 1982 Jeep vehicles that were originally certified for principal use at altitudes below 4,000 feet. Refer to the Vehicle Emission Control Information label in the engine compartment to identify these vehicles.

On 1982 Jeep vehicles originally certified for operation at altitudes above 4,000 feet that are being operated below 4,000 feet, the ignition timing as shown on the Vehicle Emission Control Information Label located in the engine compartment, should be retarded 5°. The engine idle speed should be reset to the specification shown on the Vehicle Emission Control Information Label and according to the procedures outlined in the 1982 Jeep Technical Service Manual. In addition, on six-cylinder models with fuel feedback system only, the altitude circuit ground wires must be disconnected and taped securely to the MCU harness.

1. Remove the screw attaching the ring terminal of the two black with tracer altitude circuit ground wires to the body. The wires are grounded near the MCU. Tape the ground wires to the MCU harness after removing the attaching screw. Be sure the ring terminal is completely covered with tape to prevent contact with the body.
2. After performing the adjustments (and attaching the altitude circuit ground wire on six-cylinder models equipped with MCU), attach Vehicle Emission Control Update Label, part number EF8130456, to the engine compartment dash panel. Do not attach the label to any component that can be readily removed from the vehicle.

- . These adjustments apply to all 1982 Jeep vehicles that were originally certified for principal use at altitudes above 4,000 feet. Refer to the Vehicle Emission Control Information label in the engine compartment to identify these vehicles.



## TECHNICAL BULLETIN

**PROBLEM AND  
APPLICATION:**

The attached bulletin on 6-cylinder valve cover oil leaks is being reissued in response to suggestions by members of the Dealer Advisory Board. The key points of this bulletin are highlighted in this Addendum and in the bulletin proper.

To ensure proper repair, it is most important that dealer service personnel be thoroughly familiar with the contents of this bulletin.

**CORRECTION:**

Follow the procedures outlined in the attached, reprinted copy of bulletin 1-06-82 explicitly to avoid ineffective or unnecessary repairs. Refer to these procedures when servicing the cylinder head cover on 1982 AMC six-cylinder engines. Also pay particular attention to the following key points from the bulletin procedure.

Step 3. Remove old sealer from the cover sealing surface of the cylinder head and clean the surface using AMC Fabric Cleaner 8990968, or equivalent. Remove all residue from the sealing surface using a clean, dry cloth.

Step 4. Apply General Electric SS 404 primer 8130453, or equivalent, to the cover sealing surface of the cylinder head. Allow 10-15 minutes for the primer to set-up.

**CAUTION:** For an effective repair, Gasket-In-A-Tube silicone sealer must be no more than twelve months old at time of use.

Step 5. Apply a 1/8-inch diameter bead of Gasket-In-A-Tube, or equivalent, silicone sealer to the sealing surfaces of the cylinder head and cylinder head cover. Allow approximately five minutes for the sealer to set-up. Avoid any time delay between sealer set-up and cover installation. The sealer can become tack-free in 10-15 minutes which will reduce its adhesive qualities.

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Step 8. Install and tighten the cylinder head cover nuts to 28-inch-pounds (3 N.m) torque.

NOTE: If the cover nuts are not the locking-type, replace them with lock-nuts, part number 4006926.

Step 17. Check and adjust the engine oil level if necessary.

NOTE: It is recommended that the sealer be allowed to cure for approximately one-to-two hours before starting the engine.

DEALER  
REIMBURSEMENT:

Not affected.

10-83-025



## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:** The cylinder head cover removal/installation procedures published in the 1982 Jeep Technical Service Manual for six-cylinder engines are incorrect.

**CORRECTION:** Make a note of this correction on page 1B-45 of the 1982 Jeep Technical Service Manual and refer to the procedures in this bulletin whenever removing, resealing, or replacing the cylinder head cover on 1982 six-cylinder engines.

<u>PARTS:</u>	<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
	COVER, Cylinder Head	1	3237808	1.068
	PRIMER	1	8130453	1.068
	SEAL, Cylinder Head Cover to Attaching Stud	2	3237837	1.068
	NUT, Locking	2	4006926	1.068
	SEALER, Gasket-In- A-Tube	1	8993317	15.260
	FABRIC CLEANER	1	8990968	15.050

**WARRANTY ELIGIBILITY:** Not affected.

**SSO INFORMATION:**

<u>Operation Description</u>	<u>Cost Code</u>	<u>Operation Number</u>	<u>Model</u>	<u>Year and Time -82-</u>	<u>Skill Level</u>
COVER, ENGINE CYLINDER HEAD - RESEAL..... Material allowance is \$2.85	1.072	1011	6-cyl.	1.4	G
COVER, ENGINE CYLINDER HEAD - REPLACE..... Material allowance is \$2.85	1.068	1012	6-cyl.	1.3	G

**PROCEDURE:**

Removal

1. Disconnect the battery negative cable.
2. Remove the air cleaner and PCV molded hose.

(continued)

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3. Disconnect the distributor vacuum advance hose at the distributor.
4. Disconnect the fuel line at the fuel pump. Rotate the line as necessary to provide cylinder head cover removal/installation clearance.
5. Remove the PCV valve from the cylinder head cover grommet and disconnect the PCV shut-off valve vacuum hose.
6. Remove the vacuum switch and bracket assembly from the cylinder head cover.
7. Remove the diverter valve and bracket assembly.
8. Remove all necessary vacuum and air hoses to provide cylinder head cover removal/installation clearance.

NOTE: Tag the hoses for assembly reference.

9. Remove the cylinder head cover retaining nuts.
10. Detach the cover from the cylinder head by breaking the silicone seal using a putty knife or razor blade. Do not attempt to pry the cover upward until the seal has been completely broken.
11. Rotate the cylinder head cover toward the passenger side and remove the cover.

#### Installation

1. If the cover is to be resealed only, remove the old sealer from the cover flange sealing surface and inspect the cover. Replace the cover if cracked or damaged in any way with new cover 3237808.
2. Transfer the PCV valve grommet and oil filler cap from the old cover to the replacement cover.
3. Remove old sealer from the cover sealing surface of the cylinder head and clean the surface using AMC Fabric Cleaner 8990968, or equivalent. Remove all residue from the sealing surface using a clean, dry cloth.
4. Apply General Electric SS 4004 primer 8130453, or equivalent, to the cover sealing surface of the cylinder head. Allow 10 - 15 minutes for the primer to set-up.

CAUTION: The following step involves the application of Gasket-In-A-Tube silicone sealer. For an effective repair, it is required that the sealer be no more than twelve months old at time of use. Before using the sealer, check the date code stamped on the crimped seam at the tube bottom or on the sealer carton. The two character letter code can be deciphered using the Sealer Date Code Chart.

5. Apply a 1/8-inch diameter bead of Gasket-In-A-Tube, or equivalent, silicone sealer to the sealing surfaces of the cylinder head and cylinder head cover. Allow approximately five minutes for the sealer to set-up.



First Character is Year of Manufacture	Second Character is Month of Manufacture
K - 1980	A - January
A - 1981	B - February
B - 1982	C - March
C - 1983	D - April
D - 1984	E - May
E - 1985	F - June
F - 1986	G - July
G - 1987	H - August
H - 1988	J - September
J - 1989	K - October
K - 1990	M - November
	N - December

**Sealer Date Code Chart**

CAUTION: Avoid any time delay between sealer set-up and cover installation. The sealer can become tack-free in 10-to-15 minutes which will reduce its adhesive qualities.

6. Install the replacement seals on the cylinder head cover attaching studs. Be sure the studs are clean before installing the seals.
7. Install the cylinder head cover on the cylinder head as soon as the primer and sealer have set-up. Do not allow the sealer to contact the valve train or other components to avoid smearing the sealer.
8. Install and tighten the cylinder head cover nuts to 28-inch-pounds (3 N·m) torque.

NOTE: If the cover nuts are not the locking-type, replace them with lock-nuts, part number 4006926.

9. Install the diverter valve and bracket assembly on the cover.
10. Install the vacuum switch and bracket assembly on the cover.
11. Install the PCV valve in the cover grommet and connect the PCV shutoff valve hose.
12. Install all vacuum and air hoses that were removed for cover removal/installation clearance.
13. Connect the fuel line and the distributor vacuum advance hose.
14. Install the air cleaner and molded PCV hose.
15. Connect the PCV hose to the PCV valve.
16. Connect the battery negative cable.
17. Check and adjust the engine oil level if necessary.

NOTE: It is recommended that the sealer be allowed to cure for approximately one-to-two hours before starting the engine.



## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:** The exhaust manifold to front exhaust pipe stud nuts on 1982 Jeep four-cylinder engines built prior to February 1982, may loosen causing an exhaust noise.

**CORRECTION:** Replace the original exhaust manifold to front exhaust pipe studs and nuts with the locking-type studs, stud nuts, and hardened washers used on 1982 six-cylinder engines.

<b>PARTS:</b>	<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
	STUD, Exhaust Manifold to Front Exhaust Pipe	2	3242198	4.178
	NUT, Hex Std. (3/8-16)	2	4006567	4.178
	WASHER, Hardened	2	4001181	4.178

**WARRANTY ELIGIBILITY:** Reimbursable within the provisions of the applicable warranty.

**SSO INFORMATION:**

<u>Operation Description</u>	<u>Cost Code</u>	<u>Operation Number</u>	<u>Model</u>	<u>Year and Time</u> -82-	<u>Skill Level</u>
STUD, EXHAUST PIPE TO MANIFOLD - REPLACE BOTH	4.178	4199	4-cyl.	0.9	G

**PROCEDURE:**

1. Raise and support the vehicle.
  2. Disconnect the front exhaust pipe from the exhaust manifold.
  3. Remove the studs from the exhaust manifold with vise grip pliers.
- NOTE: It may be necessary to apply heat to the exhaust manifold in order to remove the studs.
4. Install the replacement locking-type studs in the exhaust manifold.
  5. Position the front exhaust pipe on the exhaust manifold studs and install the replacement washers and nuts. Tighten the nuts to 23 foot-pounds (31 N·m) torque.
  6. Remove the supports and lower the vehicle.

82-052-A/J



FILE: Engines-Fuel Systems  
-Engine Electrical-Cooling  
(POWER PLANT-Engine Elec-  
trical) REVISED  
No. 1-04-82 Mar. 4, 1982

## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:** Unnecessary replacement of electronic regulator used with 1981-82 Jeep Cruise Command systems.

**CORRECTION:** Before replacing an electronic regulator for a suspected malfunction, refer to the additional diagnosis information and improved regulator adjustment procedure in this bulletin. Also make a note of this information in the Cruise Command chapter of your 1981-82 Jeep Technical Service Manuals.

**PARTS:** None required.

**WARRANTY ELIGIBILITY:** Not affected

**SSO INFORMATION:** Mark the following information on page 1-06-1 of the 1982 Jeep SSO Manual.

<u>Operation Description</u>	<u>Cost Code</u>	<u>Operation Number</u>	<u>Model</u>	<u>Year and Time</u>			<u>Skill Level</u>
				<u>-80-</u>	<u>-81-</u>	<u>-82-</u>	
REGULATOR, CRUISE COMMAND ELECTRONIC- ADJUST.....	3.823	4311	6-cyl.	0.2	0.2	G	

### PROCEDURE:

#### Diagnosis Information

Whenever a Cruise Command malfunction occurs, first verify that the Cruise Command wire harness is properly connected to the electronic regulator before starting normal diagnosis and repair procedures. A poor connection can cause a complete or intermittent malfunction and is also the only non-testable connection in the circuit. This connection is disturbed whenever Test Tool AM PC-1-R is used. For this reason, a loose connection may be misdiagnosed as a regulator malfunction. Also, whenever an electronic regulator is replaced, it will be necessary to adjust the replacement regulator as outlined in this bulletin.

#### Electronic Regulator Adjustment

- (1) Remove the regulator attaching screws or tie straps and move the regulator downward for adjustment access.
- (2) Verify that the wire harness is tightly connected to the regulator.

(continued)

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- (3) Drive the vehicle on a level road surface and check Cruise Command operation.
  - (a) If actual engagement speed is 2 or more mph above selected engagement speed, stop the vehicle, turn the regulator centering screw approximately 1/16 of a turn counterclockwise and check the engagement speed again. Readjust speed as needed.
  - (b) If actual engagement speed is 2 or more mph below selected engagement speed, stop the vehicle, turn the regulator centering screw 1/16 of a turn clockwise and check engagement speed again.

NOTE: Only a very slight amount of centering screw movement is needed to adjust engagement speed. Approximately 1/16 of a turn in either direction should be all that is needed for adjustment.

