

**** ADVANCE TECHNICAL INFORMATION NOTICE ****

DATE: August 25, 2008
TO: Mitsubishi Motors Service Managers
RE: SR-08-004 – Galant Shift Interlock Safety Recall
ATIN NO. ATIN-08-SR-004

AFFECTED VEHICLES: 2004-05 Galant

Safety Recall Bulletin **SR-08-004** is being mailed to all dealers today for two-day air delivery. It will also be available on MEDIC and the Mitsubishi Dealer Link for download today. Under certain circumstances, it is possible to remove the key from the ignition while the transmission is in a position other than P (park). A new cam lever and return spring must be installed as described in the recall bulletin. Additionally, if the lock cam is broken, it must be replaced with the new part supplied in the kit.

Dealers must review the Warranty Superscreen to confirm if any vehicles in their used car inventory are affected, and conduct this campaign prior to their being sold. Please contact the owners of any recently sold vehicles and request that they return to have this recall campaign completed.

Owners of affected vehicles will be notified by mail, asking them to bring their vehicle to a Mitsubishi dealer for this repair.

Dealers will automatically receive an initial quantity of parts to complete the recall. Additional parts must be ordered according to each dealer's requirements. Please refer to Parts Bulletin **AI-GT-01-08** for additional details.

IMPORTANT

ALL affected new and used VINS in dealer vehicle inventory must be repaired BEFORE THE VEHICLE IS SOLD. Dealers who receive a VIN list for this campaign are on record as having a new vehicle in their inventory and must inspect those new VINS and repair as necessary. All dealers must check their used vehicle inventory VINs on the Warranty Super Screen to verify whether the vehicle is an affected VIN for this safety recall.



MEDIC UPDATE

SAFETY RECALL BULLETIN

SUBJECT:		No: SR-08-004	
GALANT SHIFT INTERLOCK SAFETY RECALL CAMPAIGN		DATE: August, 2008	
		MODEL: 2004-05 Galant	
CIRCULATE TO:	<input type="checkbox"/> GENERAL MANAGER	<input checked="" type="checkbox"/> PARTS MANAGER	<input checked="" type="checkbox"/> TECHNICIAN
<input checked="" type="checkbox"/> SERVICE ADVISOR	<input checked="" type="checkbox"/> SERVICE MANAGER	<input checked="" type="checkbox"/> WARRANTY PROCESSOR	<input checked="" type="checkbox"/> SALES MANAGER

PURPOSE

On some affected vehicles, it may be possible for the key to be removed from the ignition switch when the transmission gear selector is in a position other than P (Park). The gearshift to ignition switch interlock system may allow the ignition key to be removed from the ignition switch without placing the gearshift in the "P" position. If the driver does not shift to "P" before removing the key from the ignition, and does not engage the parking brake, the vehicle could roll away and a crash could occur.

Follow the instructions in the Repair Procedure in this Safety Recall Bulletin to install a repair parts kit to eliminate this condition.

AFFECTED VEHICLES

2004-05 Galant

IMPORTANT

Affected vehicles in dealer inventory must be repaired before the vehicle is sold. Dealers must check their inventory vehicles' VINs on the Warranty Super Screen to verify whether the vehicle is involved in this recall campaign.

CUSTOMER NOTIFICATION

A letter will be sent to all owners of affected vehicles telling them to bring their vehicle to their Mitsubishi Motors dealer to have repairs made to the shift interlock. A copy of the customer notification letter appears later in this bulletin.

PARTS AND EQUIPMENT

Each dealer will be shipped an initial quantity of parts based on sales of Affected Vehicles. Dealers should use the special "lock pin" that was supplied for SR-08-003 - Endeavor Shift Interlock Recall Campaign during repairs (a 2mm drill bit can be used as an alternate). Refer to the PARTS INFORMATION section later in this bulletin for additional information.

REQUIRED OPERATIONS

Before starting this recall campaign procedure, CHECK THE WARRANTY SUPERSCREEN to verify that the vehicle is an affected VIN for this campaign and that this campaign procedure has not already been completed.

Install a new shift interlock lever and return spring provided in the repair kit, following the repair instructions in this Recall Bulletin.

