



Revised **March** 2016

Dealer Service Instructions for:

Safety Recall R46 / NHTSA 15V-541

Front Suspension Track Bar Frame Bracket

NOTE: An additional labor operation number has been added to address vehicles with a front suspension that was modified with aftermarket components.

Track bar reinforcement brackets are presently not available for 4x2 trucks. Reinforcement brackets for the 4x2 trucks will be available in the third quarter of 2016. A revised version of this recall document will be released when 4x2 reinforcement bracket packages become available. Inspection is still required.

Models

2013 – 2014 (D2) RAM Truck (3500 series)

2014 (DD) RAM Cab Chassis (3500 series)

(DJ) RAM Truck (2500 series)

NOTE: This recall applies only to the above vehicles built from October 09, 2012 through July 29, 2014 (MDH 100906 through 072923).

IMPORTANT: Some of the involved vehicles may be in dealer new vehicle inventory. Federal law requires you to complete this recall service on these vehicles before retail delivery. Dealers should also consider this requirement to apply to used vehicle inventory and should perform this recall on vehicles in for service. Involved vehicles can be determined by using the VIP inquiry process.

Subject

The front suspension track bar frame bracket on about 149,500 of the above vehicles may have been improperly welded to the frame rail during the manufacturing process. The front suspension track bar frame bracket welds may break and allow the front suspension track bar frame bracket to separate from the frame rail. A separated front suspension track bar frame bracket will cause diminished steering response and could cause a crash without warning.

Repair

The front suspension track bar frame bracket welds must be inspected. Vehicles found with cracked and/or separated welds must have the track bar frame brackets reviewed to determine if they should be repaired, replaced or no action is required before reinforcement package is installed.

Alternate Transportation

Dealers should attempt to minimize customer inconvenience by placing the owner in a loaner vehicle if inspection determines that front suspension track bar frame bracket replacement is required and the vehicle must be held overnight.

Parts Information

<u>Part Number</u>	<u>Description</u>
CBNKR461AA	Track Bar Bracket Reinforcement Package (4x4 only)

Each package contains the following components:

<u>Quantity</u>	<u>Description</u>
1	Bracket, Front Reinforcement
1	Bracket, Rear Reinforcement
1	Bolt, (M18 x 90)
1	Nut (M18)
1	Nut, Flag (M10)
4	Riv-Nut (M10 / 1.5)
5	Screw, Internal Torx Head Cap (M10 / 1.5)
1	Screw, Flange Hex Head (M14 / 1.5)
1	Nut, Free Running Hex
1	Washer, Flat (M10)
1	Clip, Plastic
1	Wire, Bolt Fish (M14 x 22" long)

Each dealer to whom vehicles in the recall were assigned will receive enough Track Bar Bracket Reinforcement Packages to service about 20% of those vehicles.

REMINDER: Be sure to order one bracket installation package for each repair.

Parts Information (Continued)

Part Number **Description**
CBNKR464AA **Track Bar Reinforcement Bracket Installation Kit**

NOTE: Order one kit for each repair.

SPECIAL NOTE: The three transfer punches included in CBNKR464AA kit are incorrect and they should be discarded. The replacement transfer punches in CBNKR465AA kit are correct and should be used for all involved vehicle repairs.

Each package contains the following components:

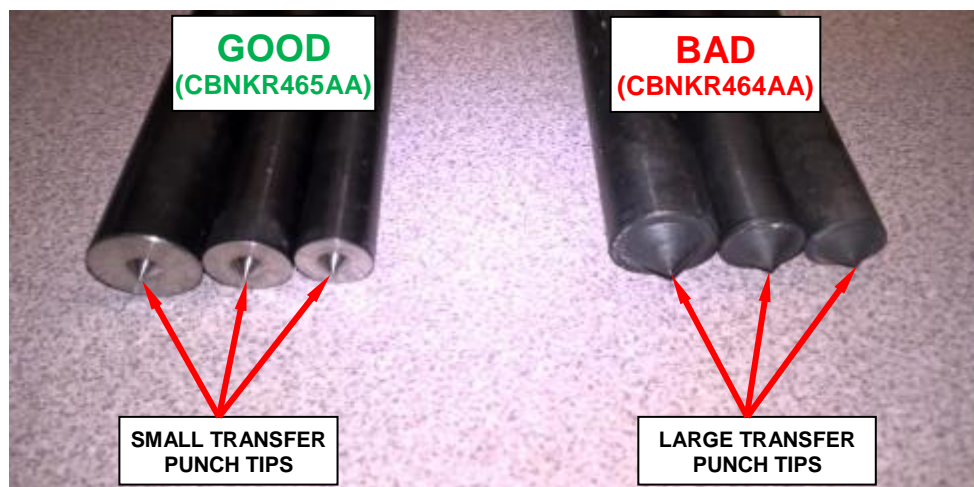
<u>Quantity</u>	<u>Description</u>
1	Bit, Drill 1/8"
1	Bit, Drill 3/16"
1	Bit, Drill 1/4"
1	Bit, Drill 7/16"
1	Bit, Drill 17/32"
1	Bit, Drill 5/8"

Part Number **Description**
CBNKR465AA **Transfer Punch Kit** (green paint dot on the transfer punch shank indicates it is a good transfer punch)

NOTE: One set of transfer punches can mark 50 vehicles.