- (4) Position the regulator under the instrument panel and install the regulator attaching screws.

## TECHNICAL BULLETIN

**PROBLEM AND  
APPLICATION:**

The four-cylinder engine identification code information in the 1982 Jeep Technical Service Manual and 1982 Jeep Service Specifications handbook is incorrect.

**CORRECTION:**

Correct the four-cylinder engine identification code information on page 1B-1 of the 1982 Jeep Technical Service Manual and page 36 of the 1982 Jeep Service Specifications handbook to indicate the following:

- a. The identification code is a three-character code. All 1982 four-cylinder engine codes begin with the letter X, and end with the code number/letter combination described in the 1982 Jeep Technical Service Manual and 1982 Jeep Service Specifications handbook.
- b. The identification code is located at the front, top left-hand corner of the block (see illustration). Only the Georgia-Tennessee identification code is located at the rear of the block.

**PARTS:**

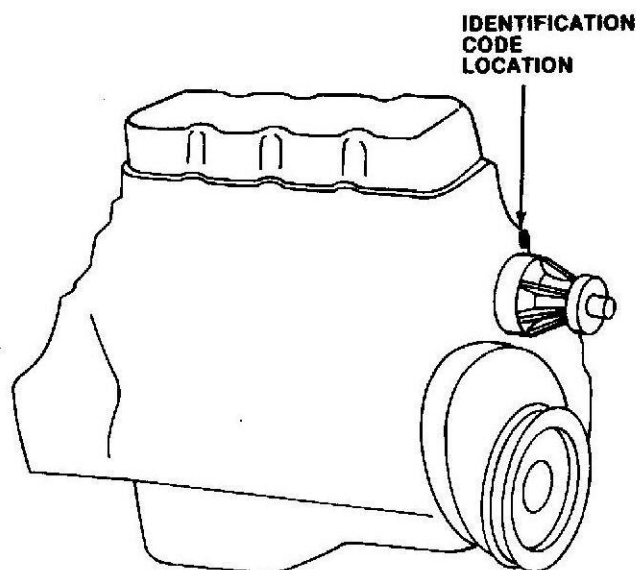
None required.

**WARRANTY**

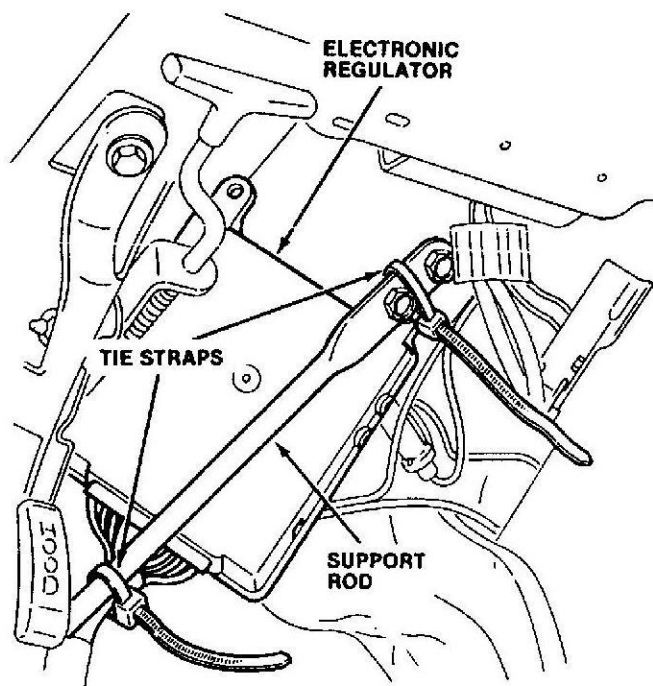
Not affected.

**ELIGIBILITY:****SSO INFORMATION:**

Not affected.



- (3) Secure the regulator to the lower end of the support rod by wrapping the tie strap around the regulator harness and rod (see illustration). Pull the strap tight to prevent the regulator from rotating.
- (4) Cut the ends off the tie straps approximately 1/2-inch away from the strap buckle.



**Securing Electronic Regulator**



## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:** The procedure for replacing the distributor vacuum advance mechanism on 1982 four-cylinder CJ models is incomplete. The procedure does not indicate that the distributor must be removed in order to replace the vacuum advance mechanism.

**CORRECTION:** Remove the distributor before attempting to replace the vacuum advance mechanism on a 1982 four-cylinder distributor. Also, make a note of this revision on page 1G-8 in the 1982 Jeep Technical Service Manual.

**PARTS:** None required.

**WARRANTY ELIGIBILITY:** Not affected.

**SSO INFORMATION:** Not affected.

**PROCEDURE:**

### Distributor Vacuum Advance Mechanism Removal

- (1) Remove the distributor from the engine.
- (2) Remove the rotor.
- (3) Remove the vacuum advance mechanism attaching screws.
- (4) Turn the vacuum advance pickup coil assembly clockwise to disengage the rod-end of the vacuum advance mechanism from the pickup coil plate.

### Distributor Vacuum Advance Mechanism Installation

- (1) Engage the rod-end of the vacuum advance mechanism into the pickup coil plate and turn the pickup coil assembly counter clockwise.
- (2) Install the vacuum advance mechanism attaching screws.
- (3) Install the rotor.
- (4) Install the distributor in the engine.

82-013-J



## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:**

The cylinder head-to-block and damper pulley hub bolt torques for 1982 four-cylinder engines have been changed.

**CORRECTION:**

The current, correct torque specifications are charted below. Please mark these changes in the Torque Specifications Charts on pages 1B-27 of the 1982 Jeep Technical Service Manual and on page 44 of the 1982 Jeep Service Specifications handbook.

	USA (ft-lbs.)		Metric (N.m)	
	<u>Service Set-to Torque</u>	<u>Service In-Use Recheck Torque</u>	<u>Service Set-to Torque</u>	<u>Service In-Use Recheck Torque</u>
Cylinder Head-to-Block Bolt	92	81-103	125	110-140
Damper Pulley Hub Bolt	162	133-192	220	180-260

**PARTS:** None required.

**WARRANTY ELIGIBILITY:** Not affected.

**SSO INFORMATION:** Not affected.

82-015-A/J





FILE: Transmission-  
Transfer Case-Clutch-  
Drive Shafts

No. 2-10-82

## TECHNICAL BULLETIN

**Subject:**

GEARLUBE (Type "S" Campaign): Original  
Lubricant Used in T4 and T5 Transmissions  
to be Replaced with a New EP Type Lubricant

**Date:** 1-03-83

**Application:** 1982 Jeep  
Wagoneer, Cherokee, Truck,  
and CJ Models with T4 or  
T5 Manual Transmission

Campaign No: 8208

This is a Type "S" Campaign subject to all campaign procedures and involving safety related elements.

On some 1982 Jeep Wagoneer, Cherokee, Truck, and CJ models with a T4 and T5 manual transmission and built between the indicated Vehicle Identification Numbers, the original lubricant used in T4 and T5 transmissions may not provide adequate lubrication. It is possible the transmission first gear could be damaged to the degree that the transmission becomes inoperative.

Service correction involves draining the original T4/T5 transmission lubricant and replacing it with the following improved lubricant.

**PARTS:**

<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>
LUBRICANT, Transmission Gear	2 per vehicle	8983 000 000

**PROCEDURE:**

1. Remove the transmission fill and drain plugs and allow the original lubricant to drain completely.
2. Install and tighten the drain plug to 20 foot-pounds (27N.m) torque.
3. Fill the transmission to the bottom edge of the fill plug hole with lubricant, part number 8983 000 000, and install the fill plug. Tighten the plug to 20 foot-pounds (27 N.m) torque.

(continued)

**CAUTION:** The new lubricant, part number 8983 000 000, is for use in T4 and T5 transmissions only. Do not use this lubricant for any other application especially in axles or other transmissions.

4. Paint the drain plug red to indicate campaign lubricant change completion.


**S.R.T. INFORMATION:**

<u>Operation Description</u>	<u>Code for Claim</u>	<u>S.R.T.</u>
CO. LUBRICANT, T4/T5 TRANSMISSION - REPLACE	A	0.3

**CLAIM HANDLING:**

Based on the repair code checked on the recall claim form, the dealer will automatically be credited on the Mid- or End-of-Month Memorandum of Warranty Transactions (Code 40) referencing the claim number on the form. The single credit will include labor, parts cost and applicable parts mark-up.

Campaign No: 8208  
NHTSA No: 82V-125



**American Motors  
Sales Corporation**

American Center  
3777 E. Warren Road  
Southfield, Michigan 48034

January 3, 1983

Dear Jeep Vehicle Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Jeep Corporation has determined that a defect which relates to motor vehicle safety exists in some 1982 model Jeep vehicles equipped with either a 4-speed or 5-speed manual transmission. It is possible that the transmission in your vehicle may become damaged. Such damage could cause your transmission to become inoperative and lead to a vehicle crash without any prior warning.

Please contact your Jeep dealer to arrange an appointment to have the original lubricant in the transmission of your vehicle replaced with an extreme pressure lubricant. We recommend that you avoid driving at highway speeds and, if your vehicle is equipped with a 5-speed transmission, that you not use fifth gear until your vehicle is serviced. Your dealer is now prepared to change the lubricant in your vehicle. This repair should take no more than an hour and will be performed at no charge to you.

Please present the entire enclosed form to your dealer when you present your vehicle for campaign servicing. If you no longer own the vehicle described, or you have moved, please complete the change of address or ownership form attached to the back of the enclosed form and return it to us in the enclosed pre-addressed postage paid envelope so that we may update our records accordingly.

If your dealer does not perform this service on your actually arranged appointment date or within five days thereafter and without charge, please contact the local Zone Office (listed in your Owner's Manual) or American Motors Sales Corporation, Owner Relations, 14250 Plymouth Road, Detroit, Michigan 48232, Telephone (313) 493-2341. If you are then unable to obtain this campaign service within a reasonable time or without charge, you may wish to contact the National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington D.C. 20590 or call the toll-free Auto Safety Hotline at 800-424-9393 (Washington D.C. area residents may call 426-0123).

We regret any inconvenience this may cause you; however, we have taken this action in the interest of your safety and continued satisfaction with our products. We again wish to thank you for your continued confidence in purchasing our Jeep products and may you have many happy miles of pleasant motoring.



## TECHNICAL BULLETIN

**PROBLEM AND  
APPLICATION:**

Some 1982 - 83 Wagoneer, Cherokee and Truck models with a 360 CID eight-cylinder engine and automatic transmission may develop a shudder-type vibration. The condition is often compared to driving over toll booth speed warning bumps and may also produce a visible but slight vibration of the instrument panel and steering column. The condition may be caused by one or a combination of the following: rough road surface, loose engine-transmission-transfer case mounts, incorrect manual or throttle linkage adjustment, incorrect transmission fluid level, poor engine performance, wheel/tire imbalance, or damaged transmission component.

**CORRECTION:**

Perform the diagnosis and repair procedure outlined in this bulletin.

**PARTS:**

The following parts may be required.

<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
GASKET, Oil Pan	1	8120984	16.315
CONVERTER, Torque	1	8133181	16.030
KIT, Transmission Oil Cooler	1	8997307	15.211

**S.R.T.  
INFORMATION:**

<u>Operation Description</u>	<u>T.I.C.</u>	<u>Operation Number</u>	<u>S.R.T.</u>
CO. TRANSMISSION, UNDERHOOD, AND DRIVELINE COMPONENTS - INSPECT	2-314	2999	0.8
CO. ROAD TEST	2-314	0129	0.3
CO. LOCKUP MODULE-MODIFY Includes Oil Pan R&R and Inspection and Valve Body R&R	2-314	2999	0.9

(continued)

**S.R.T.  
INFORMATION: (con.t)**

<u>Operation Description</u>	<u>T.I.C.</u>	<u>Operation Number</u>	<u>S.R.T.</u>
CO. TRANSMISSION-OVERHAUL Includes Oil Pan R&R and inspection, transmission R&R, replace torque converter and modify lockup module	2-314	2999	8.0
CO. OIL COOLER KIT - INSTALL	2-314	2999	1.0

**DEALER REIMBURSEMENT:** Reimbursable within the provisions of the applicable warranty.

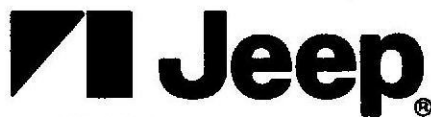
**PROCEDURE:**

1. Check and adjust the following transmission components if necessary:
  - Fluid level
  - Throttle linkage
  - Shift linkage
2. Check the following underhood items and make any necessary corrections:
  - Ignition operation and timing
  - Vacuum hose routing and connections
  - Wire harness routing and connections
3. Check engine, transmission, and transfer case mountings. Tighten loose mounts or replace any damaged mounting components.
4. Check wheel/tire condition and tire inflation pressures. Correct inflation pressures if necessary and note any abnormal tire wear that might be caused by excessive wheel/tire run-out, damaged wheel(s), or an imbalance condition. Refer to Chapter 2H in the 1982 Jeep Technical Service Manual for tire pressure specifications and abnormal tire wear patterns.
5. Road test the vehicle to verify a shudder condition. Drive the vehicle at least seven miles to warm the tires and driveline components. If shudder or vibration is not experienced during the road test, return the vehicle to the owner.
  - a. If a shudder-type vibration similar to driving over toll booth speed warning bumps occurs at approximately 40 mph in third gear, proceed to step 6.