Continued

FILE UNDER:

SAFETY RECALL BULLETINS, in the Dealer Service Information Binder

(3327)

REPAIR PROCEDURE

Console Disassembly

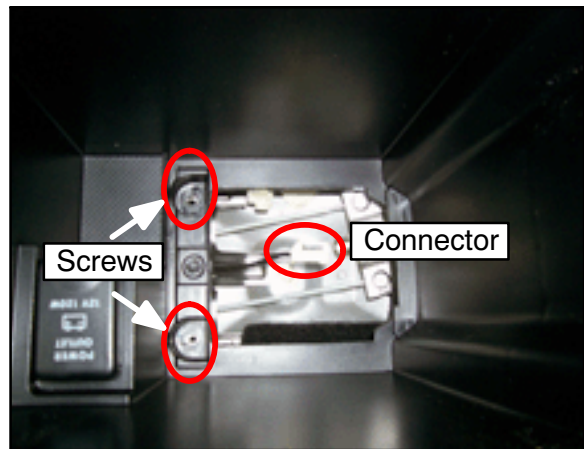
1. Record the customer's audio presets. Take note of the customer's seat positions and settings.
2. Apply the parking brake.
3. Open the hood and disconnect the battery.
4. Turn the ignition to the "ACC" position and place the shift selector lever in the "D" position.
5. Using a resin-type trim tool, lift the floor plate from the bottom of the floor console storage box. There is a notch in the plate towards the rear of the console (see photo).

NOTE: Using a screwdriver can scratch the surface. Ensure that the tool used will not scratch or otherwise damage the surface.

6. Remove the floor console retaining screws in the bottom of the storage area.
7. Disconnect the power outlet connection (if equipped).



5.



6.

7.

8. Remove the shifter panel by prying around the edges using a resin-type trim removal tool.

NOTE: Ensure that the tool used will not scratch or otherwise damage visible surfaces.

9. Disconnect the accessory power connector and the connector for the heated seats (if equipped).



8.



9.

10. Lift the shifter panel carefully and set it aside.

11. Remove the center trim panel using a trim tool.

NOTE: Ensure that the tool used will not scratch or otherwise damage visible surfaces.

12. Remove the two HVAC harness connectors from the control unit.



11.

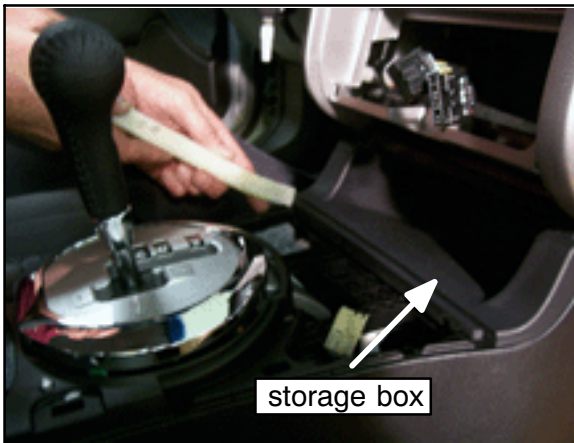
12.



13. Remove the center console storage box. Carefully pry it using a trim removal tool.

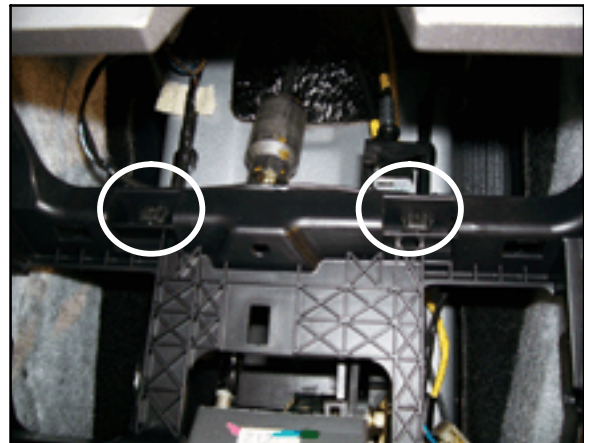
NOTE: Ensure that the tool used will not scratch or otherwise damage visible surfaces.

14. Carefully remove the retaining clips for the accessory power connector harness.



13.

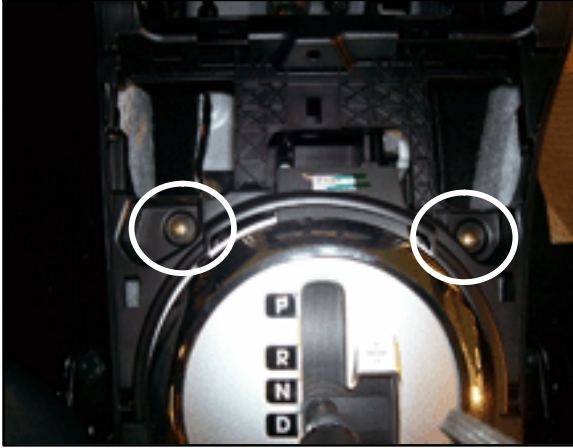
14.



15. Remove 2 screws from the floor console at the front of the shifter.

16. Remove the clips at each side of the console (footwell area).

NOTE: Ensure that the tool used will not scratch or otherwise damage visible surfaces.



15.



16.