Each package contains the following components:

<u>Quantity</u>	<u>Description</u>
1	Punch, Transfer (11 mm)
1	Punch, Transfer (15 mm)
1	Punch, Transfer (15/32")



Parts Information (Continued)

<u>Part Number</u>	<u>Description</u>
04318031	Adhesive, Mopar Lock & Seal (MS-CC75) NOTE: One tube of adhesive can repair 10 vehicles.
04443633	Primer, Spray (MS.90082) NOTE: One can of spray primer can repair 8 vehicles.
04443609	Paint, Black Spray (MS-PF-1-25) NOTE: One can of spray paint can repair 8 vehicles.

NOTE: Track bar reinforcement brackets are presently not available for 4x2 trucks. If there are no cracked weld(s), fractured weld(s) and/or the bracket separation from the left frame rail, no further action is required at this time.

Track Bar Bracket Reinforcement Packages for the 4x2 trucks will be available in the third quarter of 2016. A revised version of this recall document will be released when 4x2 reinforcement bracket packages become available.

Parts Return

No parts return required for this campaign.

Special Tools

The following special tool may be required to perform this repair:

- C3894-A Puller, Drag Link

Service Procedure**A. Inspect Front Suspension Track Bar Frame Bracket**

1. Raise the truck on an appropriate hoist
2. Clean the track bar frame bracket area with brake cleaner or equivalent.
3. Inspect **all** track bar frame bracket welds for cracks, fractures and/or track bar bracket separation from the left frame rail (Figure 1, 2, 3, and 4).

- If the vehicle's front suspension has been modified with aftermarket suspension components that alter the track bar bracket, so as to prevent installation of the Front Suspension Track Bar Reinforcement Brackets, the recall cannot be completed. Return the vehicle to the customer and inform the customer that the recall remedy was not completed and explain the reason why.

NOTE: Only if the vehicle is returned to the original build configuration can the owner have the recall performed. The vehicle owner is responsible for the cost to return the vehicle to the original build configuration.

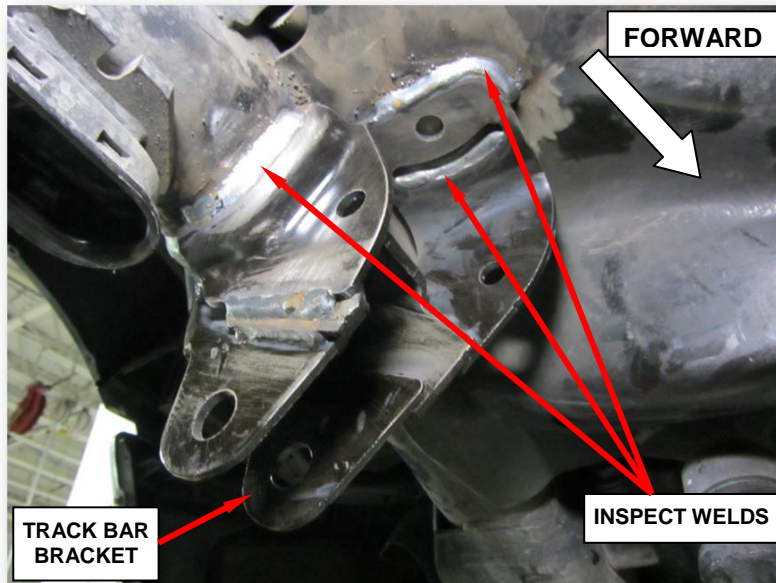
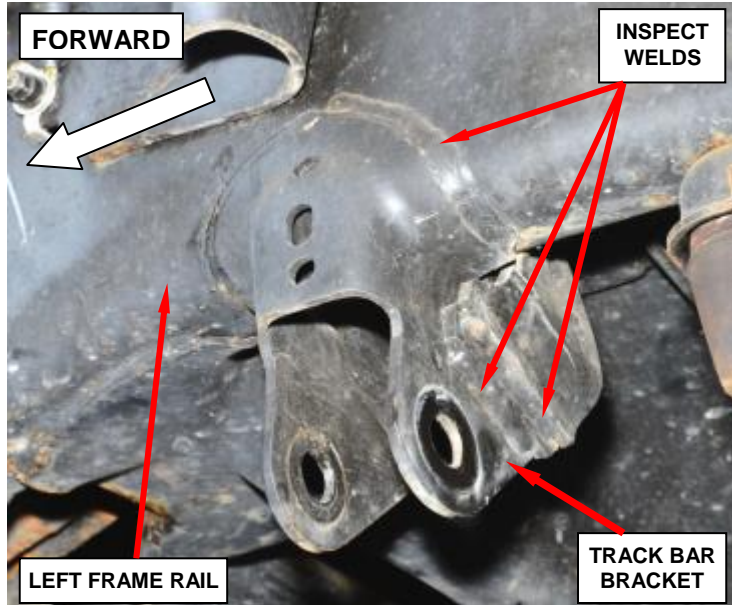
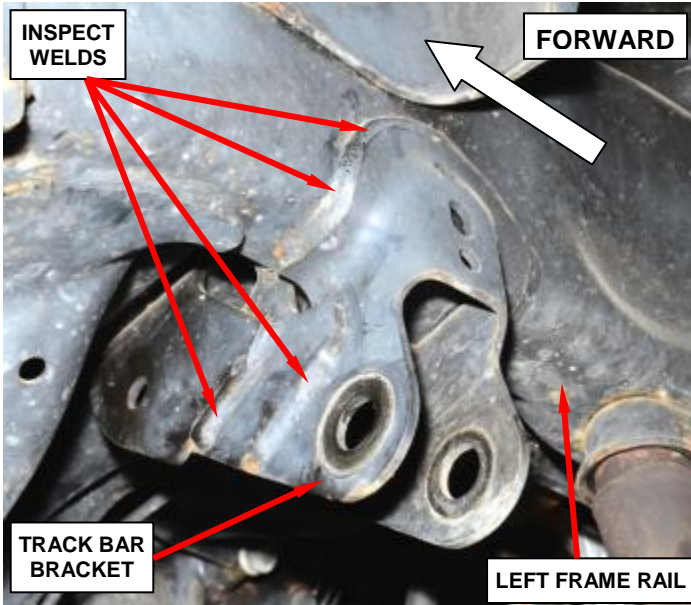
- **For 4x4 trucks**, if there are no cracked weld(s), fractured weld(s) and/or the bracket separation from the left frame rail, continue with **Section B. Front Suspension Track Bar Reinforcement Bracket Installation**.
- **For 4x2 trucks**, track bar reinforcement brackets are presently not available. If there are no cracked weld(s), fractured weld(s) and/or the bracket separation from the left frame rail, no further action is required at this time. Return the vehicle to the customer.
- **For 4x2 and 4x4 trucks**, if the front suspension track bar bracket is found to have cracked weld(s), fractured welds and/or the bracket is separated from the frame, use the following procedure:
- a. Using a digital camera, photograph the track bar bracket and the surrounding area. Images should at minimum, mirror the three images shown in Figure 1. Make sure all the pictures are clear and in focus.
- NOTE: All photographs submitted must be in .jpg format.**
- b. Have the vehicle information available (VIN / Mileage / Owner Information)
 - c. Enter the DealerCONNECT system to initiate a Service Technical Assistance Resource (STAR) case.