- b. If a shudder-type vibration did not occur but some type of vibration was experienced, further driveline or wheel/tire diagnosis is required; especially if abnormal tire wear was noted in step 4. Refer to Chapters 2E and 2H in the 1982 Jeep Technical Service Manual for further diagnosis procedures.
6. Carefully remove and inspect the transmission oil pan for a heavy accumulation of debris (friction material and/or metal particles).
    - a. If the pan contains little or no debris, proceed to step 8.
    - b. If the pan contains a heavy accumulation of debris, proceed to step 7.
  7. Remove and disassemble the transmission. Perform the following operations as outlined in Chapter 2C of the applicable Jeep Technical Service manual, and proceed to step 8.
    - Clean and inspect all components. Replace any parts that are worn or damaged.
    - Flush the oil cooler and cooler lines.
    - Replace the torque converter.
    - Reassemble and install the transmission but do not install the valve body at this time.
    - Proceed to step 9.
  8. Remove the valve body.
  9. Remove the lockup module and oil tube from the valve body (see illustration).
  10. Remove the end plate from the lockup module. Then remove and discard the lockup spring (see illustration).
  11. Assemble a 9/64 to 5/32-inch thick stack of 3/8-inch O.D. flat washers. Then install the washers in the lockup module in place of the lockup spring.
  12. Install the end plate on the lockup module and tighten the end plate screws to 35 inch-pounds (4 N.m) torque.

CAUTION: Be sure the end plate fits flush against the module. If not, remove enough material from the washers to allow a flush fit.
  13. Install the lockup module and oil tube on the valve body. Tighten the module attaching screws to 35 inch-pounds (4 N.m) torque.
  14. Install the valve body. Tighten the valve body attaching screws alternately and evenly to 100 inch-pounds (11 N.m) torque.
  15. Install the oil pan and replacement gasket on the transmission. Tighten the pan bolts to 150 inch-pounds (17 N.m) torque.

16. Install transmission auxiliary oil cooler kit, part number 8997307. Refer to the instruction sheet supplied with the oil cooler kit and the Auxiliary Cooler Installation procedure in Chapter 2C of the 1982 Jeep Technical Service Manual.
17. Fill the transmission with AMC/Jeep, Dexron II, or an equivalent automatic transmission fluid.
18. Verify proper transmission operation and return the vehicle to the owner.



# TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:**

This bulletin supercedes the manual transmission and transfer case lubricant specifications published in Jeep Technical Bulletin numbers 2-01-82 and 2-06-82 and in the 1982 Jeep Technical Service Manual and Service Specifications handbook.

**CORRECTION:**

Discard your copies of bulletin numbers 2-01-82 and 2-06-82 and refer to this bulletin for all transfer case and manual transmission lubricant specifications. SAE 80W-90 or 85W-90 are the only lubricants to be used in T4/T5 transmissions. These lubricants must be used for service refill purposes and should also be used to replace the original lubricant in vehicles not yet sold or in service (in dealer stock).

Change the T4/T5 transmission recommended lubricant and lubricant capacity specifications on pages 2B-18 and 2B-26 of the service manual to reflect the following lubricant recommendations and capacities:

Recommended Lubricants. . . . . SAE 80W-90 or  
85W-90 A.P.I.  
Grade GL-5 (only)

Lubricant Capacity - In-Service Refill

<u>Transmission</u>	<u>U.S. Pints</u>	<u>Imperial Pints</u>	<u>Liters</u>
T4	3.5	2.9	1.7
T5	4.0	3.3	1.9

Lubricant Capacity - Dry Fill

<u>Transmission</u>	<u>U.S. Pints</u>	<u>Imperial Pints</u>	<u>Liters</u>
T4	3.9	3.2	1.8
T5	4.5	3.7	2.1

Please mark the following underlined correction in step (42) at the top of page 2D-21 in your 1982 Jeep Technical Service Manual:

"Pour 6 pints (2.82 liters) of AMC/Jeep Dexron II, or equivalent automatic transmission fluid into transfer case through fill plug hole and install and tighten fill plug to 18 foot-pounds (24 N.m) torque."

(continued)

**AMC American Motors Sales Corporation**

Service Engineering Department • 14250 Plymouth Road • Detroit, Michigan 48232

Additional copies of this bulletin are available through your zone office.

PARTS: None required.

S.R.T. INFORMATION:

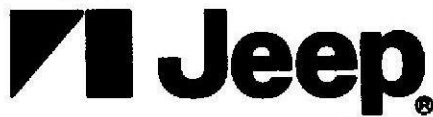
<u>Operation Description</u>	<u>T.I.C.</u>	<u>Operation Number</u>	<u>S.R.T.</u>
CO. LUBRICANT, T4/T5 TRANSMISSION - REPLACE	2-170	2999	0.2

DEALER Not affected.

REIMBURSEMENT:

82-096-A/J





## TECHNICAL BULLETIN

**PROBLEM AND  
APPLICATION:**

Some Model 208 transfer cases built prior to April 5, 1982 may develop an intermittent clunk noise that only occurs in 4-wheel drive high or low range and primarily when driving on pavement. The noise occurs every 1/4 to 1/2 mile and is a result of increasing front-to-rear wheel torque bias that causes the sliding clutch to rapidly disengage then reengage with the sprocket carrier.

**CORRECTION:**

Replace the original sprocket carrier, sliding clutch, clutch spring, and mode fork with the new and improved parts that were phased into production on April 5, 1982, as a running change. It may also be necessary to replace the range fork and annulus gear if either of these components exhibit excessive wear or damage.

**PARTS:**

<u>Description</u>	<u>Quantity</u>	<u>Part. Number</u>	<u>Group</u>
KIT, Model 208 Clutch and Carrier	1	8130481	18.000
Kit Contents:			
Carrier, Sprocket	1	8134541	18.820
Clutch, Sliding	1	8134542	18.850
Spring, Clutch	1	8134543	18.850
Fork, Mode	1	8130851	18.865
FORK, Range (Includes inserts)	1	8130858	18.865
GEAR, Annulus	1	8130864	18.848

**S.R.T.  
INFORMATION:**

Not affected.

**DEALER  
REIMBURSEMENT:**

Reimbursable within the provisions of the applicable warranty.

**PROCEDURE:**

1. Remove the transfer case as outlined in Chapter 2D of the 1981-82 Jeep Technical Service Manuals.
2. Disassemble the transfer case as outlined in the 1981-82 Jeep Technical Service Manuals but do not remove the planetary assembly, input gear, range sector, or lockplate.

(continued)

**American Motors Sales Corporation**

Service Engineering Department • 14250 Plymouth Road • Detroit, Michigan 48232

*Additional copies of this bulletin are available through your zone office.*

3. Discard the original sprocket carrier, sliding clutch, clutch spring, and mode fork, then clean and inspect the remaining transfer case components that were removed. Pay particular attention to the range fork inserts and the fork groove in the annulus gear. Replace the fork if the inserts exhibit wear and the annulus gear if the fork groove surface is rough or worn.
4. Obtain the necessary replacement parts and reassemble the transfer case as outlined in the 1981-82 Jeep Technical Service Manuals. Do not fill the transfer case with lubricant at this time however.
5. Install the transfer case as outlined in the 1981-82 Jeep Technical Service Manuals. Then refill the transfer case with 6.0 pints (2.9 liters) of Dexron II automatic transmission fluid or equivalent.

82-072-J

## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:**

Improper servicing of the reverse gear shift rail on 1981-82 Jeep T-176 manual transmissions built after June 29, 1981 beginning with serial number RGFB-2695.

**CORRECTION:**

When servicing a 1981-82 T-176 transmission built after June 29, 1981, do not discard the spacer, part number 8134403, on the reverse gear shift rail (see illustration). This spacer was added to prevent reverse gear overtravel and must remain in place on the shift rail. Make a note of this information on pages 2B-22 and 2B-23 in the 1981 Jeep Technical Service Manual and pages 2B-33 and 2B-34 of the 1982 Jeep Technical Service Manual.

**NOTE:** When repairing a T-176 transmission built prior to June 29, 1981, if the reverse idler gear front thrust washer exhibits an unusual amount of wear, reverse gear overtravel is indicated and a spacer should be installed on the reverse shift rail.

**PARTS:**

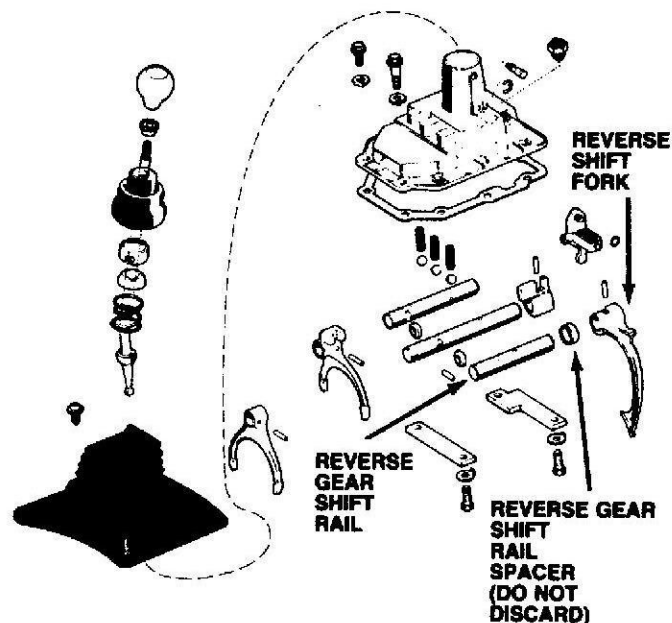
See note.

**WARRANTY ELIGIBILITY:**

Not affected.

**SSO INFORMATION:**

Not affected.



Reverse Gear Shift Rail Spacer Location

**American Motors Sales Corporation**

Service Engineering Department • 14250 Plymouth Road • Detroit, Michigan 48232

Additional copies of this bulletin are available through your zone office.

82-061-J



FILE: Transmissions-  
Transfer Case - Clutch-  
Drive Shafts (CHASSIS -  
Transfer Case/Quadra-Trac)  
No. 2-05-82 April 21, 1982

## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:** Difficulty shifting into and out of four wheel drive on some 1980-82 CJ and Scrambler models with Model 300 transfer case.

**CORRECTION:** Remove the shift control link assembly and measure the distance between the rear edge of the shift lever hole and the forward edge of the guide pin and replace the link assembly if this distance is other than 1-9/16 inch, (see illustration).

<b>PARTS:</b>	<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
	LINK ASSEMBLY, Shift Control	1	5360073	18.182
	PIN, Cotter	1	G112726	18.183

**WARRANTY ELIGIBILITY:** Reimbursable within the provisions of the applicable warranty.

### SSO INFORMATION:

<u>Operation Description</u>	<u>Cost Code</u>	<u>Operation Number</u>	<u>Model</u>	<u>Year and Time</u>			<u>Skill level</u>
				-80-	-81-	-82-	
LINK ASSEMBLY, SHIFT CONTROL - INSPECT...	18.135	18047	CJ- Scrambler	0.3	0.3	0.3	G
Replace - Add.....				0.1	0.1	0.1	

### PROCEDURE:

1. Raise the vehicle.
2. Remove the shifter shaft nut, slide the shifter shaft out of the transfer case shift lever, and move the shift lever aside.
3. Remove the cotter pin that retains the outer shift control link pin and remove the outer link pin.
4. Remove the shift control link assembly by rotating it outward to disengage it from the inner shift link pin.