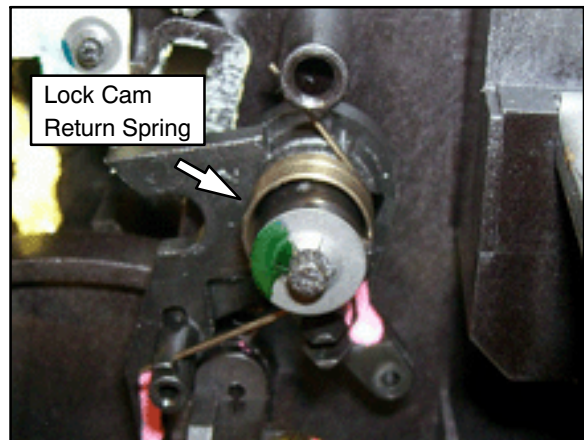
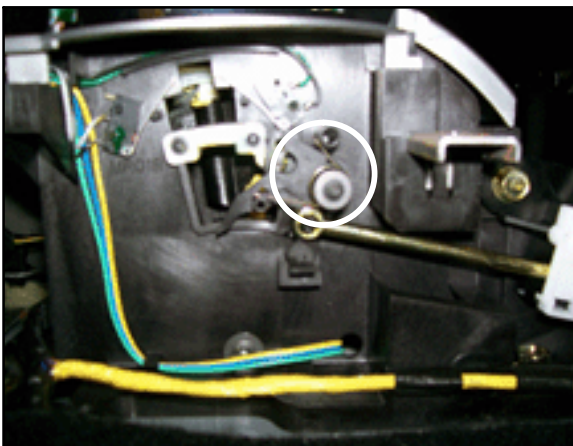


17. Take hold of the floor console at the rear and rotate it upwards until it clears the hand brake lever and the shift lever. Then pull the floor console assembly rearward until the front edge clears the center console. Lift the floor console clear and set it aside.

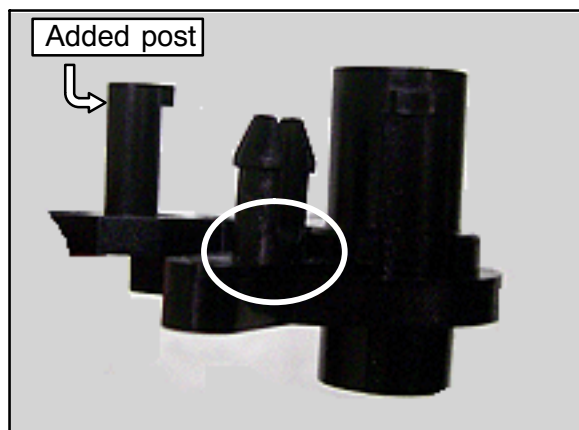
18. Return the selector lever to the "P" position and the key to the "LOCK" position.

RETURN SPRING CONFIRMATION

1. Confirm whether the vehicle is equipped with a lock cam return spring. If so, **it is not necessary to continue with this rework.** Reassemble the floor console in the reverse order of disassembly. If there is no return spring, continue with Lock Cam Replacement.



LOCK CAM REPLACEMENT



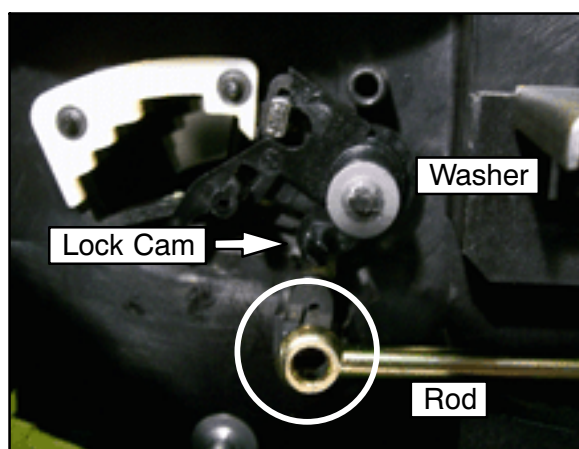
A new lock cam is included in the parts kit. **It is not used unless the vehicle's lock cam is broken.** Inspect the "split" post on the lock cam in the area indicated for breakage or weakened material (tang is overly flexible).

The new lock cam has an additional post.

!!!IMPORTANT!!!

Either of the tangs for the split post could be broken. Broken tangs can occur during lock cam rod installation. Take care when installing the lock cam rod onto this post and inspect it after installation.

If the lock cam is not broken as described, **DO NOT REPLACE** it. Continue with the Cable Return Spring Installation Procedure on the next page.