Service Procedure (Continued)

- d. Select the “**Service**” tab.
- e. Select “**TechCONNECT**” in the “Repair Information” box.
- f. Enter the **Vehicle Identification Number** (VIN) and click the blue “**Submit**” button.
- g. Click the “**Request Technical Assistance**” box.
- h. Follow the screen prompts to start a STAR case.
- i. FCA will review the case and determine which of the following actions will be required:
 - Schedule a weld team to repair the welds.
 - Schedule a weld team to replace the bracket.
 - No action required, install reinforcement kit.

CAUTION: Do not remove the front axle assembly until request has been reviewed and a weld team has been scheduled to perform the repair or replacement. Continue with Section D. Remove Front Axle for Welding Access just prior to the scheduled date and time the weld team is to arrive at your dealership.

Service Procedure (Continued)



**Figure 1 – Suspect Weld Locations on Front and Back Side of Track Bar Bracket
(Track Bar Removed for Photographic Purposes Only)**

Service Procedure (Continued)

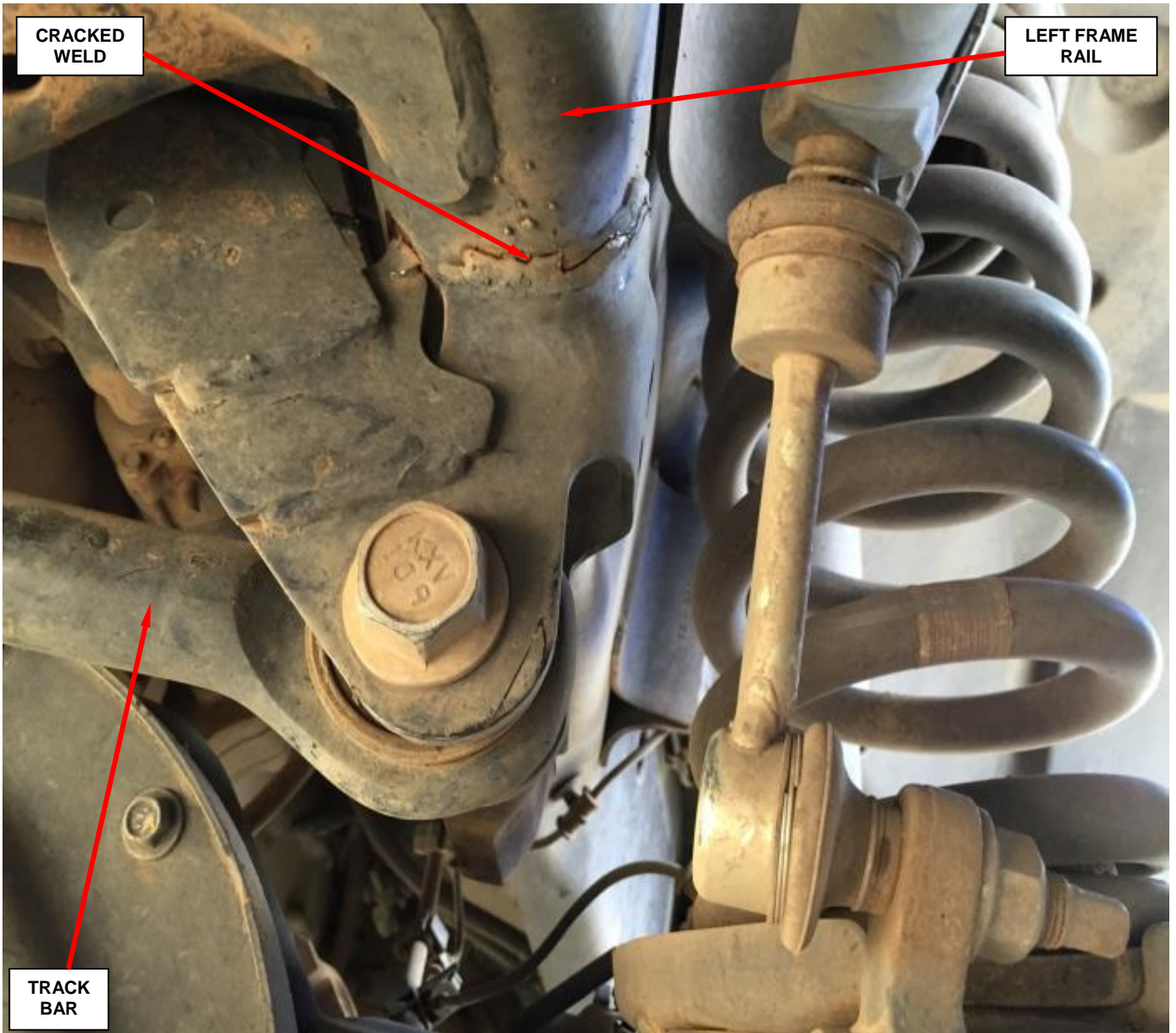


Figure 2 – Example of a Cracked Track Bar Bracket Weld

Service Procedure (Continued)

