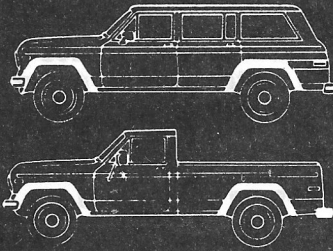


M.R.253**Jeep**

Grand Wagoneer/ Truck

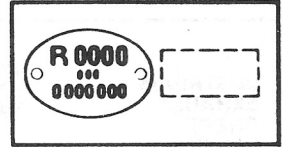
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AUGUST 1984
ENGLISH EDITION

1985
GRAND WAGONEER/
TRUCK

**GENERAL**

Attention: Workshop

WORKSHOP MANUAL UPDATE**Information**

This I.S. Note contains updated servicing information and specifications unique to 1985 Grand Wagoneer/Truck models.

Only those items unique to 1985 models are outlined in this I.S. Note. All other specifications and service procedures in the M.R. 253 are unchanged.

Record this I.S. Note and the various revisions and updates on the indicated M.R. 253 pages.

Model 2150 Carburetor Specifications — Page B-265

The following new specifications are for model 2150 carburetors on 1985 Grand Wagoneer/Truck models with 360 CID V-8 engines.

Record this I.S. Note and make a note of the new specifications on page B-265.

SPECIFICATIONS
Model 2150 Carburetor Specifications

List Number	Engine Trans Application	Float Level (Wet) (Inches)		Float Level (Dry)		Initial Choke Valve Clearance (Inches)		Fast Idle Cam Setting (Inches)		Automatic Choke Cover Setting (Notches Rich)	Choke Unloader (Inches)	Curb Idle Speed ¹		Fast Idle Speed		Bowl Vent Clearance
		Set To	OK Range	Set To	OK Range	Set To	OK Range	Set To	OK Range	Set To		Set To	Set To	OK Range	Set To	
5RHA2	360 Automatic 50-State	0.93	0.868 to 0.992	0.328	0.296 to 0.375	0.118	0.098 to 0.140	0.076	0.061 to 0.091	Y	0.420 min.	600	550 to 650	1600	1500 to 1700	N/A

¹ Adjust with transmission in Drive (all brakes applied). Idle Speed is 500 rpm with solenoid de-energized.

360 CID V-8 AIR INJECTION SYSTEM — Page B-380

For 1985, 360 CID V-8 engines will be equipped with a new air injection system that includes an air control valve, upstream and downstream exhaust check valves, dual CTO switch, new air pump and air control valve (Fig. 1). A dual bed (COC and TWC), monolithic type catalytic converter with downstream injection is also part of the new air injection system.

Record this I.S. Note and make a note of the following system information on page B-380.