(continued)

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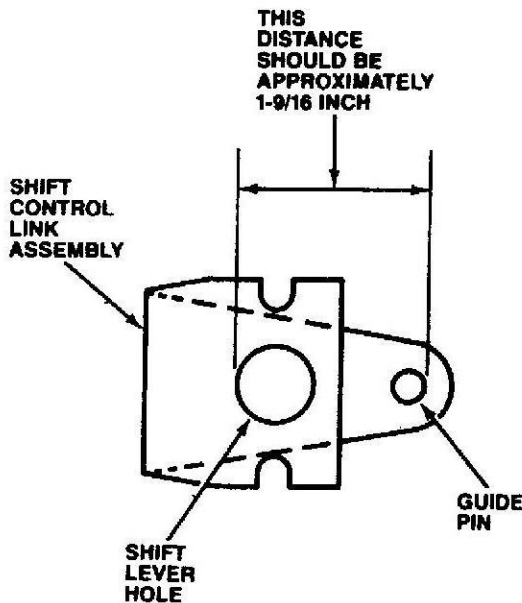
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Additional copies of this bulletin are available through your zone office.

5. Using an accurate steel scale, measure the distance between the rear edge of the shift lever hole and the forward edge of the guide pin on the shift control link assembly (see illustration). The correct distance is approximately 1-9/16-inches.
  - a. If the distance measured is approximately 1-9/16-inches, and some type of shift problem occurred, further diagnosis is necessary. Refer to Chapter 2D in the appropriate Jeep Technical Service Manual for procedures.
  - b. If the distance measured is other than 1-9/16-inches, the link assembly is out of tolerance and must be replaced. Proceed to next step.

NOTE: Link assemblies that are out of tolerance will be from 1/16 to 1/8 inch over the correct distance.

6. Install the replacement shift control link assembly by rotating the assembly inward and engaging it with the inner shift link pin. Be sure the link guide pin is also engaged in the shift lever link.
7. Install the outer shift control link pin and secure the link pin with a replacement cotter pin.
8. Seat the transfer case shift lever in the shift control link assembly. Insert the shifter shaft into the shift lever and install and tighten the shifter shaft nut.
9. Lower the vehicle.



Checking Shift Control Link Assembly Dimension



FILE: Transmission-  
Transfer Case-Clutch-Drive  
Shafts (CHASSIS - Automa-  
tic Transmission)  
No. 2-03-82 Mar. 17, 1982

## TECHNICAL BULLETIN

**PROBLEM AND  
APPLICATION:**

The clutch plate clearance specification for model 727 automatic transmissions with 4 disc front clutches, is incorrect in the 1980-81-82 Jeep Technical Service Manuals and 1980-81-82 Jeep Service Specification's handbooks.

**CORRECTION:**

Change the 4-disc clutch plate clearance specification for Model 727 automatic transmissions to: "4-Disc 0.082 - 0.151 inch."

Please note the correct specification on the following Jeep Technical Service Manual and Service Specification handbook pages.

- . Page 2C-60 of the 1980 Jeep Technical Service Manual and page 183 of the 1980 Jeep Service Specification's handbook.
- . Page 2C-68 of the 1981 Jeep Technical Service Manual and page 129 of the 1981 Jeep Service Specification's handbook.
- . Page 2C-66 of the 1982 Jeep Technical Service Manual and page 137 of the 1982 Jeep Service Specification's handbook.

**PARTS:**

None required.

**WARRANTY  
ELIGIBILITY:**

Not affected.

**SSO INFORMATION:**

Not affected.



## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:** Transfer case shift lever rattles or makes a buzzing noise in some 1980-82 CJ and Scrambler models.

**CORRECTION:** Install a flat washer and rubber bumper on the transfer case shift lever ball-end (see illustration).

<b>PARTS:</b>	<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
	WASHER, Flat	1	G131016	17.814
	BUMPER, Rubber	1	637936	35.300

**WARRANTY ELIGIBILITY:** Reimbursable within the provisions of the applicable warranty.

**SSO INFORMATION:**

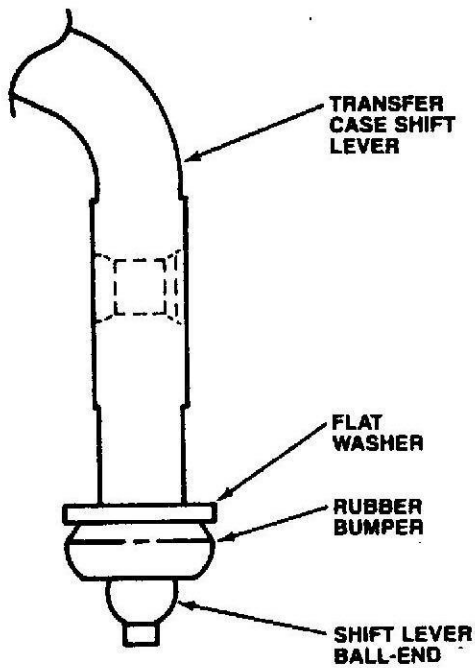
<u>Operation Description</u>	<u>Cost Code</u>	<u>Operation Number</u>	<u>Model</u>	<u>Year and Time</u> <u>-80- -81- -82-</u>	<u>Skill Level</u>
LEVER, TRANSFER CASE SHIFT - MODIFY	18.135	18019	CJ	0.2 0.2 0.2	G

**PROCEDURE:**

1. Raise the vehicle.
2. Remove the shifter shaft nut and slide the shifter shaft out of the shift lever.
3. Lift the shift lever upward and out of the shift control link.
4. Install the flat washer and rubber bumper on the ball-end of the shift lever (see illustration). Be sure the flat washer is seated against the shoulder at the ball-end of the shift lever.

(continued)

5. Seat the shift lever firmly in the shift control link. Reinsert the shifter shaft into the shift lever and front output bearing cap and install the shifter shaft nut.
6. Lower the vehicle.



**Installing Washer and Bumper  
On Shift Lever Ball-End**





FILE: Transmission-Transfer Case-Clutch-Drive Shafts (CHASSIS-Transfer Case/Quadra-Trac)  
No. 2-02-82 Dec. 18, 1982

## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:**

Model 208 and 219 transfer cases in 1980-81-82 Jeeps are being unnecessarily disassembled when only the input gear oil seal is replaced.

**CORRECTION:**

Whenever it is necessary to service only the input gear oil seal, the seal can be removed easily with a sharp punch and hammer after the transfer case is out of the vehicle. Disassembly of the transfer case is not required. Make a note of this information in Chapter 2D of the 1980-81-82 Jeep Technical Service Manuals.

**PARTS:**

As required.

**WARRANTY ELIGIBILITY:**

Reimbursable within the provisions of the applicable warranty.

**SSO INFORMATION:**

Mark the following SSO information on page 2-03-3 of the 1982 Jeep SSO Manual.

<u>Operation Description</u>	<u>Cost Code</u>	<u>Operation Number</u>	<u>Model</u>	<u>Year and Time</u>			<u>Skill Level</u>
				<u>-80-</u>	<u>-81-</u>	<u>-82-</u>	
TRANSFER CASE - R&R (Model 208, 219)		18500	6-Cyl.	1.3	1.3	1.3	G
			8-Cyl.	0.9	0.9	0.9	
Input gear oil seal - Replace	18.216	G	6-Cyl.	0.1	0.1	0.1	G
			8-Cyl.	0.2	0.2	0.2	

**PROCEDURE:**

- (1) Remove the transfer case as outlined in the appropriate Jeep Technical Service Manual.
- (2) Remove the seal using a sharp punch and hammer. Tap the punch into the metal outer shoulder of the seal, place a wood block between the punch and transfer case, and carefully pry the seal out of the transfer case.

**American Motors Sales Corporation**

**CAUTION:** Do not attempt to remove the seal by prying directly against the transfer case. A wood block or similar item must be placed between the punch and case to avoid damaging the aluminum case.

- (3) Clean the seal bore in the transfer case thoroughly.
- (4) Apply a coating of Jeep Gasket-In-A-Tube or equivalent sealer to outer the outer edge of the replacement seal and install the seal in the transfer case.
- (5) Install the transfer case as outlined in the appropriate Jeep Technical Service Manual.



# TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:** Occasional suspension spring squeaks and a hard or stiff ride on a 1982 CJ Limited model may be caused by improperly installed suspension spring retainers. On some models, the retainer tabs were clinched flat against the spring instead of allowing the required spring-to-tab clearance.

**CORRECTION:** Inspect the retainer tabs on each leaf spring and bend any tabs upward to provide the required clearance if necessary (see illustration).

**PARTS:** None required.

**WARRANTY ELIGIBILITY:** Reimbursable within the provisions of the applicable warranty.

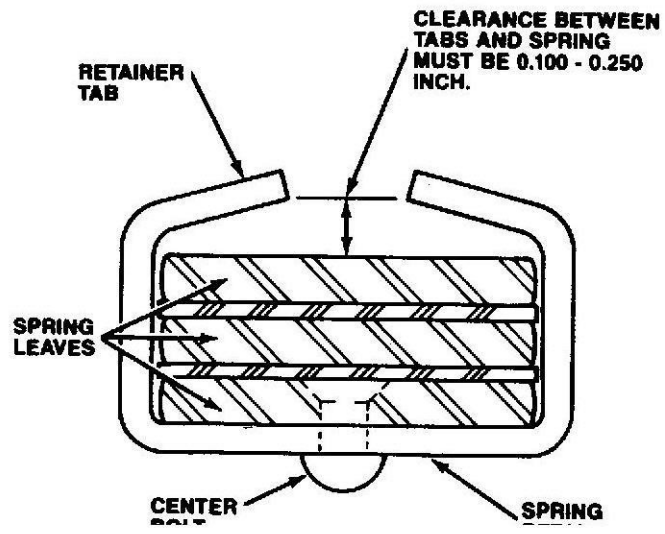
**SSO INFORMATION:**

<u>Operation Description</u>	<u>Cost Code</u>	<u>Operation Number</u>	<u>Model</u>	<u>Year and Time</u>			<u>Skill Level</u>
				<u>-80-</u>	<u>-81-</u>	<u>-82-</u>	
SUSPENSION SPRING RETAINERS - ADJUST.....	11.084	11165	CJ		0.2		G

**PROCEDURE:**

Inspect the spring retainers and bend the retainer tabs upward as necessary to provide the required 0.100 - 0.250 inch (3 - 6mm) clearance as shown in the illustration.

**CAUTION:** Do not use an acetylene or propane torch to heat (and bend) the the retainer tabs as this could damage the spring. Use a pry bar only to bend the tabs.





## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:**

Disc brake caliper pistons in some 1976-82 Jeep vehicles may develop a light coating of rust on the surface under the dust seal outboard of the piston seal. This coating could cause the piston to not fully retract.

**CORRECTION:**

When overhauling disc brake calipers on a 1976-82 CJ or Scrambler model, apply a coating of Dielectric Compound, 8126688, to the caliper piston bore area indicated in the illustration before installing the caliper piston. Also make a note of this procedure in the 1976-82 Jeep Technical Service Manuals.

**NOTE:** Caliper overhaul kits for 1976-81 models ordered after January 1982, will contain a 1.5 gram package of silicone lubricant for piston bore area lubrication.

**PARTS:**

Description	Quantity	Part Number	Group
COMPOUND, Dielectric	AR	8126688	3.038

**WARRANTY ELIGIBILITY:**

Not affected.

**SSO INFORMATION:**

Make a note of this information on pages 2-05-1 and 2-05-4 of the 1982 Jeep SSO Manual.