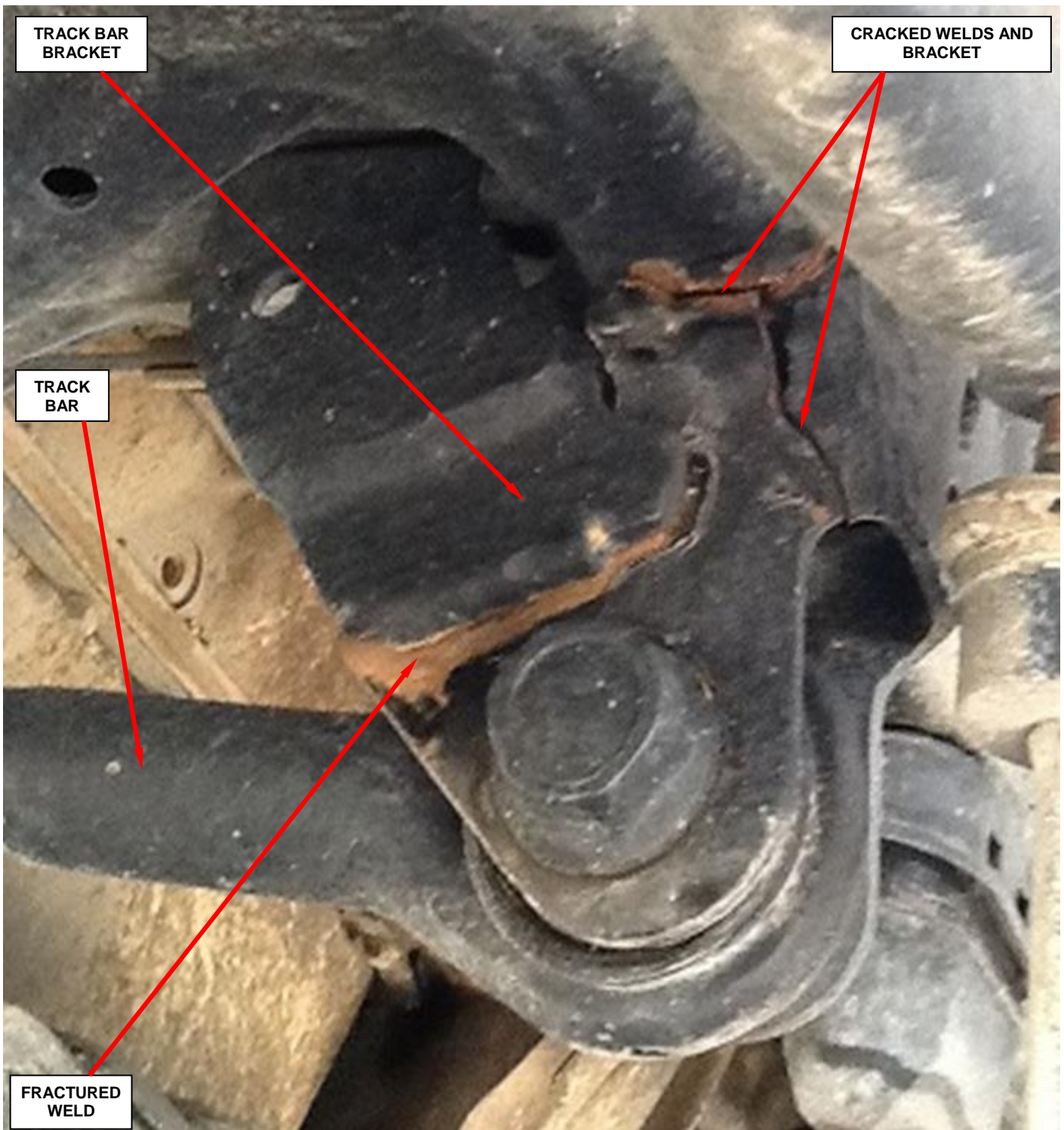


Figure 3 – Example of a Fractured Weld at Track Bar Bracket

Service Procedure (Continued)

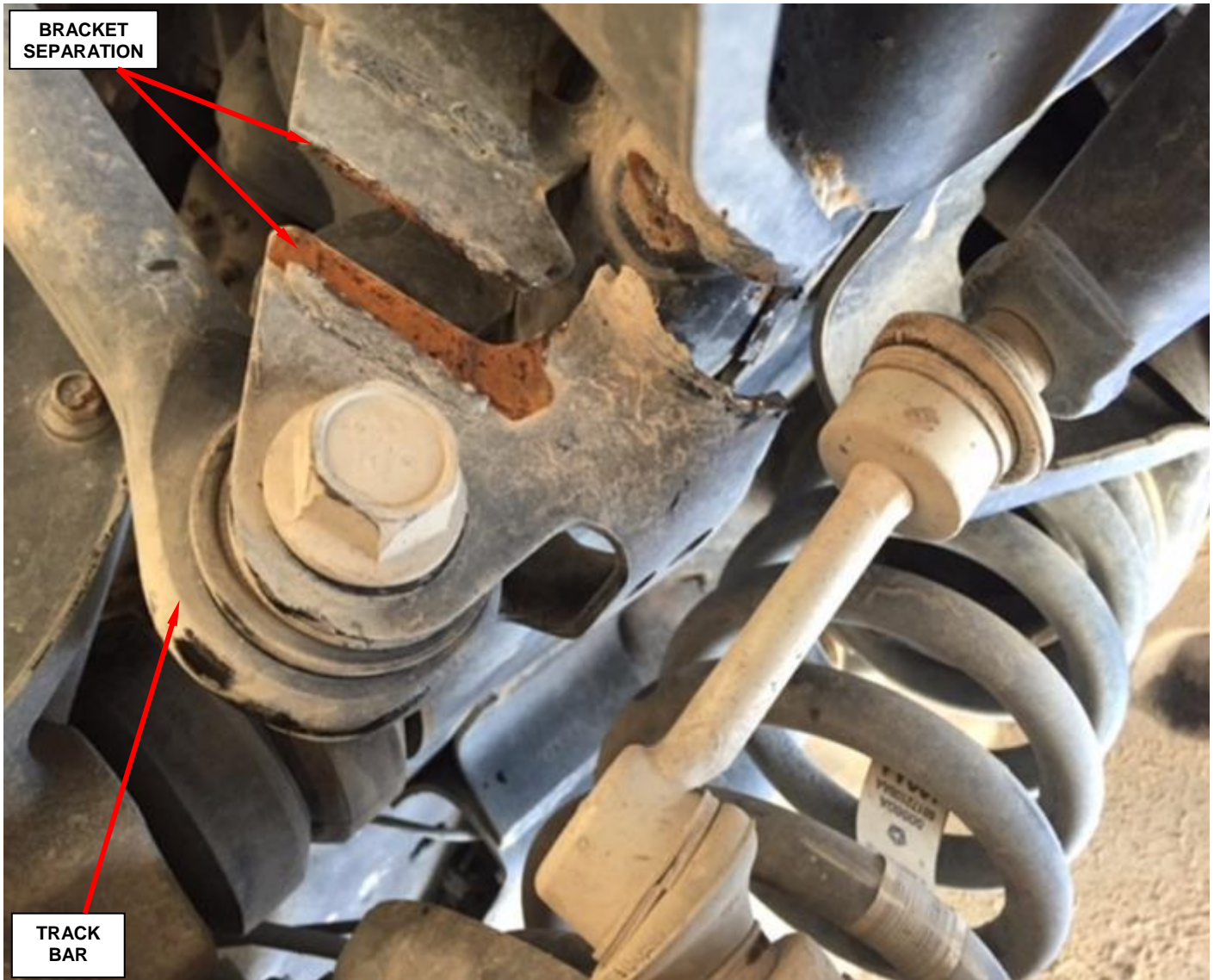


Figure 4 – Example of Track Bar Bracket Separated from the Left Frame Rail

Service Procedure (Continued)**B. 4x4 Front Suspension Track Bar Reinforcement Bracket Installation**

CAUTION: It is critical that these repair instructions are performed exactly as written. Do not perform steps out of order. The holes drilled in the frame will be out of location if these instructions are not followed as written.