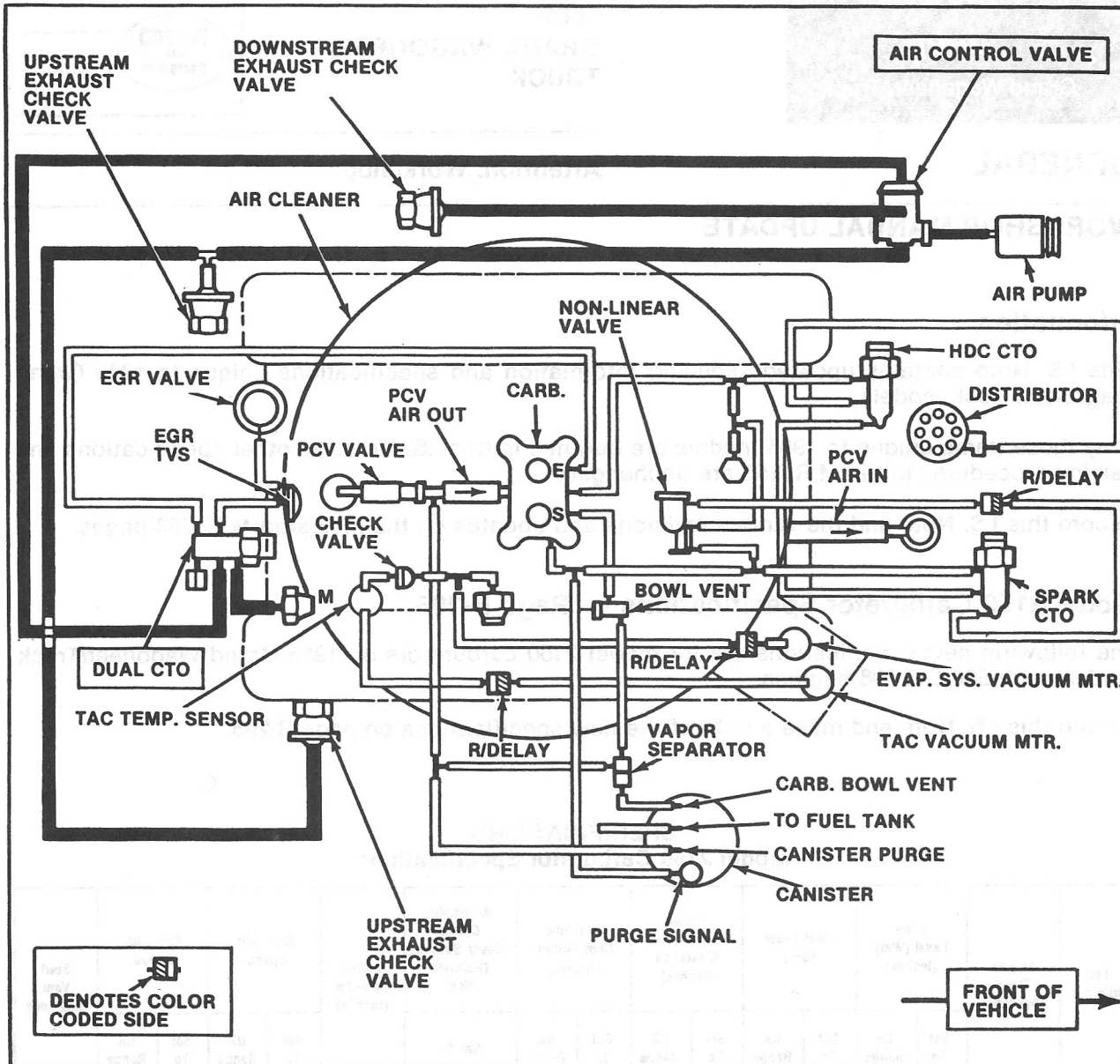


Fig. 1—1985 Air Injection System For 360 CID V-8

Air Injection System Operation

When engine temperature is below 125°F, the CTO switch allows manifold vacuum to reach port (C) of the air control valve (Fig. 2).

This causes air from the air pump to flow upstream to the exhaust manifolds through outlet (B) of the air control valve. When engine temperature rises above 125°F (warm up), the CTO closes to shut off the vacuum supply to the air control valve.

Air from the air pump then flows downstream to the converter through outlet (A) of the air control valve (Fig. 2).

The air control valve will also exhaust air to the atmosphere if exhaust back pressure is too high, during three quarter-to-wide open throttle acceleration.

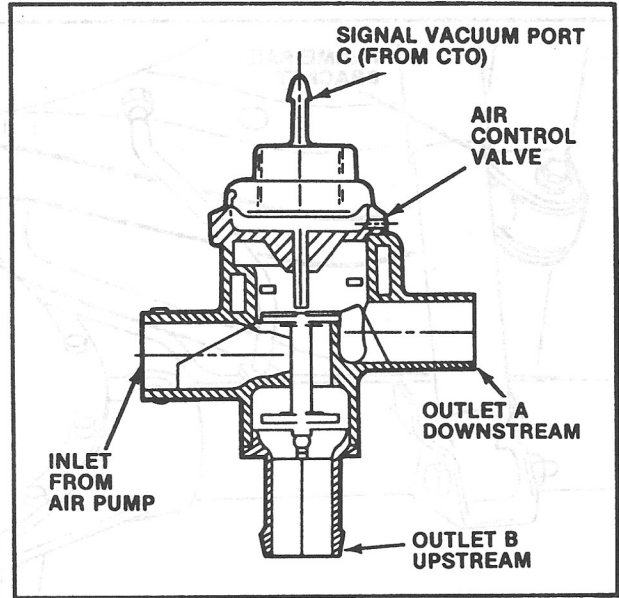


Fig. 2— Air Control Valve

Testing the Air Control Valve Engine Above 125°

- Using an external vacuum source, (hand vacuum pump) apply vacuum to port (C) of the air control valve.
- Remove the hoses from outlets (A) and (B) of the air control valve.
- Start the engine.
- With vacuum applied to port (C), air from the air pump should be flowing out upstream outlet (B).
- Release vacuum from port (C) and air should divert to downstream outlet (A).
- Replace the air control valve if it does not operate properly.