Operation Description	Cost Code	Operation Number	Model	Year and Time			Skill Level
				80	-82-	82	
<b>CALIPER ASSEMBLY - R&amp;R</b>		8064					G
One				0.3	0.3	0.3	
Both				0.4	0.4	0.4	
Caliper assembly-Overhaul 8.155		A					G
One				0.3	0.3	0.3	
Both				0.6	0.6	0.6	
Material allowance for piston bore lubricant is \$0.12							
<b>BRAKESHOOES -REPLACE (FOUR WHEELS)</b>	8.009	8050		1.2	1.2	1.2	G
Includes adjust parking brake							
Caliper assembly-Overhaul 8.155		F					G
One				0.3	0.3	0.3	
Both				0.6	0.6	0.6	
Material allowance for piston bore lubricant is \$0.12							

(continued)

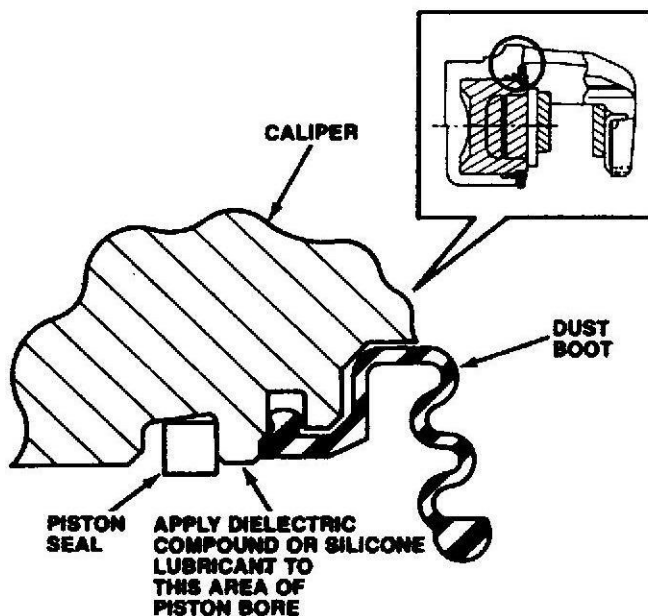
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**PROCEDURE:**

1. Remove, disassemble, clean and inspect the caliper assembly as outlined in the appropriate Jeep Technical Service Manual. Pay particular attention to caliper piston condition. Replace the piston if scored, pitted, or corroded, or if the plating has worn through.
2. Lubricate the caliper piston bore and replacement piston seal with brake fluid and install the seal in the piston bore groove.
3. Apply a light coating of Dielectric Compound or silicone lubricant to the entire circumference of the caliper piston bore area between the dust boot and piston seal (see illustration).
4. Install the dust boot as outlined in the appropriate Jeep Technical Service Manual.
5. Install the caliper piston as outlined in the appropriate Jeep Technical Service Manual. Take care to avoid wiping the Dielectric Compound or silicone lubricant from the caliper bore during piston installation.
6. Clean excess lubricant and brake fluid from the end of the caliper piston or dust boot after seating the piston in the bore.
7. Complete caliper assembly and installation as outlined in the appropriate Jeep Technical Service Manual.



**Caliper Piston Bore Lubrication**



## TECHNICAL BULLETIN

- PROBLEM AND APPLICATION:** Service procedures and SSO times for air adjustable shock absorbers on 1982 Jeep Wagoneer, Cherokee, and J-10 Truck models.
- CORRECTION:** When servicing air adjustable shock absorbers, refer to the inflation, test, and service procedures outlined in this bulletin. Make a note of these procedures in Chapter 2N of the 1982 Jeep Technical Service Manual.
- PARTS:** As required.
- WARRANTY ELIGIBILITY:** Reimbursable within the provisions of the applicable warranty.
- SSO INFORMATION:** Make a note of these times on page 2-07-3 of the 1982 Jeep SSO Manual.

<u>Operation Description</u>	<u>Cost Code</u>	<u>Operation Number</u>	<u>Model</u>	<u>Year and Time</u> -82-	<u>Skill Level</u>
SHOCK ABSORBER, AIR ADJUSTABLE - REPLACE	11.220	11150	Wag-Cke-Trk		G
One				0.4	
Both				0.5	
TUBE ASSEMBLY, AIR SHOCK-TO-AIR SHOCK - REPLACE	11.235	9144	Wag-Cke-Trk	0.2	G
TUBE ASSEMBLY, AIR SHOCK-TO-FILL VALVE - REPLACE	11.235	9146	Wag-Cke-Trk	0.2	G
VALVE, AIR SHOCK FILL - REPLACE	11.233	9148	Wag-Cke-Trk	0.2	G

### PROCEDURES:

#### GENERAL

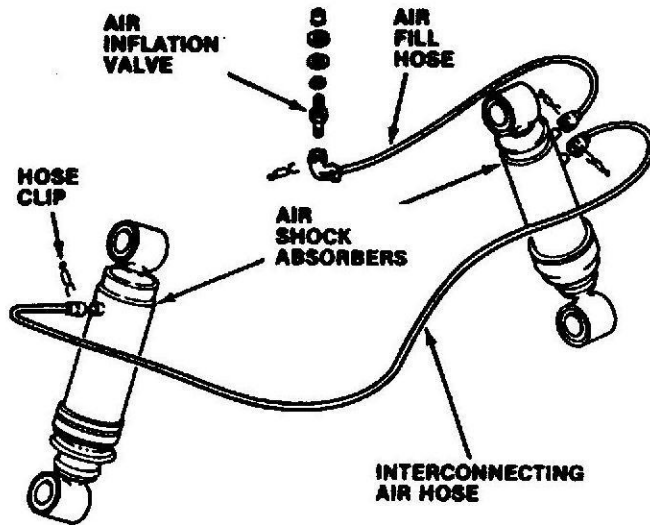
Air adjustable rear shock absorbers for 1982 Jeep Wagoneer, Cherokee, and J-10 Truck models are manually inflated units with a minimum inflation pressure of 20 psi (138 kPa) and a maximum pressure of 120 psi (827 kPa). The complete air shock system consists of the two shock absorbers plus interconnecting air lines and an inflation valve located at the rear of the vehicle (see illustration).

(continued)

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### Air Shock Absorber Assembly

#### AIR SHOCK INFLATION PROCEDURES

##### With Unloaded Vehicle

For normal unloaded operation, the air shocks should be maintained at an inflation pressure of 20 psi (138 kPa) for best ride characteristics. Pressures higher than this are not recommended for unloaded vehicles.

##### With Loaded Vehicles

Caution: Do not inflate the air shocks until after the vehicle is loaded or had a trailer attached. If the shocks are inflated before loading, the combined force of initial inflation plus load weight could exceed the air shock maximum pressure limit of 120 psi (827 kPa) and damage the shock absorbers.

##### Inflation

- (1) Release all air from the shock absorbers.
- (2) Place the load in, or attach the trailer to the vehicle.
- (3) Connect an air supply hose to the inflation valve.
- (4) Add air to the shock absorbers until the vehicle is at the desired ride height or until the maximum pressure limit of 120 psi (827 kPa) is reached; then disconnect the air supply hose.

##### Deflation

- (1) Detach the trailer or remove the load from the vehicle.
- (2) Press the inflation valve core inward until the desired amount of air is released from the shock absorbers.
- (3) Adjust the air shocks to the recommended unloaded pressure of 20 psi (138 kPa).

## AIR SHOCK LEAK TEST

If the air shocks do not maintain desired ride height or are slow to inflate, it will be necessary to test the entire system for leaks as follows.

- (1) Prepare a solution of soapy water.
- (2) Inflate the air shocks to 120 psi (827 kPa).
- (3) Apply the soapy water solution to the shock absorbers, hoses, hose connections, and inflation valve and check for leaks. Leaks will cause bubbles in the soapy water solution at or near the leak area.
- (4) If leak(s) are detected, repair or replace the leaking components as necessary.

## AIR SHOCK REMOVAL/INSTALLATION

### Removal

- (1) Release all air from the shock absorbers.
- (2) Raise and support the rear of the vehicle.
- (3) Position the hydraulic jack under the rear axle housing and raise the axle slightly to relieve the springs of axle weight.
- (4) Disconnect the air lines at the shock absorber(s). Tag the lines for assembly reference.
- (5) Remove the nut and washer that attach the shock absorber to the upper mounting pin.
- (6) Remove the bolt and locknut that attach the shock absorber to the lower mounting bracket.
- (7) Remove the shock absorber.

### Installation

- (1) Position the shock absorber on the upper mounting pin and in the lower mounting bracket.
- (2) Install and tighten the shock absorber lower bolt and nut and upper washer and locknut to 43 foot-pounds (58 N·m) torque.
- (3) Connect the air lines to the shock absorbers.

NOTE: The driver side shock absorber has two line connectors. The passenger side shock absorber has only one.

- (4) Inflate and deflate the air shocks to verify proper operation.
- (5) Remove the hydraulic jack from under the axle, remove supports and lower the vehicle.
- (6) Adjust the air shocks to 20 psi (138 kPa).





FILE: Windshield-Windows-  
Body Hardware (BODY-Body  
General)

No. 5-03-82 Oct. 8, 1982

## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:**

Revisions made to certain parts has improved the operation of the lock button and latch on CJ models with metal doors and remote door handles. If the door handle or lock button in the metal doors of 1981-82 CJ models require service or become difficult to operate, use the following procedure to determine proper servicing.

**CORRECTION:**

Inspect and repair the door lock button and latch mechanism as outlined in the Procedure portion of this bulletin.

**PARTS:**

The following parts may be required.

<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
LATCH ASSEMBLY, Front Door	1		23.050
Left		5758177	
Right		5758176	
ROD AND BUSHING ASSEMBLY, Outside Door Handle	1 (per door)	5758179	23.074
CLIP, Lock Button Pivot Pin Retaining	1 (per door)	4007207	23.055

**S.R.T. INFORMATION:**

<u>Operation Description</u>	<u>T.I.C.</u>	<u>Operation Number</u>	<u>S.R.T.</u>
CO. FRONT DOOR LATCH AND ROD AND BUSHING ASSEMBLIES - INSPECT	5-224	5999	
One door			0.1
Both doors			0.2
SO. FRONT DOOR LATCH - REPLACE	5-121	5999	
One door			0.3
Both doors			0.5

(continued)

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<u>Operation Description</u>	<u>T.I.C.</u>	<u>Operation Number</u>	<u>S.R.T.</u>
SO. ROD AND BUSHING ASSEMBLY, OUTSIDE DOOR HANDLE - REPLACE	5-130	5999	
One door			0.1
Both doors			0.2
CO. CLIP, LOCK BUTTON PIVOT PIN RETAINING - INSTALL	5-130	5999	
One door			0.2
Both doors			0.3

DEALER REIMBURSEMENT: Reimbursable within the provisions of the applicable warranty.

PROCEDURE:

1. Remove the front door window regulator handle, door pull strap, and lower trim panel.
2. Inspect the latch assembly and control rods, and the J-shaped outside door handle rod and bushing.
  - a. Replace the latch assembly if damaged or if the nylon spacer between the lock and release levers, as shown in Figure 1, is damaged or missing.
  - b. If the latch control rod is bent or binding, it must be replaced. Do not attempt to straighten it.
  - c. Inspect the J-shaped outside door handle rod and bushing assembly. If it is bent or damaged, it must also be replaced. The rod must be equipped with a solid-type bushing as shown in Figure 2.

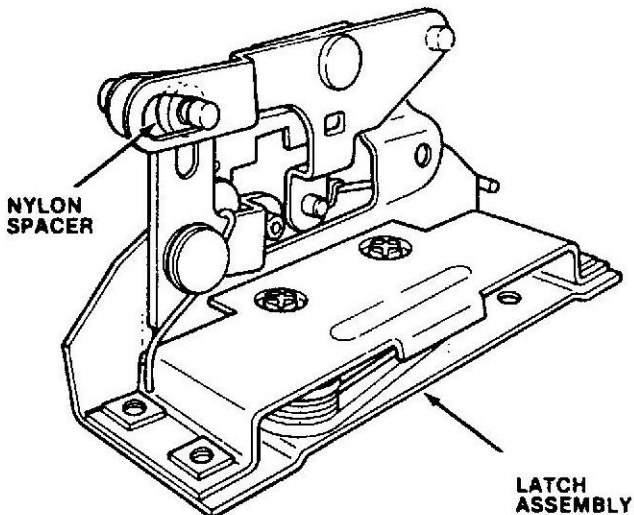


Fig. 1 — Latch Assembly Inspection

3. Install any necessary replacement components as indicated in the previous inspection step. Refer to the appropriate Jeep Technical Service Manual for procedures.
4. Lubricate the latch mechanism and the outside door handle rod and bushing with Lubriplate or an equivalent lubricant.
5. Roll the front door window down.
6. Remove the remote control handle attaching screw and rock the handle out of the door.

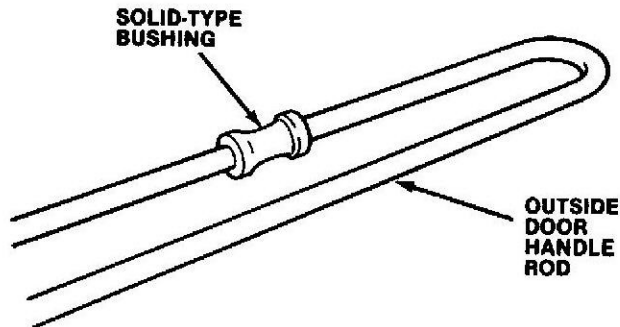


Fig. 2 — Outside Door Handle Rod and Bushing Inspection

7. Install retaining clip, part number 4007207, over the remote control handle lock button pivot pin and pin boss (Fig. 3). Be sure the clip notch is fully seated on the plastic pin and pin boss.
8. Install the remote control handle in the door and install the handle retaining screw.
9. Install the door lower trim panel, door pull strap, and window regulator handle if not already installed.