1. Place the shift lever in the "P" position and the key in the "LOCK" position.
2. Carefully remove the rod from the selector lever lock cam. **!!!CAUTION!!! Take care to not break the tangs of the selector lever lock cam post.**
3. CAREFULLY remove the lock cam retaining washer using a small screwdriver and needle nosed pliers. **!!!CAUTION!!! Take care when removing the retaining washer. If the lock cam mounting post is broken, the shifter assembly must be replaced.**

SUGGESTION: Using needle nosed pliers, squeeze the washer while pulling gently towards you. This will fold it and weaken the metal. Use diagonal cutters to twist the washer and work it off by carefully turning the washer like a nut and pulling at the same time.



4. Slightly depress the release button on the top of the shift lever to rotate the lock cam. Remove the lock cam.
5. Install the new lock cam onto the shift lever assembly.
6. Install the new lock cam retaining washer and confirm that it is secure.

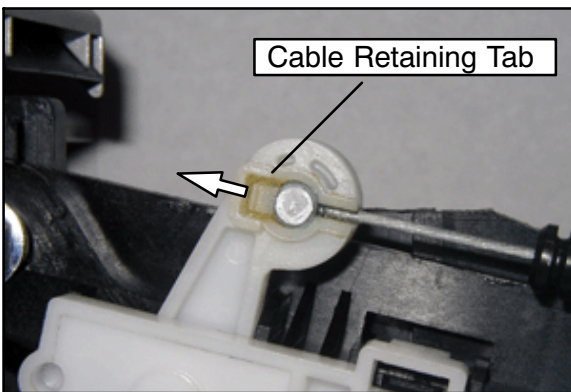
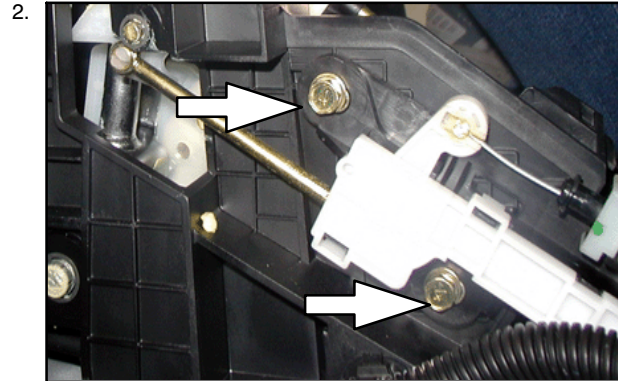
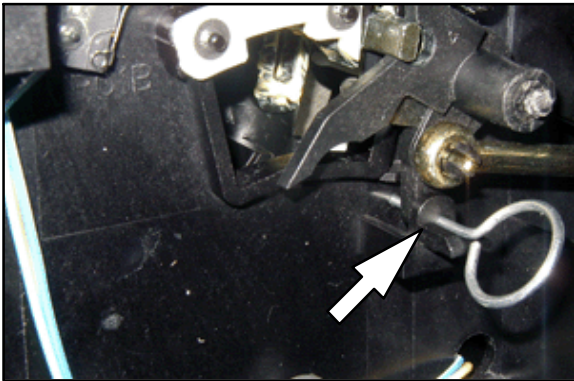
NOTE: Use a small sized socket (~ 8mm) to push the new washer into place.

CABLE RETURN SPRING INSTALLATION PROCEDURE

1. Insert a lock pin (or 2 mm drill bit) into the lock pin hole on the right hand (passenger's) side of the shift lever assembly as shown in the photos below. Ensure that the pin is inserted fully.

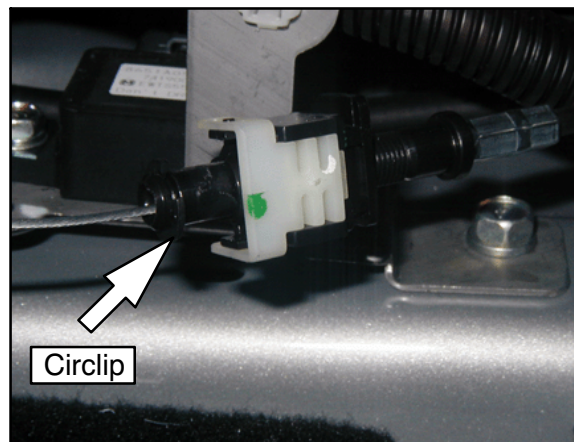
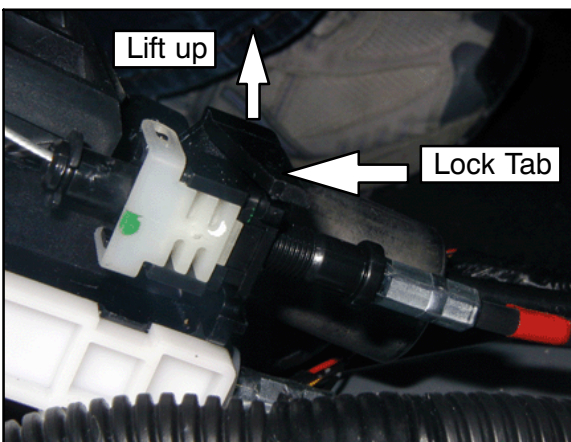
NOTE: Make sure that the lock pin is fully inserted and confirm the lock cam cannot be rotated by attempting to shift gears.