Engine Below 125°

- Start engine and check for vacuum at port (C) of the air control valve.
- During warm up, vacuum supply to air control valve port (C) should stop.
- Replace the CTO switch if vacuum supply does not stop.

TIRE INFLATION PRESSURE — Page J-7

The usage and inflation pressures for P235/75R-15 tires have been revised for 1985 models. This size tire will now be available on J-10 truck models as well as Grand Wagoneer models. Revised inflation pressures are as follows:

1985 Inflation Pressure for P235/75R-15 Tires

Model	GVW Rating		Tire Size	Load	Normal Load ①				Maximum Load ②				Wheel Size	
					Sustained Driving Over 65 mph (105 km/h)		Under 65 mph (105 km/h)		Sustained Driving Over 65 mph (105 km/h)		Under 65 mph (105 km/h)			
					Front	Rear	Front	Rear	Front	Rear	Front	Rear		
	lbs.	kg												
Grand Wagoneer	5975 6200	2710 2812	P235/75R-15	SL ③	30	30	30	30	30	30	30	30	15 x 6	Alum. Wheel is 15 x 7
J-10 Truck	5975 6200	2710 2812	P225/75R-15 P235/75R-15 10R-15	SL ③ SL B	31 31 35	31 31 35	28 28 25	28 28 25	35 ④ 35 ④ 45*	35 ④ 35 ④ 45*	32 32 35	32 32 35	15 x 6	

NOTE: Inflate tires while cold, before running. Do not reduce pressure if tires are warm.
 * Speed limited to 74 mph (119 km/h).
 ① Normal Load: Frequently selected accessories plus driver and two passengers.
 ② Maximum Load: Gross Vehicle Weight Rating (GVWR).
 ③ SL is approximate metric tire equivalent of load range 2.
 ④ Sustained driving over 75 mph (121 km/h) for Grand Wagoneer and J-10 Truck.
 ⑤ In Canada GVW for Grand Wagoneer, J-10 Truck is 5975 lbs. (2710 kg).

