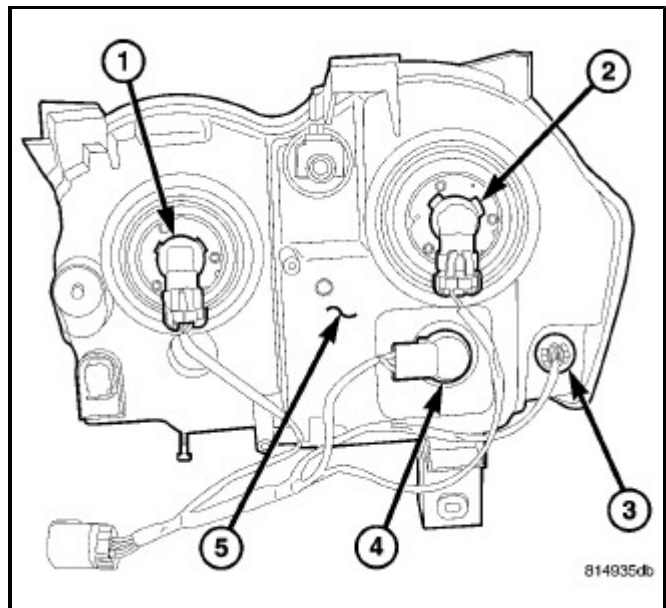


BULB - K ? HALOGEN HEADLAMP

WARNING: To avoid serious or fatal injury when working on the High Intensity Discharge (HID) headlamp system, be certain to take the proper precautions. The headlamp switch must be in the OFF position. Disconnect and isolate the battery negative cable. There is a risk of death caused by contact with high voltage used in the HID headlamps. There is a risk of explosion or fire caused by highly flammable materials in the vicinity of damaged HID lighting elements. There is a risk of injury caused by exposure to Ultra Violet (UV) light, a risk of burns caused by high component operating temperatures, a risk of mercury poisoning through glass splinters produced by bursting HID lighting elements. There is also a risk of poisoning caused by inhalation of mercury vapors and by toxic salts and mercury compounds being ingested or coming into contact with the skin. Do not come into contact with parts that are under high voltage. Persons with active electronic implants (e.g. heart pacemakers) must never work on HID headlamps. Wear insulated safety shoes, safety glasses and protective gloves. Remove flammable materials and ensure sufficient ventilation in the working area.

CAUTION: Do not contaminate the bulb glass by touching it with your fingers or by allowing it to contact other oily surfaces. Shortened bulb life will result.

1. Disconnect and isolate the battery negative cable.
2. If equipped, remove the cover from over the top of the front lamp unit (see page 6).
3. Disconnect the pigtail wire connector from the connector receptacle integral to the low beam (2) or high beam (1) bulb base on the back of the front lamp unit housing (5).
4. Firmly grasp the bulb base and rotate it counterclockwise about 30 degrees to unlock it.
5. Pull the bulb and base straight out from the keyed opening in the reflector.