2. Loosen 2 bolts that attach the shift lock cable unit by 2 or 3 turns.



3. Using a small straight blade (—) screwdriver, push the lock tab on the cam lever in the direction of the arrow to release the end of the key lock cable assembly from the cam lever as shown. Remove the cable lug from the cam lever.

4. Lift up on the lock tab to release the key lock cable assembly from the lock cable unit as shown, and remove the key lock cable assembly from its retainer by pulling towards you. Remove the circlip from the key lock cable (if equipped) and discard it.



**CAUTION**

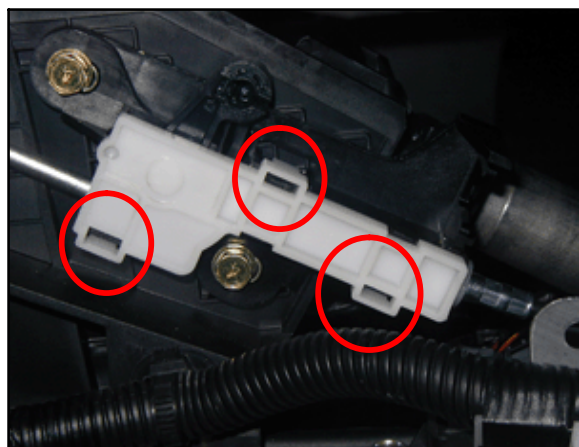
- A) Do not bend the KEY LOCK CABLE ASS'Y when removing it.
 B) Do not release the KEY LOCK CABLE ASS'Y adjustment lock.
 C) If the the KEY LOCK CABLE is bent, or the adjustment lock is released, the cable **MUST** be replaced.

Removing the Cam Lever & Rod Assembly from the Shift Lock Unit.

1. Insert the tip of a small straight blade (—) screw driver into the three (3) slots on the shift lock unit to release the cover.

NOTE: Prior to removing the cam lever & rod assembly, take note of the how the brake cable end rests against the cam lever. When the new cam lever is installed, the cable must be returned to this position.

2. The cam lever & rod assembly can now be removed from the shift lock unit.



1.

2.

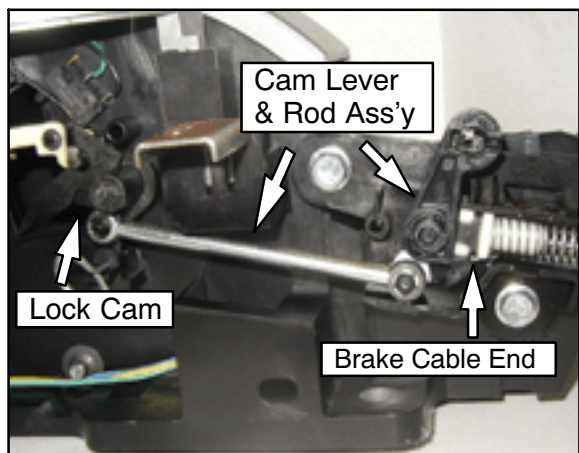
**Installing New Cam (Lever) & Rod Assembly and Cover**

NOTE: It is recommended that you wear gloves for the next step. This will prevent the transfer of grease from your hands to the brake cable end during later steps.

1. Position the new cam (lever) & rod assembly on the shifter assembly and position the brake cable end as shown. Remove the gloves at this time (replace them with clean if desired).

NOTE: IT IS EXTREMELY IMPORTANT TO KEEP GREASE OFF OF THE BRAKE CABLE END. GREASE WILL CAUSE DETERIORATION OF RUBBER COMPONENTS.

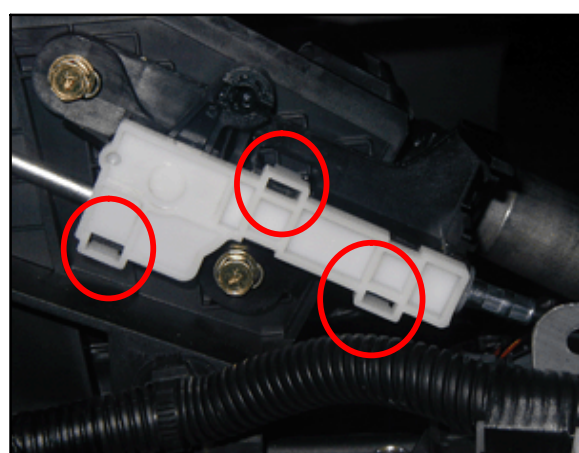
2. Install the end of the rod onto the lock cam. Inspect the lock cam tangs for breakage.
3. Install the cover onto the shift lock cable unit and confirm all 3 tabs are locked securely.