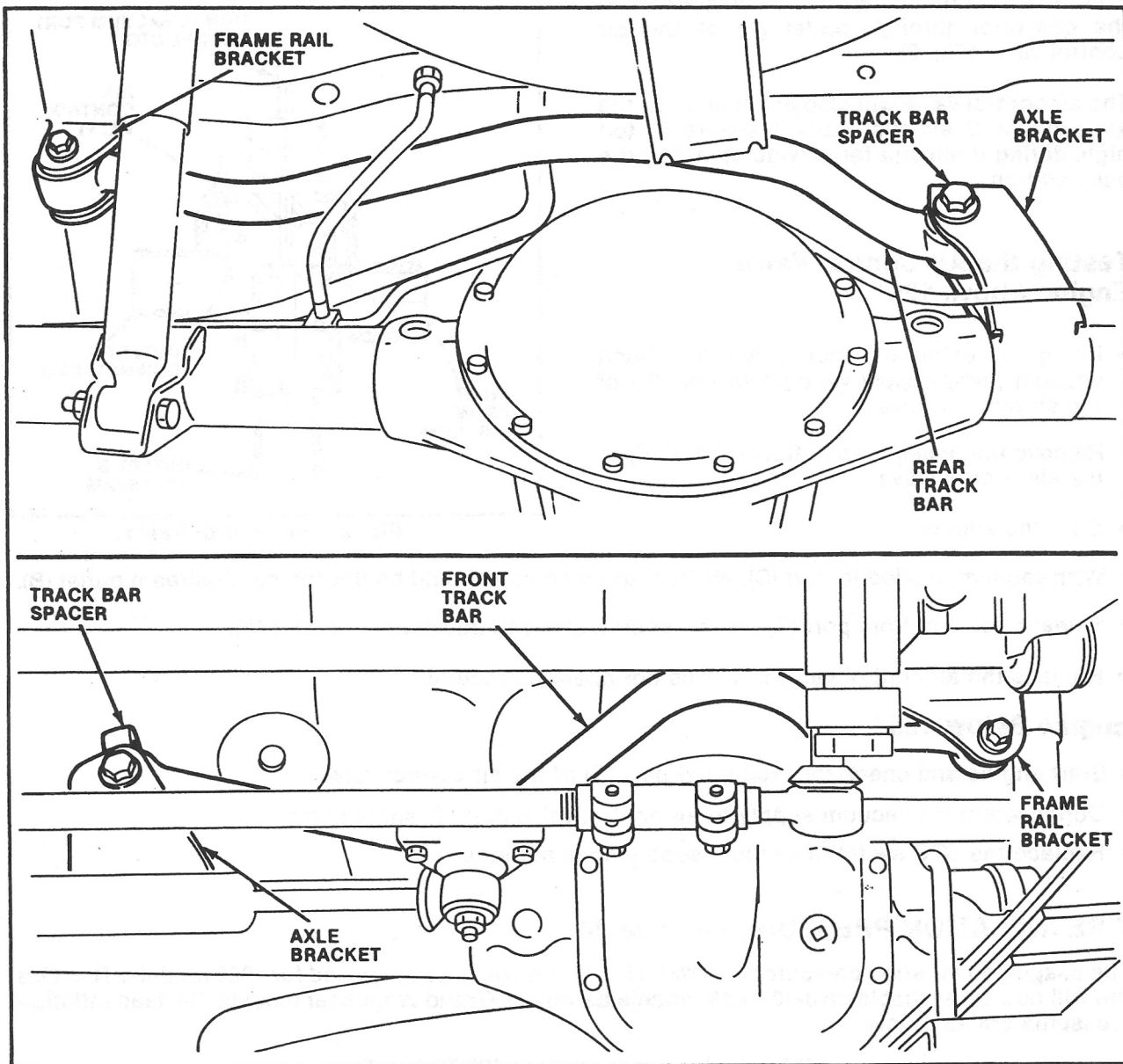


Fig. 3

SUSPENSION — Page J-24

1985 models are equipped with front and rear track bars to further enhance vehicle handling and ride (Fig. 3). Each bar is attached to a bracket on the axle at one end and to a bracket on the frame rail at the opposite end.

TRACK BAR REMOVAL — FRONT/REAR

- Remove bolt and nut attaching track bar to frame rail bracket. Discard nut.
- Remove bolt and nut attaching track bar to axle bracket and remove spacer (Fig. 3). Discard nut.

NOTE: The U-shaped spacer is used at the axle bracket end of the bar only.

- Note track bar position for installation reference and remove track bar.

NOTE: If both track bars are to be removed for service operations, mark or tag them for correct installation reference. The bars are not interchangeable.

Track Bar Installation — Front/Rear

- Position track bar in axle and frame rail brackets.
- Install spacer at axle bracket end of track bar (Fig. 3).
- Install track bar attaching bolts and new nuts. Tighten axle bracket bolt to 95 N·m (70 ft-lbs) torque. Tighten frame rail bracket bolt to 75 N·m (55 ft-lbs) torque.

Track Bar Service

The track bars are serviced as assemblies only. If the bar or bushings become damaged, the track bar should be replaced.

Torque Specifications

Component	Service Set-to-Torque	Service Recheck Torque
Track bar-to-axle bracket ft-lbs) nut	95 N·m (70 ft-lbs)	80-110 N·m (59-81 ft-lbs)
Track bar-to-frame rail bracket nut	75 N·m (55 ft-lbs)	65-85 N·m (48-64 ft-lbs)

Record this I.S. Note on page J-24 and add the following step to the front/rear axle removal procedures on page G-156 and H-13: "On models with track bar, disconnect track bar at axle bracket. Retain spacer and attaching bolt but discard nut." Then add the following step to the front/rear axle installation procedures on pages G-157 and H-14: "On models with track bar, position spacer on track bar and connect bar to axle bracket using original bolt and new nut." Tighten bolt to 95 N·m (70 ft-lbs) torque.

SHOCK ABSORBERS — Page J-28

Gas filled shock absorbers will be included in the optional handling package for 1985 models.

If shock absorber replacement becomes necessary on a 1985 model with the handling package, be sure the replacement shocks are also gas filled to maintain proper ride quality.

Record this information and the I.S. Note on page J-28.

Filing Instructions

Record this I.S. Note on the pages indicated and file it in your M.R. 253 binder.