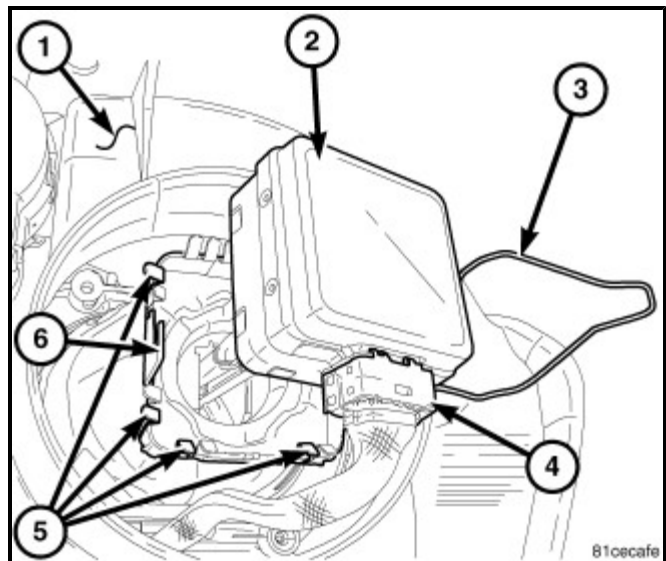


LIGHTING ELEMENT - HIGH INTENSITY DISCHARGE

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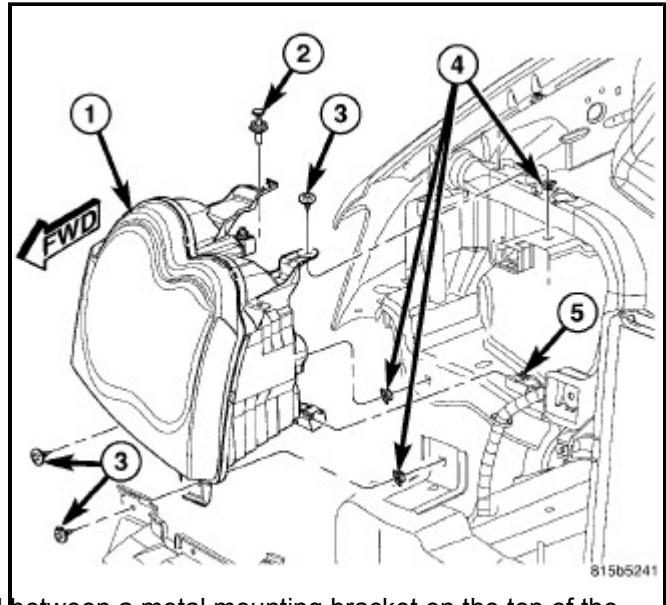
CAUTION: Do not contaminate the lighting element glass by touching it with your fingers or by allowing it to contact other oily surfaces. Shortened lighting element life will result.

1. Disconnect and isolate the battery negative cable.
2. If equipped, remove the cover from over the top of the front lamp unit (see page 6).
3. Pull the rubber boot seal away from the back of the headlamp unit housing (1) to remove it from over the High Intensity Discharge (HID) lighting element and igniter (2).
4. Disconnect the high tension cable connector (4) from the connector receptacle integral to the igniter.
5. Disengage the wire retainer (3) from under the hook (6) that secures it to the flange on the lamp reflector.
6. Pivot the wire retainer up off of the igniter and out of the way.
7. Firmly grasp the igniter and pull it away from the flange while depressing the spring clips (5) integral to the edge of the flange.
8. Pull the HID igniter and lighting element straight out from the opening in the reflector as a unit.



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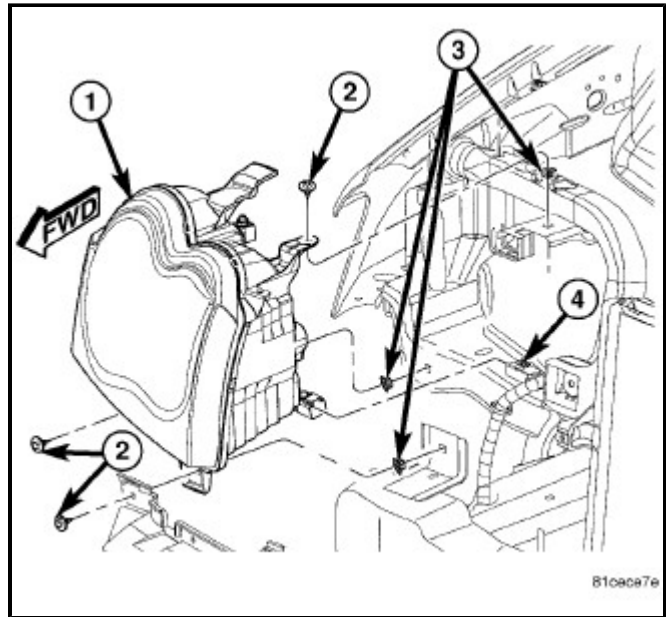
1. Disconnect and isolate the battery negative cable.
2. Remove the cover from over the top of the front lamp unit (1) - see page 6.
3. Remove the grille from the front of the vehicle.
(see page 7)
4. If the front lamp being serviced is on the same side of the vehicle as the engine fresh air intake tube, unsnap the air intake tube from the air cleaner housing and remove it from between the lamp and the radiator yoke hydroform.
5. Remove the three screws (3) that secure the two lower and the upper inboard lamp mounting brackets to the front end sheet metal.
6. If equipped, remove the push pin fastener (2) that secures the upper outboard lamp mounting bracket to the top of the radiator yoke hydroform.
7. The lower inboard lamp mounting bracket is captured between a metal mounting bracket on the top of the front frame crossmember and a tab of the plastic front fascia reinforcement. Push the tab of the front fascia reinforcement forward far enough for lamp mounting bracket clearance while maneuvering the lamp unit inboard during removal.
8. Pull the lamp away from the front of the vehicle far enough to access and disconnect the headlamp and dash wire harness connector (5) from the pigtail connector on the back of the lamp housing.
9. Remove the lamp unit from the vehicle.