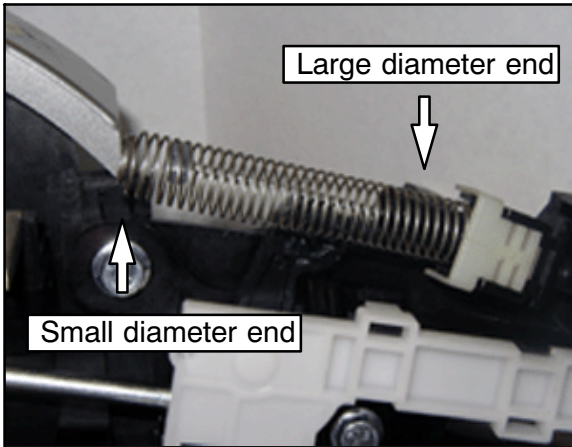
1.

2.

3.



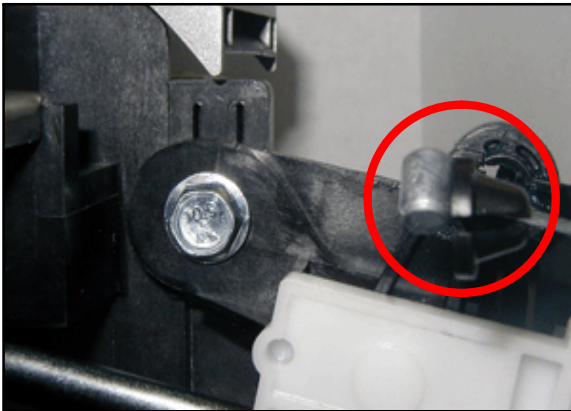
Install the Return Spring



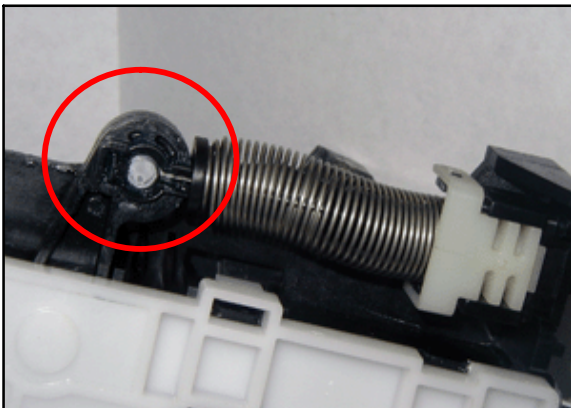
1. Slide the return spring over the key lock cable assembly.

CAUTION: The return spring should be installed large diameter end first so that it fits over the shoulder of the cable.

2. Compress the spring far enough to expose the end of the cable, then install the spring seat by inserting the key lock cable through the slit in the spring seat. Confirm that the small diameter end of the spring fits into the underside of the seat.



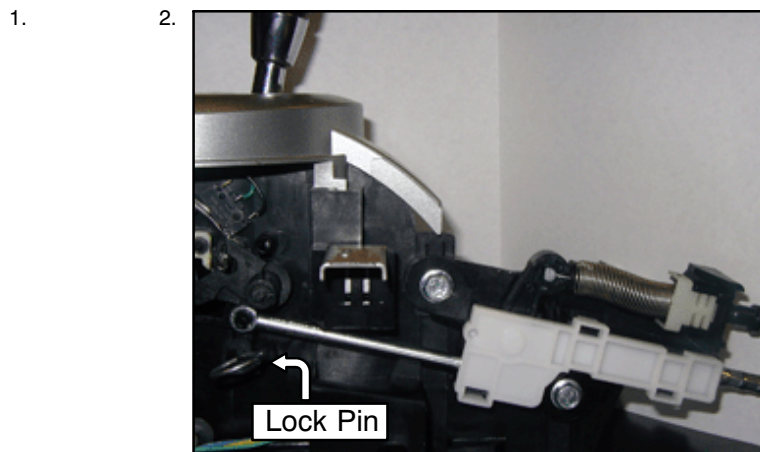
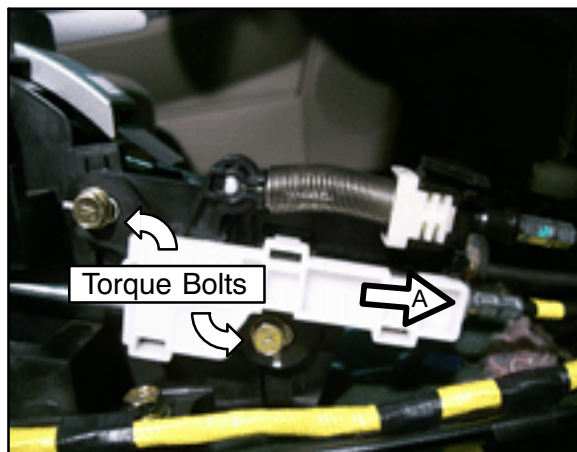
Installing the Key Lock Cable Ass'y to the Shift Lock Cable Unit.