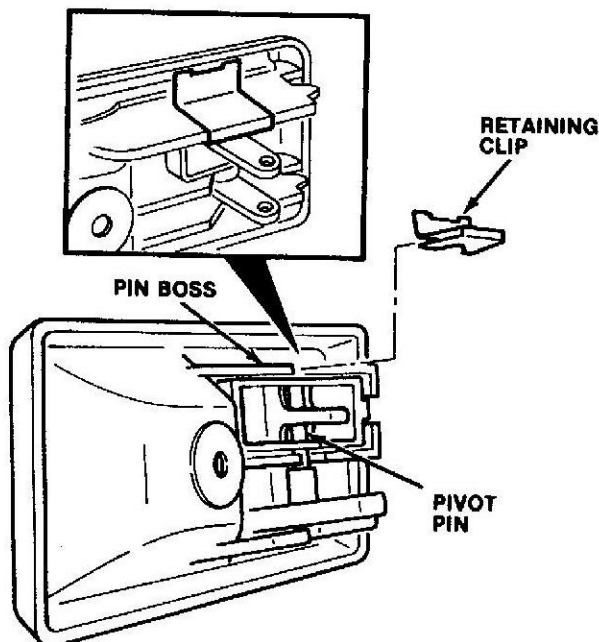


Fig. 3 — Lock Button Pivot Pin Retaining Clip Installation



FILE: Windshield-  
Windows-Body Hardware  
(BODY - Body General)

No. 5-02-82 Sept. 10, 1982

## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:** Discoloration or peeling of the finish coat on wood side rails installed on some 1981-82 Scrambler and Sportside Truck models.

**CORRECTION:** Strip and refinish both wood side rails as outlined in this bulletin.

**PARTS:** Not affected.

**S.R.T. INFORMATION:**

<u>Operation Description</u>	<u>T.I.C.</u>	<u>Operation Number</u>	<u>S.R.T.</u>
CO. WOOD SIDE RAILS - REFINISH BOTH Material allowance for paint, sandpaper, stripping agents, sealer and bleach is \$20.00 for both sides	9-350	5999	5.1

**DEALER REMIBURSEMENT:** Reimbursable within the provisions of the applicable warranty.

**PROCEDURE:**

1. Remove the side rails from the vehicle.
2. Strip the original finish from the rails using a quality chemical stripping agent such as Savogran, BIX, Zip-Strip, or an equivalent varnish remover.
3. Sand the side rail surfaces with medium grit sandpaper to smooth the surfaces and remove all traces of the old finish.
4. Wash the side rails with a 50/50 solution of household bleach and water to remove and prevent mildew formation. Allow the rails to dry thoroughly after washing.
5. Apply one or two coats of wood sealer to the side rails and allow the sealer to dry thoroughly.
6. Repaint the decorative grooves in the side rails with an air dry-type enamel. Have the owner select paint color if necessary.
7. Apply a minimum of two coats of an exterior grade polyurethane or marine spar varnish to the side rails. Be sure to follow the manufacturer's instructions for varnish application.
8. Install the side rails when the varnish coats have dried thoroughly.

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82-079-J

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FILE: Windshield-Windows  
 -Body Hardware (BODY -  
 Body General)  
 No. 5-01-82 Feb. 15, 1982

## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:**

Power windows on some 1980-82 Wagoneer, Cherokee, and Truck models may make a scraping, clicking sound when operated or may not open completely. This may be due to the door glass bottom channel becoming cocked on the glass and catching on the regulator arm.

**CORRECTION:**

Install a polypropylene wedge at each end of the door glass bottom channel to prevent cocking.

**PARTS:**

<u>Part Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
WEDGE, Door Glass Bottom Channel	AR	5762644	25.030

**WARRANTY ELIGIBILITY:**

Reimbursable within the provisions of the applicable warranty.

**SSO INFORMATION:**

<u>Operation Description</u>	<u>Cost Code</u>	<u>Operation Number</u>	<u>Model</u>	<u>Year and Time</u> 80 -81- 82	<u>Skill Level</u>
CHANNEL, FRONT OR REAR DOOR GLASS BOTTOM-INSTALL WEDGES....		25045	Wag-Cke-Trk		G
One door.....				0.8 0.8 0.8	
Each additional door - Add.....				0.7 0.7 0.7	
Replace bottom channel - Add....				0.2 0.2 0.2	
Front	25.030				
Rear	25.032				

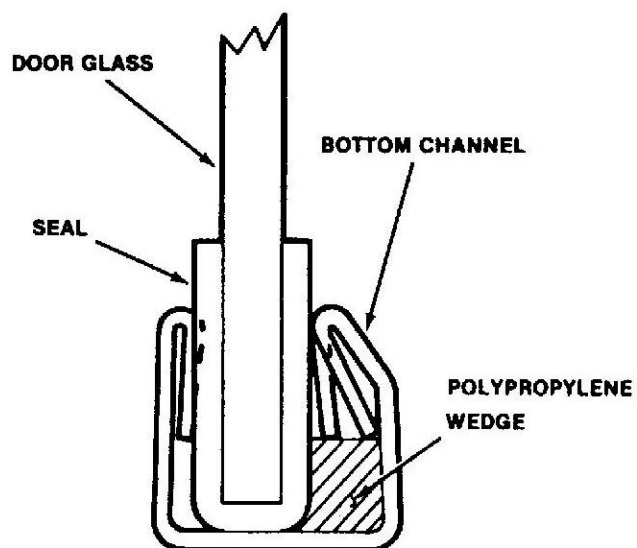
**PROCEDURE:**

1. Remove the door glass and bottom channel as outlined in chapter 3J of the 1980-82 Jeep Technical Service Manuals.
  2. Inspect the bottom channel. Replace the channel if bent, distorted, or otherwise damaged.
  3. Position the sides of the bottom channel parallel to the door glass and install a polypropylene wedge at each end of the channel. Position the wedges between the side of the channel and the seal and press the wedges to the bottom of the channel as shown in the illustration.
- (continued)

4. Install the door glass and bottom channel as outlined in chapter 3J of the 1980-82 Jeep Technical Service Manuals.

**Caution:** Be sure that the division and glass side channels are securely attached to the door. The bottom channel can contact the regulator if either of these channels are loose.

5. Verify proper power window operation.



**Installing Wedges in Bottom Channel**



FILE: Body/Chassis  
Electrical (BODY - Body  
Electrical)

No. 8-05-82 Sept. 10, 1982

## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:** Oil pressure gauge needle flutters during engine operation on some 1979-82 CJ and Scrambler models.

**CORRECTION:** Install the improved gauge that was phased into production on February 24, 1982. The improved gauges are date coded beginning with code B201 (2-1-82).

<b>PARTS:</b>	<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
	GAUGE, Oil Pressure	1	5750279	3.605

**S.R.T. INFORMATION:**

<u>Operation Description</u>	<u>T.I.C.</u>	<u>Operation Number</u>	<u>S.R.T.</u>
CO. GAUGE, OIL PRESSURE REPLACE	8-352	8999	0.3

**DEALER REIMBURSEMENT:** Reimbursable within the provisions of the applicable warranty.

**PROCEDURE:**

1. Remove the original oil pressure gauge as outlined in Chapter 1L of the appropriate Jeep Technical Service Manual.
2. Obtain a replacement oil pressure gauge and check the gauge date code before installation to be sure it is one of the improved gauges. The code must be B201 (2-01-82) or later.

**NOTE:** Code letter B indicates the month, such as B for February, C for March, or D for April. The first number indicates the year, which in this case is 1982. The last two numbers represent the day of the month. For example, code C217 would represent March 17, 1982 and code D208 would represent April 8, 1982. Letter I is not used as a code letter.

3. Install the replacement oil pressure gauge as outlined in Chapter 1L of the appropriate Jeep Technical Service Manual.

82-064-J

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FILE: Body/Chassis -  
Electrical

No. 8-04-82 Sept. 10, 1982

## TECHNICAL BULLETIN

**PROBLEM AND  
APPLICATION:**

The trailer tow harness wires may be improperly connected to the receptacle on 1982 Wagoneer and Cherokee models equipped with a Class III trailer tow package and built prior to May 3, 1982. The improper connections could cause inoperative trailer signal lights and full time electric brake application.

**CORRECTION:**

Reconnect the receptacle wires, if necessary, as outlined in the procedure portion of this bulletin.

**PARTS:**

None required.

**S.R.T. INFORMATION:**

<u>Operation Description</u>	<u>T.I.C.</u>	<u>Operation Number</u>	<u>S.R.T.</u>
CO. WIRES, TRAILER TOWING HARNES RECEPTACLE - RECONNECT	8-960	8999	0.2

**DEALER  
REIMBURSEMENT:**

Reimbursable within the provisions of the applicable warranty.

**PROCEDURE:**

1. Remove the screws that attach the trailer tow harness receptacle to the housing.
2. Trim the sealant away from the harness wires at the rear of the receptacle and remove the wires and receptacle from the housing.
3. Inspect the wires connected to terminals 1 and 3 of the receptacle. Black wire should be connected to terminal 1 and white wire to terminal 3 (see illustration). If these wires are reversed, loosen the terminal screws and reconnect the wires properly.
4. Inspect wires connected to terminals 2 and 4 of the receptacle. Blue wire should be connected to terminal 2 and red with tracer wire to terminal 4 (see illustration). If these wires are reversed, loosen the terminal screws and reconnect the wires properly.

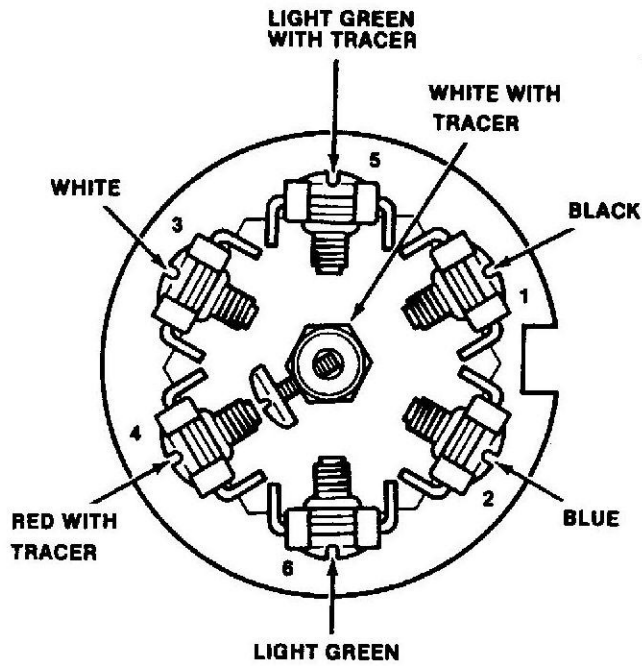
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5. Install the receptacle and wires in the housing and seal the harness wires-to-receptacle connection with silicone sealant.
6. Verify correct harness operation.



Trailer Tow Wire Harness Receptacle Connections



FILE: Body/Chassis  
 Electrical (BODY - Body  
 Electrical)

No. 8-03-82 June 9, 1982

## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:**

The center horn button cap on some 1981-82 Jeep vehicles with a sport steering wheel may rattle when driving over bumps. In addition, although the horn operates when the cap is pressed at other points, it may not operate if the outer edge of the cap is pressed directly over one of the steering wheel spokes.

**CORRECTION:**

Check horn operation and inspect the cap for looseness as outlined in the following procedure and, if necessary, deepen the spoke recesses in the cap (see illustration) and replace the center horn button cap receiver if damaged.

**PARTS:**

<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
RECEIVER, Center Horn Button Cap	1	3242217	3.400

**WARRANTY ELIGIBILITY:**

Reimbursable within the provisions of the applicable warranty.

**SSO INFORMATION:**

<u>Operation Description</u>	<u>Cost Code</u>	<u>Operation Number</u>	<u>Model</u>	<u>Year and Time</u>		<u>Skill Level</u>
				<u>-81-</u>	<u>-82-</u>	
CAP, CENTER HORN BUTTON - INSPECT Includes modify spoke recesses if necessary	3.400	3229		0.1	0.1	G
Receiver, center horn button cap - Replace.....	3.400	A		0.2	0.2	G

**PROCEDURE:**

1. Check horn operation by pressing the outer edge of the horn button cap directly over each steering wheel spoke and check the cap for looseness also.
2. If the center horn button cap is loose or if the horn did not operate at one or more of the spoke positions, mark the position(s) on the cap and proceed to the next step.

