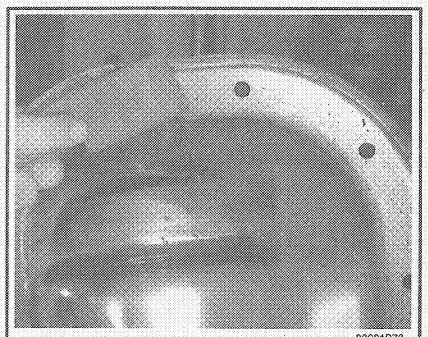
89601P78

Fig. 169 . . .cover mating surfaces using a brush or other suitable tool

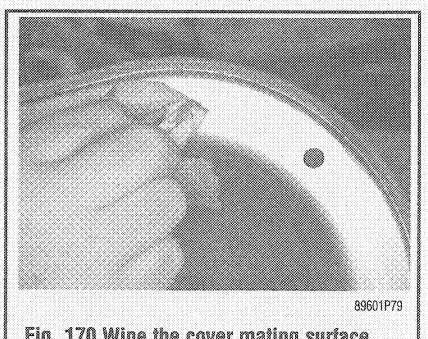
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Fig. 170 Wipe the cover mating surface using a cloth or other rag and a suitable solvent to remove any contaminants on the surface

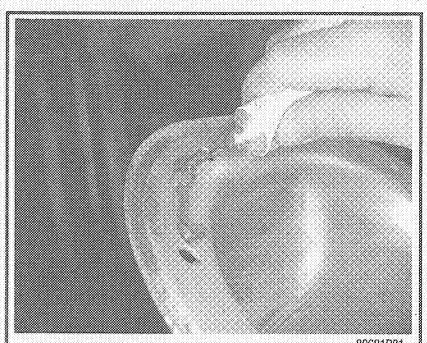
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Fig. 171 Apply a bead of silicone to the cover mating surface before installing the cover onto the rear axle

cumference of the cover, going inside the bolt holes.

7. Install the cover with the retaining bolts. Tighten the bolts, evenly, to 25–35 ft. lbs. (34–47 Nm) in a crisscross pattern.

8. Remove the oil fill plug and add the required amount of hypoid gear oil through the oil fill hole. Refer to the Capacities chart at the end of this Section.

➡If equipped with Traction-Lok differential, 4 oz. of friction modifier additive C8AZ–19B546–A or equivalent, must be included in the refill.

9. Install the oil fill plug and tighten to 15–30 ft. lbs. (20–41 Nm). Lower the vehicle.

10. Road test the vehicle to warm the fluid. Check for leaks.

Cooling System

FLUID RECOMMENDATION

◗ See Figures 172 and 173

The cooling system was designed to maintain engine temperature at an efficient level during all engine-operating conditions.

When adding or changing the fluid in the system, be sure to maintain a 50/50 mixture of high quality ethylene glycol antifreeze and water in the cooling system. Use only antifreeze that is SAFE FOR USE WITH AN ALUMINUM RADIATOR.

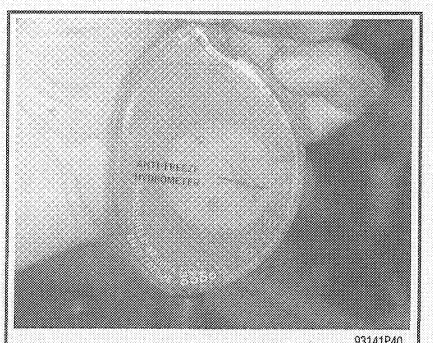
93141P40

Fig. 172 Testing the concentration level of the cooling system (-34°F)

A 50/50 mixture of ethylene glycol and water will provide the following protection:

- Freezing protection down to -34°F (-37°C).
- Boiling protection up to 265°F (129°C), with an operating pressure cap.
- Help keep the proper engine operating temperature
- Help protect against rust and corrosion
- Allow the sensors and switches to operate as designed

➡ DO not use a solution stronger than 70% antifreeze. Pure antifreeze will freeze at -8°F (-22°C).

LEVEL CHECK

Check the coolant level in the recovery bottle or surge tank. The fluid level may be checked by observing the fluid level marks of the recovery tank. With the engine cold, the level should be at the FULL COLD or between the HOT and ADD level. When the engine is at normal operating temperatures, the coolant level should be at the HOT level. Only add coolant to bring the system to the proper level.

CAUTION

Should it he necessary to remove the radiator cap, make sure that the system has had time to cool, reducing the internal pressure.

TESTING FOR LEAKS

◗ See Figures 174 thru 180

If a the fluid level of your cooling system is constantly low, the chances of a leak are probable. There are several ways to go about finding the source of your leak.

The first way should be a visual inspection. During the visual inspection, look around the entire engine area including the radiator and the heater hoses. The interior of the car should be inspected behind the glove box and passenger side floorboard area, and check the carpet for any signs of moisture. The smartest way to go about finding a leak visually is to first inspect any and all joints in the system such as where the radiator hoses connect to the radiator and the engine. Another thing to look for is white crusty stains that are signs of a leak where the coolant has already dried.

If a visual inspection cannot find the cause of

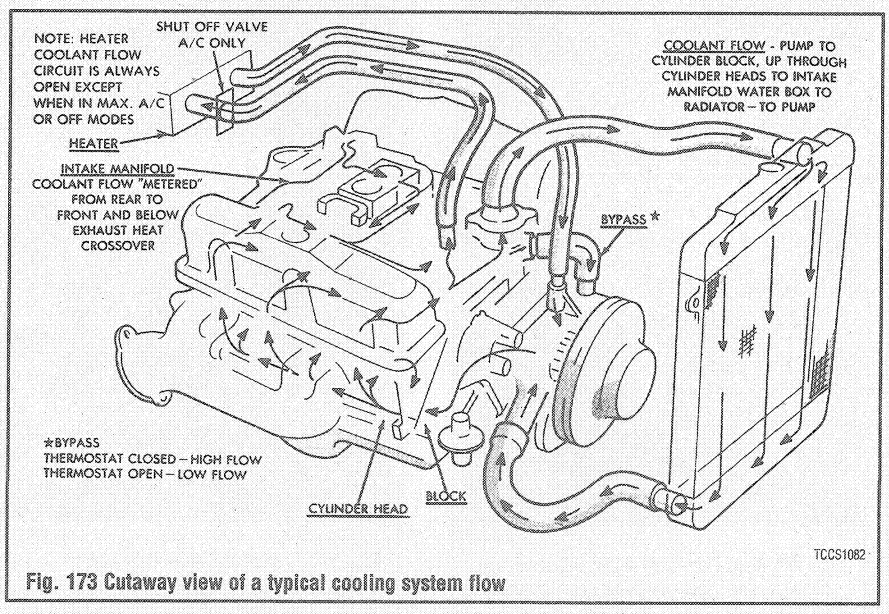

Fig. 173 Cutaway view of a typical cooling system flow