1. Carefully disconnect the vent hose at the front axle (Figure 5).
2. Turn the front wheels to the full “right turn” position to gain additional clearance from the pitman arm (Figure 6).

NOTE: Removing the front axle vent will give added access to the work area.

3. Remove the track bar bolt and flag nut from the track bar at the frame bracket (Figure 6).

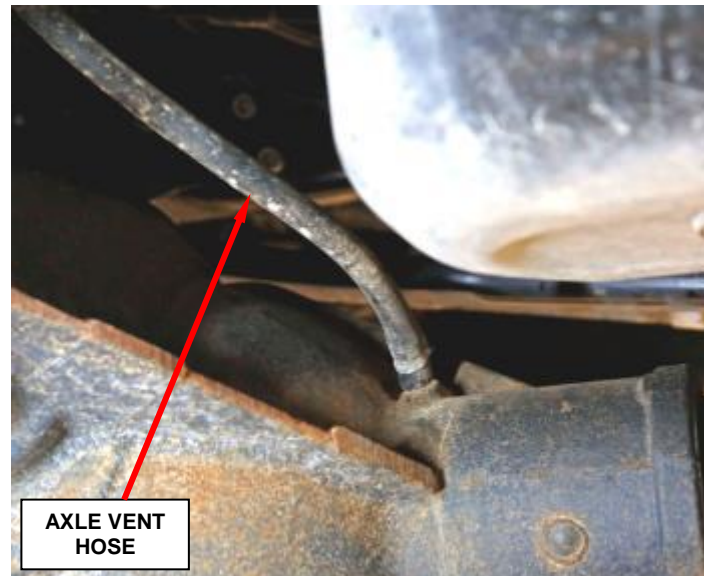


Figure 5 – Front Axle Vent Hose

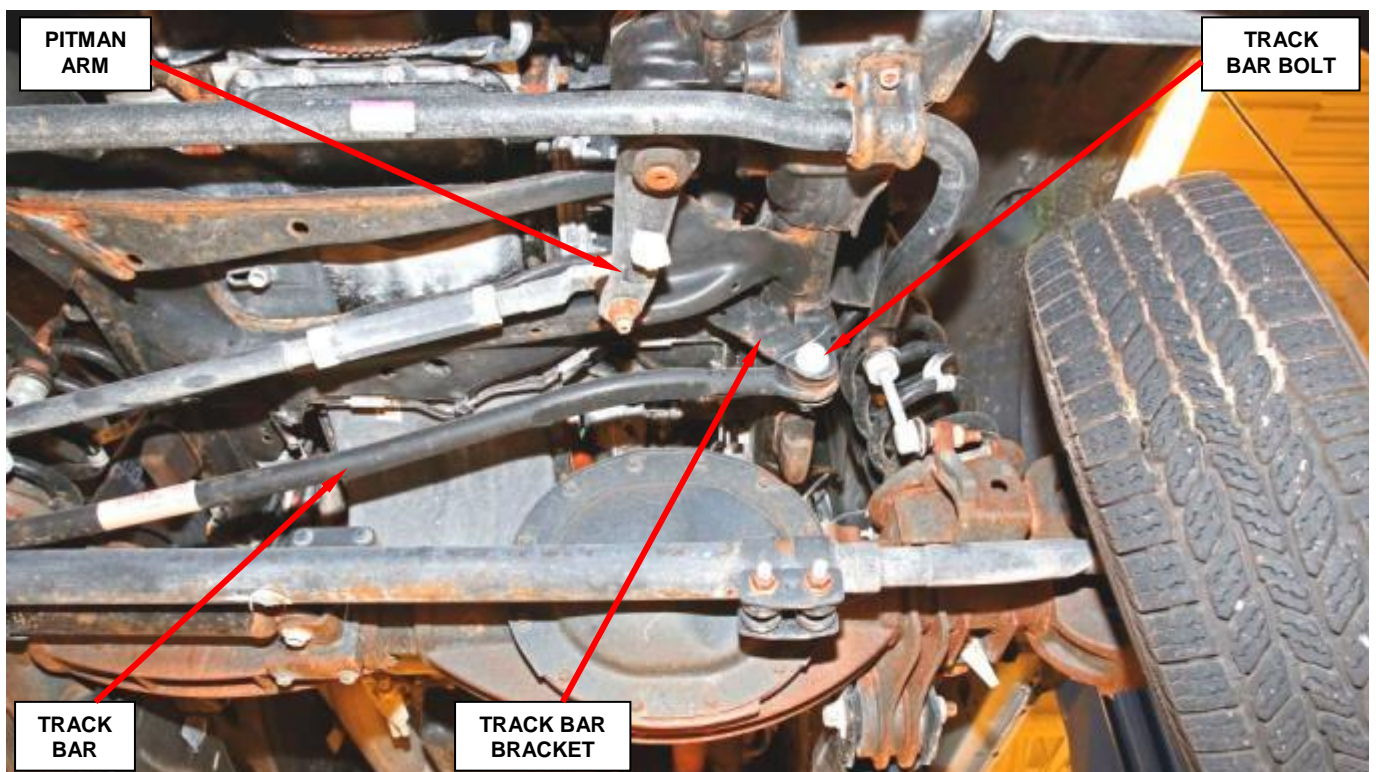


Figure 6 – Turn Front Wheels full Right and Remove Track Bar Bolt

Service Procedure (Continued)