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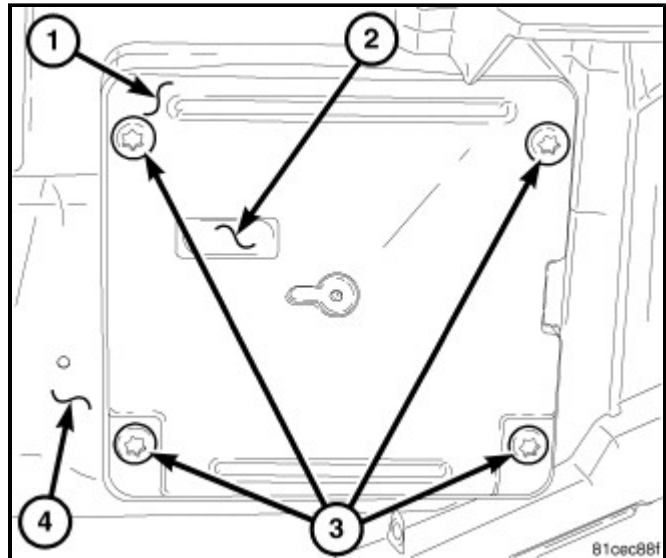
1. Disconnect and isolate the battery negative cable.
2. If equipped, remove the cover from over the top of the front lamp unit (1) - see page 6.
3. Remove the grille from the front of the vehicle.
(see page 7).
4. If the front lamp being serviced is on the same side of the vehicle as the engine fresh air intake tube, unsnap the air intake tube from the air cleaner housing and remove it from between the lamp and the radiator yoke hydroform.
5. Remove the three screws (2) that secure the two lower and the upper inboard lamp mounting brackets to the front end sheet metal.
6. The lower inboard lamp mounting bracket is captured between a metal mounting bracket on the top of the front frame crossmember and a tab of the plastic front fascia reinforcement. Push the tab of the front fascia reinforcement forward far enough for lamp mounting bracket clearance while maneuvering the lamp unit inboard during removal.
7. Pull the lamp away from the front of the vehicle far enough to access and disconnect the headlamp and dash wire harness connector (4) from the pigtail connector on the back of the lamp housing.
8. Remove the front lamp unit from the vehicle.



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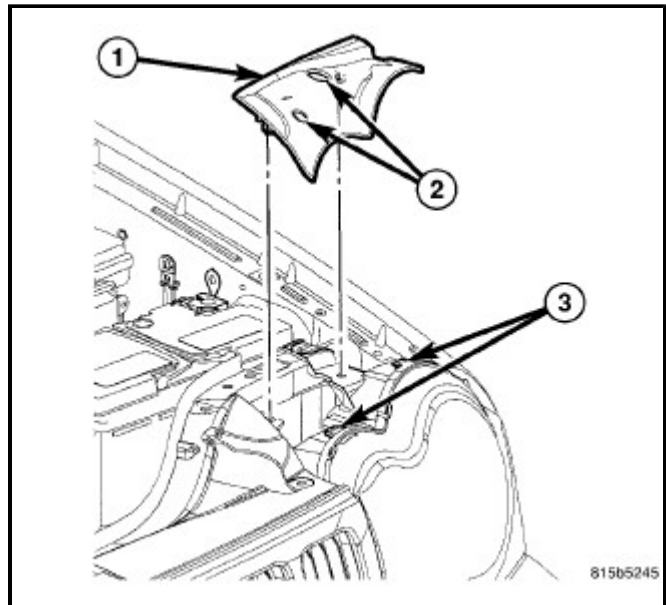
WARNING: To avoid serious or fatal injury when working on the High Intensity Discharge (HID) headlamp system, be certain to take the proper precautions. The headlamp switch must be in the OFF position. Disconnect and isolate the battery negative cable. There is a risk of death caused by contact with high voltage used in the HID headlamps. There is a risk of explosion or fire caused by highly flammable materials in the vicinity of damaged HID lighting elements. There is a risk of injury caused by exposure to Ultra Violet (UV) light, a risk of burns caused by high component operating temperatures, a risk of mercury poisoning through glass splinters produced by bursting HID lighting elements. There is also a risk of poisoning caused by inhalation of mercury vapors and by toxic salts and mercury compounds being ingested or coming into contact with the skin. Do not come into contact with parts that are under high voltage. Persons with active electronic implants (e.g. heart pacemakers) must never work on HID headlamps. Wear insulated safety shoes, safety glasses and protective gloves. Remove flammable materials and ensure sufficient ventilation in the working area.