1. Install the socket of the key lock cable assembly into the shift lock cable unit and confirm the key lock cable assembly is securely locked into place.
2. Install the end of the key lock cable into the hole of the cam lever and confirm the lock tab securely holds the cable end in position.

Adjusting the Shift Lock Cable Unit

1. Push the cam lever and shift lock cable unit in direction A and tighten the bolts to $5.0 \pm 1.0 \text{ Nm}$ ($44 \pm 9 \text{ in/lb}$).
2. Remove the lock pin from the selector lever lock cam.



NOTE: DO NOT REASSEMBLE THE CONSOLE AT THIS TIME, CARRY OUT THE FUNCTION INSPECTION THAT BEGINS ON THE FOLLOWING PAGE.

SHIFT LOCK SYSTEM FUNCTION INSPECTION

Perform the following shift lock system function check BEFORE floor console reassembly. Shift gears between P and N to insure that the key cannot be removed unless the transmission selector is in the P position. Insure that the shifter moves smoothly when different gear selections are made.

1. Reconnect the battery.
2. Check lock cam operation with shift lever in "N" position.
 - a) Start engine with shift lever in "P" position.
 - b) Depress the brake pedal.
 - c) Push the shift lever button with the minimum stroke possible, and move shift lever to "N" position.
 - d) Depress the brake pedal full stroke & then release (repeat this step 20 times at 2 second intervals).
 - e) Confirm the ignition key cannot be turned to the "LOCK" position and the key cannot be removed.
 - f) Move the shift lever to the "P" position.
3. Confirm the removal of the ignition key from the key cylinder with shift lever in the "P" position.
 - a) Start the engine with the shift lever in the "P" position.
 - b) Depress the brake pedal.
 - c) Push the shift lever button with full stroke and move the shift lever to the "N" position.
 - d) Continue to depress the brake pedal, push the shift lever button with full stroke, and move the shift lever to the "P" position.
 - e) Release the shift lever button slowly (about 5 seconds).
 - f) Confirm the ignition key can be turned to the "LOCK" position.
4. Perform the following inspection:

Step	Condition			Check Item
	Brake Pedal	Ign. Switch Position	Shift Lever Position	
1	DEPRESSED	LOCK	P	Unable to depress shift button. Unable to shift from P.
2		ACC	P	Able to depress shift button. Able to shift from P. Able to shift to any position.
3	RELEASED	ACC	Any position exc. P	Able to shift to P from any position. Unable to turn the key to LOCK position.
4		ACC	P	Unable to shift from P position. Able to turn key to LOCK position.

NOTE: Confirm the shift lever push button force and the shift lever operation force are normal (no unusual effort).

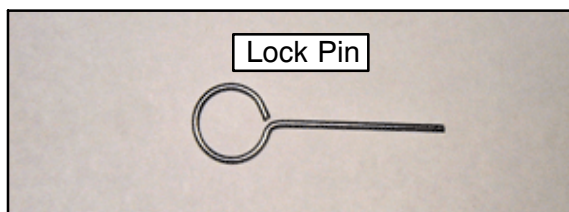
CONSOLE REASSEMBLY

1. Reassemble the console in the reverse order of disassembly. Confirm that all electrical connections and fasteners are properly secured.
2. Restore the customer's audio presets and set the clock.
 - Confirm that the accessory power sockets function.
 - Confirm that the heated seats (if equipped) function and that the switches illuminate in the ON position.
3. Return the seats to their original positions.

PARTS INFORMATION

PARTS MANAGER: Refer to Parts Bulletin [AI-GT-01-08](#) for additional details.

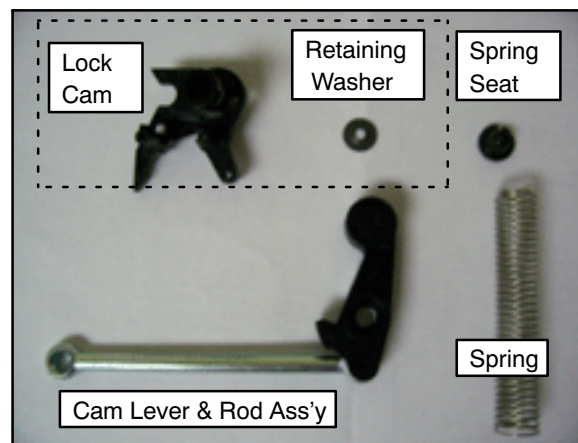
A supply of Shift Interlock Repair Kits will be allocated to each dealer. Determine your actual needs before ordering additional parts.