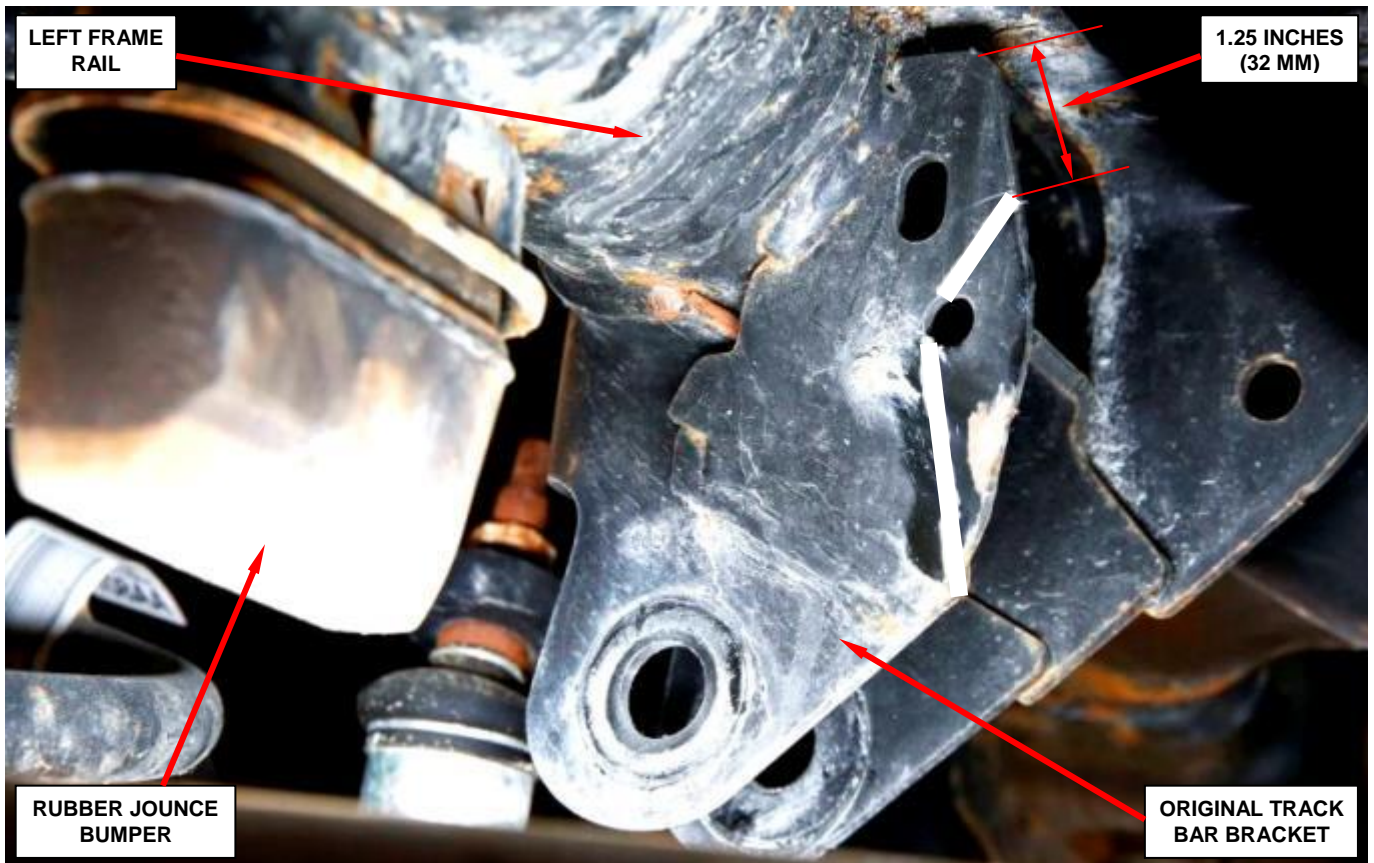


Figure 7 – Mark Frame and Cut Bracket with a Cut-Off Wheel

4. Use the following procedure to modify the existing frame bracket:
 - a. Mark the frame bracket shown in Figure 7.
 - b. Carefully disconnect the brake tube from the two original plastic routing clips (Figure 8).
 - c. Relocate the brake tube to gain clearance for the cut-off wheel.

CAUTION: Use extreme care not to allow the cut-off wheel to come in contact with the brake tube.