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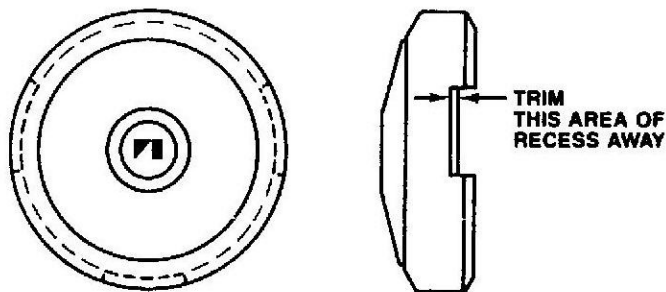
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3. Remove the center horn button cap.
  - a. If the horn did not operate at one or more of the spoke positions, deepen the spoke recess areas in the cap using a file or knife (see illustration). Trim the recess area down to the cap inner support only.
  - b. Inspect the horn button cap receiver for being bent or warped, especially around the retaining lip. If the receiver is damaged or if the cap was loose, replace the receiver as outlined in the following steps. If the receiver is not damaged and the cap was tight, proceed to step 7.
4. Disconnect the battery negative cable.
5. Remove the three screws that attach the center horn button receiver to the steering wheel hub and remove the receiver bushing and receiver.
6. Position replacement receiver 3242217 in the steering wheel hub and install the bushing and receiver attaching screws.

NOTE: Before installing the receiver attaching screws, be sure the receiver and contact plate are centered around the steering shaft and that the concave side of the contact plate is facing upward.
7. Install the center horn button cap.
8. Connect the battery negative cable.



Center Horn Button Cap Spoke  
Recess Modification



# TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:**

Incorrect radio speakers may have been installed on some 1982 Wagoneer, Cherokee, and Truck models with the optional electronically tuned cassette stereo radio (ETR). Models built prior to VIN 1JCNA15N1CT015217 may have been equipped with standard 3.2 ohm speakers instead of the required 8-ohm coaxial speakers. This could result in poor fidelity or a buzzing noise from the speakers.

**CORRECTION:**

Inspect the radio speakers using a flashlight beam directed through the speaker grille to view each speaker and replace any speaker that is not a coaxial type (see illustration).

**PARTS:**

<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
SPEAKER, Radio (coaxial)	AR	5756851	15.320

**WARRANTY ELIGIBILITY:**

Reimbursable within the provisions of the applicable warranty.

**SSO INFORMATION:**

<u>Operation Description</u>	<u>Cost Code</u>	<u>Operation Number</u>	<u>Model</u>	<u>Year and Time</u> <u>-80- -81- -82-</u>	<u>Skill Level</u>
SPEAKERS, RADIO - INSPECT		3605	Wag-Cke-Trk	0.1	G
SPEAKER, RADIO FRONT DOOR MOUNT - REPLACE	15.321	3648	Wag-Cke-Trk		G
One side				0.4	
Both sides				0.6	
SPEAKER, REAR MOUNT-REPLACE	15.321	3600	Wag-Cke		G
One side				0.2	
Both sides				0.3	

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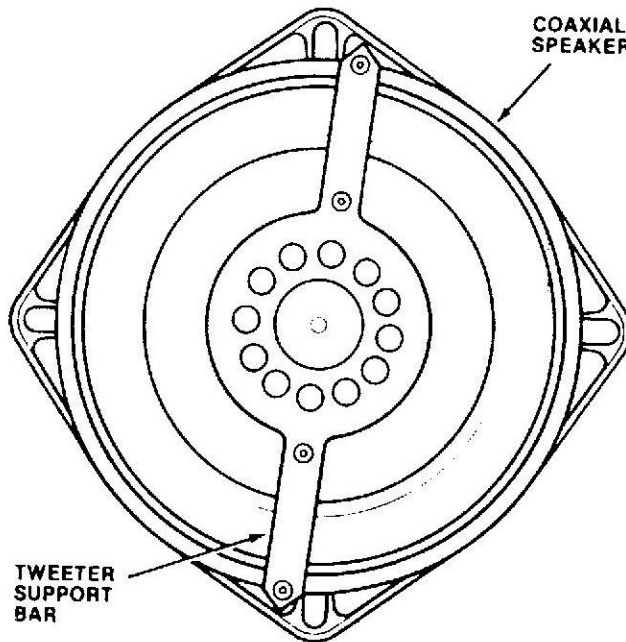
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**PROCEDURE:**

- (1) Inspect the radio speakers by directing a flashlight beam through each speaker grille to view the speaker.

NOTE: Wagoneer and Cherokee models have speakers mounted in the front doors and rear quarter panels. Truck models have speakers mounted in the front doors only.

- (2) Replace any speaker that does not have a tweeter support bar mounted across the top of the speaker (see illustration). Coaxial speakers have a support bar, standard speakers do not.
- (3) Verify proper radio operation after speaker replacement.



**Coaxial Speaker Identification**



FILE: Body/Chassis Electrical (BODY-Body Electrical)

No. 8-01-82 Dec. 18, 1981

## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:**

The Cherokee, Wagoneer, and Truck windshield wiper linkage removal/installation procedures in the 1981-82 Jeep Technical Service Manuals are incorrect.

**CORRECTION:**

The connecting link is permanently attached to the right pivot shaft body and must be removed with the linkage as an assembly (see illustration). Make a note of this change on page 3T-5 of the 1981-82 Jeep Technical Service Manuals. The new procedures apply to models with or without air conditioning.

**PARTS:**

None required.

**WARRANTY**

**ELIGIBILITY:**

Not affected.

**SSO INFORMATION:**

<u>Operation Description</u>	<u>Cost Code</u>	<u>Operation Number</u>	<u>Model</u>	<u>Year and Time</u>		<u>Skill level</u>
				<u>-81-</u>	<u>-82-</u>	
LINKAGE, WINDSHIELD WIPER - R&R	22.047	20001	Cke-Wag-Trk	1.6	1.6	G

**PROCEDURE:**

Windshield Wiper Linkage Removal

- (1) Disconnect the battery negative cable.
- (2) Remove the right and left wiper arms, pivot nuts, washers, escutcheons, and gaskets from the pivot shaft bodies (see illustration).
- (3) Remove the instrument cluster and the left defroster duct.
- (4) Disconnect the crank arm from the wiper motor.
- (5) Remove the glove box and the ash tray and slide assembly.
- (6) Remove the radio.
- (7) Remove the attaching screws from both pivot shaft bodies and remove the wiper linkage and both pivot shaft bodies as an assembly.

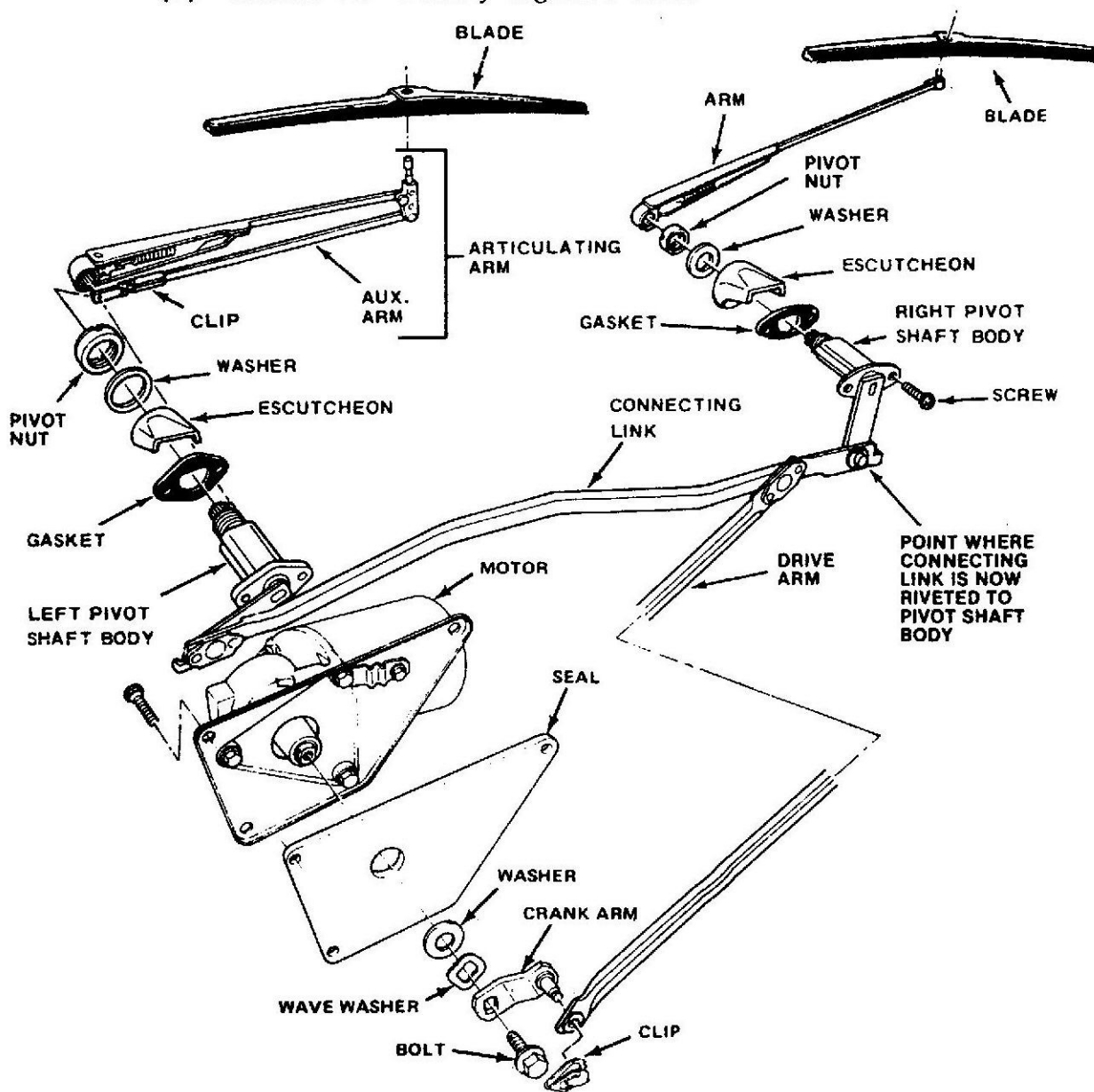
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## Windshield Wiper Linkage Installation:

- (1) Install the wiper linkage and pivot shaft bodies as an assembly and install the left and right pivot shaft body attaching screws.
- (2) Attach the crank arm to the wiper motor.
- (3) Install the left defroster duct.
- (4) Install the radio, the ash tray and slide assembly, and the glove box.
- (5) Install the instrument cluster
- (6) Install the gaskets, escutcheons, washers, and nuts on the pivot shaft bodies and install the wiper arms.
- (7) Connect the battery negative cable.



WINDSHIELD WIPER LINKAGE -  
WAGONEER, CHEROKEE, AND TRUCK MODELS

82-009-BSJ



## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:** Paint codes and intermix formulas for 1983 Jeep vehicles.

**CORRECTION:** Refer to this bulletin for the paint codes and intermix formulas for lacquer or enamel paints available from Dupont, Ditzler, and Rinshed Mason.

