FLUID AND FILTER SERVICE

FLUID/FILTER SERVICE (RECOMMENDED)

NOTE: Refer to the maintenance schedules in LUBRICATION and MAINTENANCE, or the vehicle owner's manual, for the recommended maintenance (fluid/filter change) intervals for this transaxle.

NOTE: Only fluids of the type labeled MOPAR® ATF+4 should be used. A filter change should be made at the time of the transmission oil change. The magnet (on the inside of the oil pan) should also be cleaned with a clean, dry cloth.

NOTE: If the transaxle is disassembled for any reason, the fluid and filter should be changed.

1. Raise vehicle on a hoist. Refer to LUBRICATION and MAINTENANCE for proper procedures. Place a drain container with a large opening, under transaxle oil pan.

2. Loosen pan bolts and tap the pan at one corner to break it loose allowing fluid to drain, then remove the oil pan.

3. Remove nuts at the oil filter.

4. Install a new filter and nuts, tighten to 5 N·m (40 in. lbs.).

5. Install the fluid filter oil pan, use a bead of MOPAR® ATF RTV (MS-GF41).

6. Clean the oil pan and magnet. Reinstall pan using new MOPAR® Silicone Adhesive sealant. Tighten oil pan bolts to 12 N·m (105 in. lbs.).

7. Pour four Quarts of MOPAR® ATF+4 through the dipstick opening.

8. Start engine and allow to idle for at least one minute. Then, with parking and service brakes applied, move selector lever momentarily to each position, ending in the park or neutral position.

9. Check the transaxle fluid level and add an appropriate amount to bring the transaxle fluid level to 3 mm (1/8 in.) below the lowest mark on the dipstick.

10. Recheck the fluid level after the transaxle has reached normal operating temperature 82° C (180°F). Refer to Fluid Level and Condition Check for the proper fluid fill procedure (Refer to 21 - Transmission and Transfer Case/Automatic - 62TE/FLUID - Standard Procedure).

11. To prevent dirt from entering transaxle, make certain that dipstick is fully seated into the dipstick opening.
FLUID LEVEL AND CONDITION CHECK

Special Tools: Click to display a list of tools used in this procedure

FLUID LEVEL CHECK USING THE SCAN TOOL

1. Verify that the vehicle is parked on a level surface.
2. Remove the dipstick tube cap.

WARNING:
There is a risk of accident from vehicle starting off by itself when engine is running. There is a risk of injury from contusions and burns if you insert your hands into the engine when it is started or when it is running. Secure vehicle to prevent it from moving off by itself. Wear properly fastened and close-fitting work clothes. Do not touch hot or rotating parts.

3. Actuate the service brake. Start engine and let it run at idle speed in selector lever position "P".

4. Shift through the transmission modes several times with the vehicle stationary and the engine idling.

NOTE: When inserting dipstick special tool 9336A, excess insertion force may cause the dipstick to slip past the stop on the bracket in the transmission oil pan. An approximate distance that the dipstick should be inserted into the fill tube is 424 mm (16.69 in.).

5. Warm up the transmission, wait at least 2 minutes and check the oil level with the engine running. Push the Oil Dipstick 9336A into transmission fill tube until the dipstick tip contacts the oil pan and pull out again, read off oil level, repeat if necessary.

NOTE: The dipstick will protrude from the fill tube when installed.

6. Check transmission oil temperature using the appropriate scan tool.

7. The transmission Oil Dipstick 9336A has indicator marks every 10 mm. Determine the height of the oil level on the dipstick and using the height, the Transmission Fluid Temperature (TFT) as viewed with the scan tool, and the Transmission Fluid Graph, determine if the transmission oil level is correct.

8. Add or remove oil as necessary and recheck the oil level.

9. Once the oil level is correct, install the dipstick tube cap.

FLUID CONDITION

Along with fluid level, it is important to check the condition of the fluid. When the fluid smells burned, and is contaminated with metal or friction material particles, a complete transaxle recondition is probably required. Be sure to examine the fluid on the dipstick closely. If there is any doubt about its condition, drain out a sample for a double check.

MOPAR® ATF+4 (Automatic Transmission Fluid) when new is red in color. The ATF is dyed red so it can be identified from other fluids used in the vehicle such as engine oil or antifreeze. The red color is not permanent and is not an indicator of fluid condition. As the vehicle is driven, the ATF will begin to look darker in color and may eventually become brown. This is normal. ATF+4 also has a unique odor that may change with age. Consequently, odor and color cannot be used to indicate the fluid condition or the need for a fluid change.

After the fluid has been checked, seat the dipstick fully to seal out water and dirt.