Required Parts:

Each repair will use **only one** of the part numbers listed below.

Part #	Description
2440A041	Shift Interlock Field Fix Kit <ul style="list-style-type: none"> ● Qty 1 - Spring ● Qty 1 - Spring Seat ● Qty 2 - Cam Lever & Rod Assembly The following are used only if vehicle's lock cam is broken: <ul style="list-style-type: none"> ● Qty 1 - Lock Cam Retaining Washer ● Qty 1 - Lock Cam



RECALL CAMPAIGN CLAIM INFORMATION

Campaign Labor Operation: C0804BXX *Labor Time:* 0.6 hr.

Required Kit Part Numbers

Each repair requires the use of one repair kit. Claim only the one applicable part number (2440A041) with a quantity (QTY) of 1.

Please follow the recall claim example shown beginning on the next page.

Header Section 2004-2005 Galant Shift Interlock TSB SR-08-004

Service Warranty Help

Claim Entry Vehicle Information PQR/VQR

Campaign Information

Campaign Operation No: **C0804B**

Miles/Km: []

VIN: **4A.....**

Service Technician: [] Emp No: [] Service Advisor: [] Emp No: []

Spec Value * [] Duplicate Recall *

Dealer: 99320 Ref No: [] VIN: []

Claim No: [] Adj: [] Claim Status: Incomplete Model and Year: []

Save & Continue Main Menu

Note: In some instances, it may be necessary to arrange towing and/or to provide a temporary rental / loaner vehicle to a customer. Please use the entry fields at the bottom of the campaign claim's labor section.

Special Sublet Selection				
Select	Labor Operation	Labor Operation Description		Amount
<input type="checkbox"/>	SHO	SPECIAL HANDLING ORDER	SHO Parts Order []	[]
<input type="checkbox"/>	RENTACAR	RENTAL CAR CHARGES	Days [] Reason <Select one> [] Rental Company [] Invoice Number []	[]
<input type="checkbox"/>	95300040	FREIGHT CHARGES	Freight Company [] Invoice Number []	[]
<input type="checkbox"/>	95200040	TOWING CHARGES	Towing Company [] Invoice Number []	[]



AFFECTED VEHICLES

MODELS: 2004-05 Galant

Date: August, 2008

Dear Mitsubishi Owner,

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

Reason For Notice: Mitsubishi Motors North America, Inc. (MMNA) has decided that a defect that relates to vehicle safety exists in certain 2004-2005 Galant vehicles. The gearshift to ignition switch interlock system may allow the ignition key to be removed from the ignition switch without placing the gearshift in the Park position. If the driver does not shift to Park before removing the key from the ignition, and does not engage the parking brake, the vehicle could roll and a crash could occur.

What you should do: Please contact your Authorized Mitsubishi Dealer to schedule an appointment to have the shift interlock system repaired on your vehicle, free of charge. When you bring your vehicle in, please show the dealer this letter. (If you misplace this letter, the dealer will still install the new parts on your vehicle, free of charge.)

What your dealer will do: The dealership will install a repair parts kit into the shift interlock assembly.

How long will it take? The time needed for the installation of these new parts is approximately 30 minutes. The dealer may need your vehicle for a longer period of time due to service scheduling issues, but every effort will be made to minimize your inconvenience.

If you have any trouble having your vehicle repaired promptly and at no charge, please inform us by calling the Mitsubishi Customer Relations Department at **888-648-7820**.

Hours: Monday through Friday 6 a.m. to 5 p.m. (Pacific Time)

If, after contacting Mitsubishi Customer Relations, you still have a problem having this repair made promptly and without charge, write to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, D.C. 20590, or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153), or go to <http://www.safercar.gov>.

If you have already encountered a problem regarding the above and have paid for the repair, you may send your original receipts and/or other adequate proof of payment to the following address for reimbursement:

Mitsubishi Customer Relations Department, P.O. Box 6400, Cypress, CA 90630-0064

Notice to Lessors: If you are a lessor of five or more leased vehicles as of the date of this letter, you have an obligation under federal law, (49 CFR Part 577), to provide the lessee of the above referenced vehicle with a copy of this letter by first class mail within ten days of receipt. Further, you must maintain a record, which identifies the lessee to whom you sent a copy of this letter, the date you sent it, and the vehicle identification number (VIN) of the subject vehicle.

We appreciate your prompt attention to this matter.

Sincerely,

Mitsubishi Motors North America, Inc

C0804BXX