1. Disconnect and isolate the battery negative cable.
2. Remove the right front lamp unit from the vehicle.
3. From the underside of the right front lamp unit housing (4), remove the four screws (3) that secure the cover plate (1) and the Automatic Headlamp Leveling Module (AHLM) (2) to the lamp housing.
4. Pull the AHLM away from the bottom of the right front lamp unit housing far enough to access and disconnect the front lamp unit wire harness connector from the connector receptacle on the upward-facing side of the AHLM.
5. Remove the AHLM from the lamp housing.



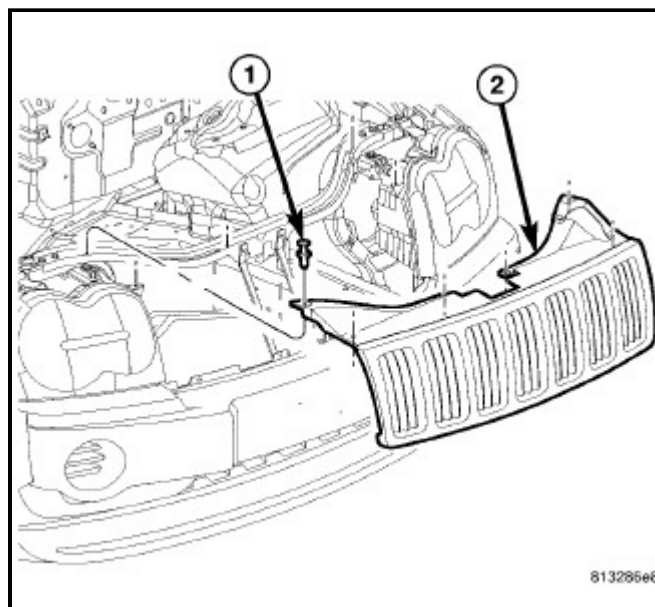
COVER - <958 @ AD

1. Insert a finger into each of the two clearance holes (2) in the front lamp unit cover (1) and pull upward to unsnap the rear edge of the cover from the two upper lamp mounting brackets.
2. Slide the cover rearward to disengage the front edge from beneath the two tabs (3) on the top near the front of the lamp housing.



REMOVAL, GRILL (WK)

1. Remove the 6 upper push pins (1).
2. Tip grill forward and remove grill (2).



FRONT LAMP UNIT MOISTURE CLEARING

Some occasional moisture accumulation inside a vented front lamp unit is normal and appears as a fogging on the inside of the lamp lens, similar to the fog that sometimes appears on the inside of a windshield. This condition is caused by rapidly changing temperature and humidity levels between the air internal and external to the lamp, and will usually dissipate once the temperature and humidity conditions have been allowed to stabilize. Accelerated removal of such moisture may be accomplished by activating the headlamps on HIGH beam for about 15 minutes.

However, water droplets larger than 1 millimeter (0.039 inch) in size accumulated on the inside of the lamp lens, water droplets visible on most internal lamp surfaces or large quantities of water within the lamp indicates a problem with the lamp sealing that has allowed excessive amounts of water to enter the lamp. Once such excessive moisture has entered the lamp, it will always be present and will never disappear. A lamp with permanent internal moisture should be replaced.