**PARTS:** None required.

**S.R.T. INFORMATION:** Not affected.

**DEALER REIMBURSEMENT:** Not affected.

Sterling Metallic Clear Coat Lacquer		Sterling Metallic Clear Coat Lacquer		Sterling Metallic Clear Coat Lacquer	
Dupont B8375		Ditzler 3594		Rinshed Mason 13329	
Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting
447 L	816.5	DMA 321	2	PNT-90	100
475 L	907.5	DMA 346	20	AT-116E	795
		DMA 312	380	AT-114	980
		DMA 323	850	AT-142	990
		DMA 310	990	AT-178	1,000
		Clear Coat		Clear Coat	

Olympic White Lacquer 9B		Olympic White Lacquer 9B		Olympic White Lacquer 9B	
Dupont 45701		Ditzler 3107		Rinshed Mason 9867	
Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting
N/A		N/A		PNT 90	100
				AT 190	980
				AT 184	992
				AT 141	996
				AT 174	1,000

(continued)

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Mist Silver Metallic Lacquer 2A Dupont		Mist Silver Metallic Lacquer 2A Ditzler 3466		Mist Silver Metallic Lacquer 2A Rinshed Mason 12840	
Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting
N/A		DMA 311	10	PNT-90	100
		DMA 346	20	AT-111	360
		DMA 321	30	AT-114	460
		DMA 312	120	AT-192	488
		DMA 323	300	AT-142	306
		DMA 310	980	AT-127	519
				AT-154	531
				AT-100	1,000

Sherwood Green Lacquer 2A Dupont 8192		Sherwood Green Lacquer 2A Ditzler		Sherwood Green Lacquer 2A Rinshed Mason 12840	
Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting
442 L	14.25			PNT-90	100
457 L	33.25			AT-176	480
455 L	65.5			AT-133	690
406 L	106.6	N/A		AT-143	790
443 L	163.1			AT-180	855
465 L	375.5			AT-112	880
485 L	875.8			AT-100	1,000

Sebring Red Lacquer 3B Dupont B8372		Sebring Red Lacquer 3B Ditzler DDL 3592		Sebring Red Lacquer 3B Rinshed Mason 13327	
Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting
401 L	20	DMA 311	6	PNT-90	100
405 L	67.5	DMA 333	74	AT-170	397
436 L	225.5	DMA 360	314	AT-153	674
440 L	379	DMA 336	614	AT-150	823
229 L	439.5	DMA 361	1,064	AT-176	938
465 L	931.5			AT-187	970
				AT-143	995
				AT-190	1,000

(continued)

Deep Night Blue Lacquer 2D		Deep Night Blue Lacquer 2D		Deep Night Blue Lacquer 2D	
Dupont B8279		Ditzler 3469		Rinshed Mason 13326	
Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting
N/A		DMA 401	36	PNT-90	100
		DMA 490	166	AT-121	644
		DMA 450	380	AT-143	944
		DMA 495	20	AT-151	983
		DMA 415	420	AT-190	1,000

Deep Maroon Metallic Lacquer 1K		Deep Maroon Metallic Lacquer 1K		Deep Maroon Metallic Lacquer 1K	
Dupont 8197		Ditzler		Rinshed Mason 12458F	
Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting
N/A		N/A		PNT-90	100
				AT-163	558
				AT-176	867
				AT-143	954
				AT-153	976
				AT-111	994
				AT-114	997
				AT-187	1,000

Jamaican Beige Lacquer 2J		Jamaican Beige Lacquer 2J		Jamaican Beige Lacquer 2J	
Dupont		Ditzler DDL 3472		Rinshed Mason	
Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting
N/A		DMA 392	15	PNT-90	100
		DMA 346	69	AT-190	525
		DMA 393	289	AT-176	574
		DMA 311	1,049	AT-184	612
		DMA 310	1,099	AT-127	625
				AT-138	634
				AT-180	641
				AT-100	1,000

(continued)

Topaz Gold Metallic Lacquer 2H Dupont		Topaz Gold Metallic Lacquer 2H Ditzler DDL 3471		Topaz Gold Metallic Lacquer 2H Rinshed Mason 12845D	
Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting
N/A		DMA 311	4	PNT-90	100
		DMA 386	18	AT-111	364
		DMA 383	124	AT-176	615
		DMA 312	318	AT-192	678
		DMA 384	720	AT-114	726
		DMA 310	980	AT-186	741
				AT-143	751
				AT-100	1,000
Copper Brown Metallic Lacquer 1E Dupont B8194		Copper Brown Metallic Lacquer 1E Ditzler		Copper Brown Metallic Lacquer 1E Rinshed Mason 12455D	
Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting
N/A				PNT-90	180
				AT-176	583
				AT-179	667
				AT-114	735
				AT-180	785
				AT-192	830
				AT-143	859
				AT-187	869
			AT-100	1,000	
Slate Blue Metallic Lacquer 2C Dupont		Slate Blue Metallic Lacquer 2C Ditzler DDL 3468		Slate Blue Metallic Lacquer 2C Rinshed Mason 12842	
Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting
N/A		DMA 357	4	PNT-90	100
		DMA 375	27	AT-111	227
		DMA 311	66	AT-143	295
		DMA 358	140	AT-124	360
		DMA 321	292	AT-114	374
		DMA 386	820	AT-129	387
		DMA 310	990	AT-190	399
				AT-100	1,000

(continued)

Chestnut Brown Metallic Lacquer 1H Dupont		Chestnut Brown Metallic Lacquer 1H Ditzler DDL 3371		Chestnut Brown Metallic Lacquer 1H Rinshed Mason 12456F	
Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting	Mixing Code	1 Quart Setting
442 L	4.0	DMA 320	26	PNT-90	100
412 L	14.0	DMA 309	34	AT-176	498
406 L	36.5	DMA 312	62	AT-165	795
433 L	72.0	DMA 360	122	AT-143	953
434 L	118.0	DMA 307	982	AT-112	1,000
455 L	356.5				
465 L	828.0				
485 L	895.0				



FILE: Paint-Corrosion-  
Protection-Decals-Misc.  
(BODY - Headlining - Ext.  
Decals and Overlays)  
No. 9-03-82 June 16, 1982

## TECHNICAL BULLETIN

**PROBLEM AND  
APPLICATION:**

Hardtop inner panel (headliner) touches hardtop outer panel on some 1981-82 Scrambler models causing a buzz or flutter noise.

**CORRECTION:**

Drill four 1/4-inch diameter holes in the hardtop inner panel (see illustration), spray an expandable foam, part number 8130438, between the two panels to prevent touching, and install button plugs in the drilled holes afterward.

**PARTS:**

<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
TOUCH-N-FOAM	1	8130438	30.051
PLUGS, Button	4	8134258	28.608

**WARRANTY  
ELIGIBILITY:**

Not affected.

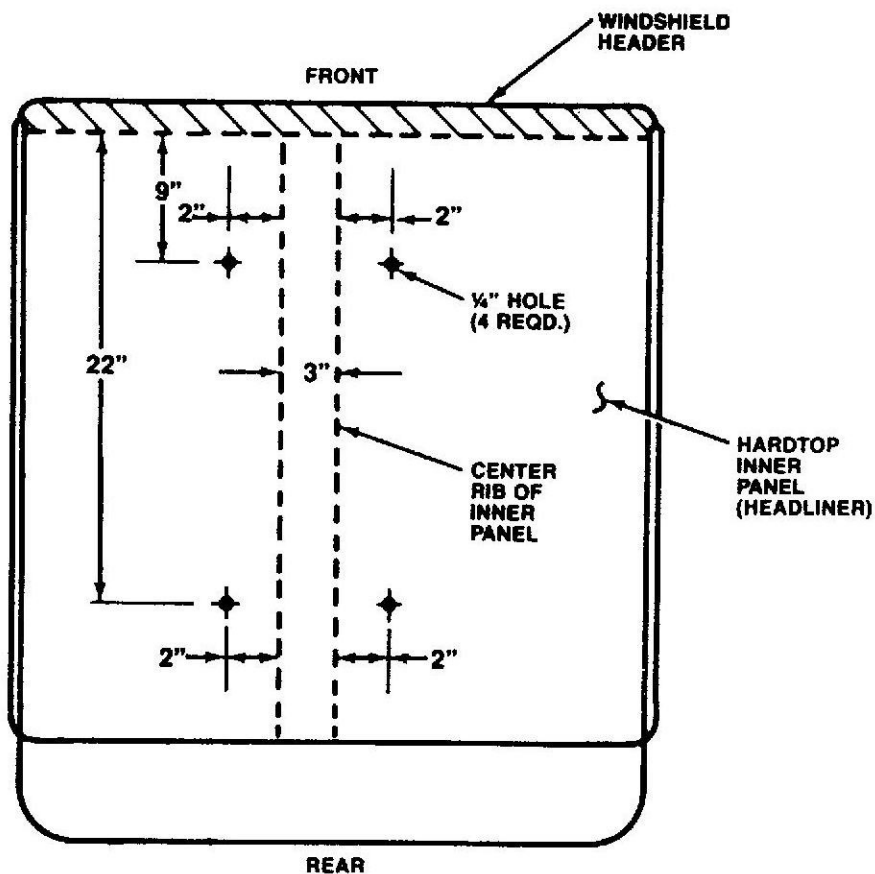
<u>Operation Description</u>	<u>Cost Code</u>	<u>Operation Number</u>	<u>Model</u>	<u>Year and Time</u>			<u>Skill Level</u>
				<u>-80-</u>	<u>-81-</u>	<u>-82-</u>	
HARDTOP - REPAIR Material allowance for foam is \$2.40	28.412	28167	88	0.2	0.2	G	

**PROCEDURE:**

1. Locate, mark, and drill four 1/4-inch diameter holes in the hardtop inner panel (headliner). Refer to the illustration for hole locations.

**CAUTION:** Be very careful to avoid drilling through the outer panel when drilling holes in the inner panel.

2. Attach a three inch long section of 1/4 inch O.D. hose to the hose on the Touch-N-Foam can.
3. Insert the 1/4-inch O.D. hose into each hole drilled in the inner panel and spray foam into each hole for 45 seconds.
4. Install the button plugs in the drilled holes.
5. Allow the foam to cure 12 hours.



Spray Foam Hole Locations in Hardtop Inner Panel (Headliner) — Viewed From Passenger Compartment



FILE: Paint-Corrosion  
Protection-Decals-Misc.  
(BODY - Instrument Panels-  
Seat Assemblies)  
No. 9-02-82 Mar. 16, 1982

## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:**

The odometer on some 1981-82 Wagoneer, Cherokee, and Truck models may generate a high-pitched squeaking noise that occurs only occasionally and at any speed.

**CORRECTION:**

Remove the speedometer/odometer assembly and lubricate the forward pivot bearing area of the odometer drive gear with Dielectric Compound, 8126688 (see illustration).

**PARTS:**

<u>Description</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Group</u>
DIELECTRIC COMPOUND	AR	8126688	3.038

**WARRANTY ELIGIBILITY:**

Reimbursable within the provisions of the applicable warranty.

**SSO INFORMATION:**

<u>Description</u>	<u>Cost Code</u>	<u>Operation Number</u>	<u>Model</u>	<u>Year and Time</u> <u>-80- -81- -82-</u>	<u>Skill Level</u>
GEAR, ODOMETER DRIVE-LUBRICATE	3.505	3493	Wag-Cke-Trk	0.6 0.6	G

**PROCEDURE:**

1. Remove the speedometer/odometer assembly as outlined in Chapter 3C of the 1981-82 Jeep Technical Service Manuals.
2. Apply Dielectric Compound to the forward pivot bearing area of the odometer drive gear as follows: Rotate the odometer driven gear rearward slightly, lift the drive gear upward in its retaining slot, and work the compound into the pivot bearing area (see illustration)

**NOTE:** The odometer drive gear forward pivot bearing area should also be lubricated on a replacement speedometer/odometer assembly before it is installed.

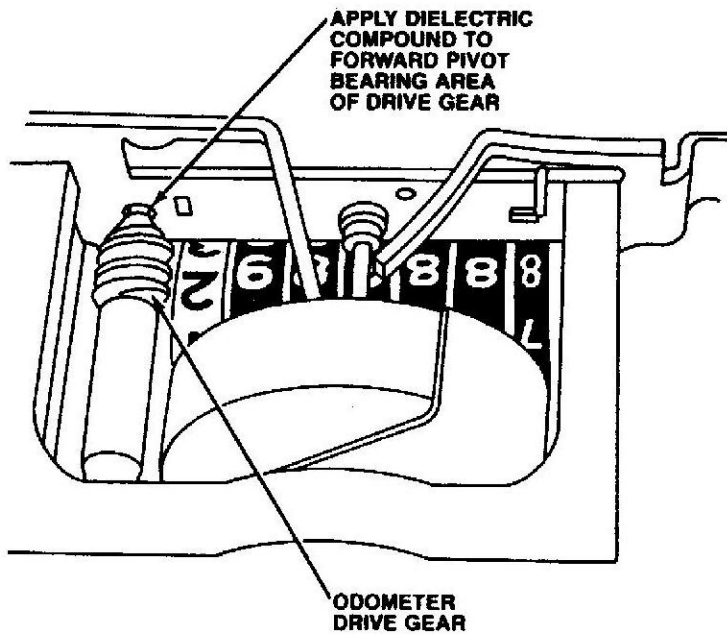
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3. Clean the odometer numeral wheels and speedometer face plate of any traces of compound.
4. Install the speedometer/odometer assembly as outlined in Chapter 3C of the 1981-82 Jeep Technical Service Manuals.



Odometer Drive Gear Lubrication





FILE: Paint-Corrosion-Protection-Decals-Miscellaneous  
No. 9-01-82 Dec. 14, 1981

## TECHNICAL BULLETIN

**PROBLEM AND APPLICATION:**

1982 Jeep paint color names and code numbers - Dupont.

**CORRECTION:**

Attached is the 1982 Dupont paint color chart for 1982 Jeep vehicles. The 1982 color names and corresponding code numbers are included in each chart. These charts are being sent to all dealers in limited quantities only. If additional quantities are needed, please contact your District Service Manager or Field Service Manager.

**PARTS:**

None required.

**WARRANTY ELIGIBILITY**

Not affected.

**SSO INFORMATION:**

Not affected.

82-012-BSA/J