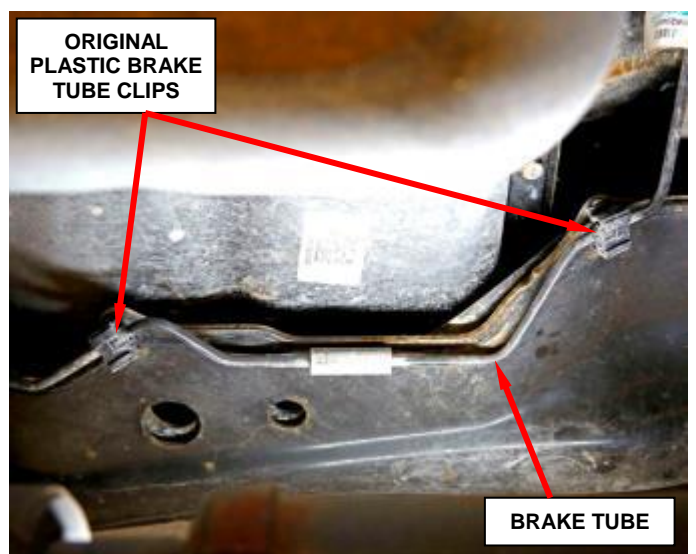


Figure 8 – Brake Tube Plastic Clips

Service Procedure (Continued)

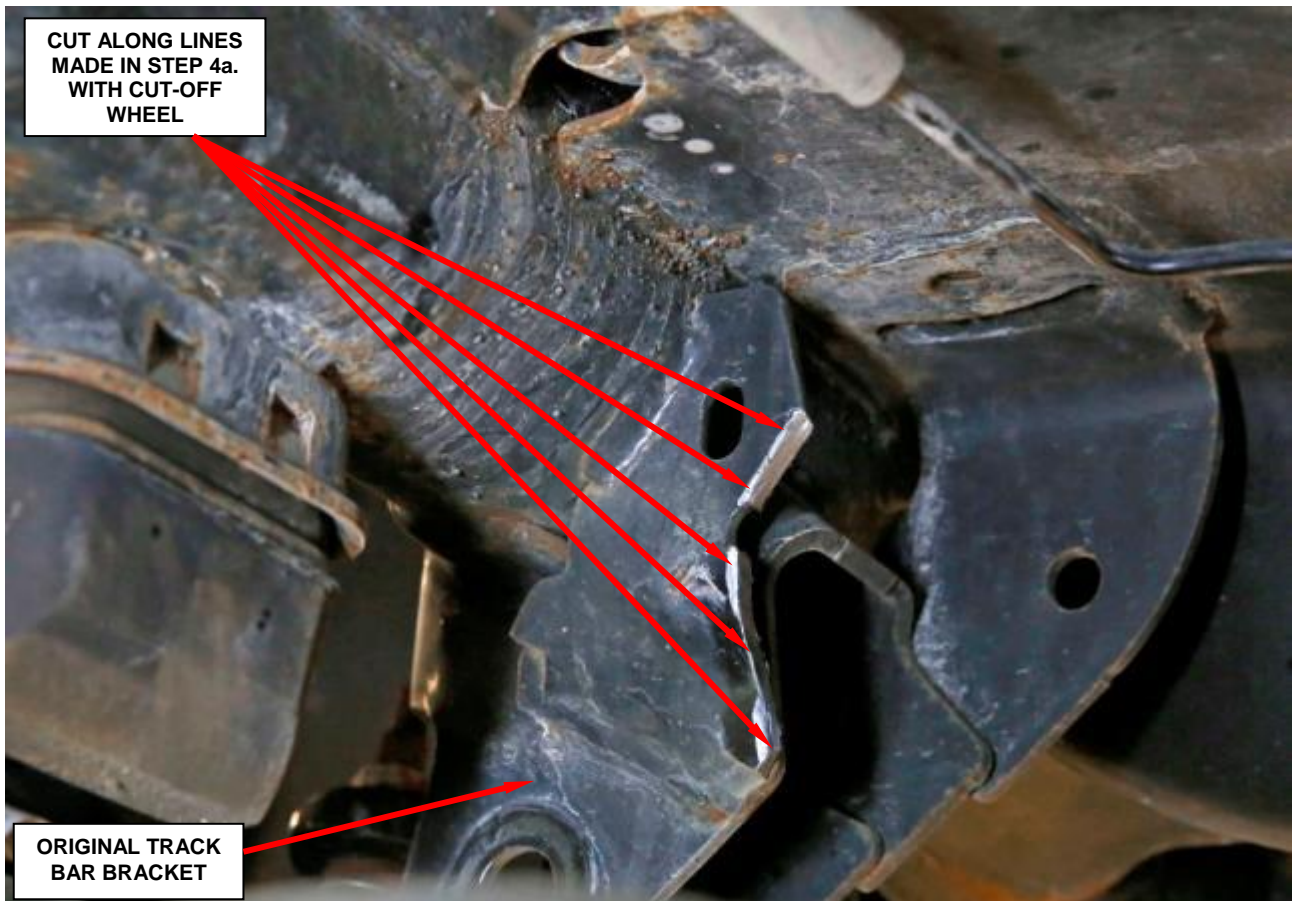


Figure 9 – Correctly Cut Track Bar Bracket

d. Using a cut-off wheel, cut the frame bracket along the lines made in Step 4a.

e. Using a small grinder, remove any burrs from the cut edge of the frame bracket.

Service Procedure (Continued)

- Using the original track bar bolt and flag nut, temporarily place the new reinforcement brackets onto the frame rail bracket (Figure 10). Tighten the original track bar bolt just enough to hold the new reinforcement brackets in place.

CAUTION: Be sure to push the reinforcement brackets tight against the frame before snugging the track bar bolt.

- Using the supplied transfer punches, center punch the two hole locations shown in Figure 10, using the new reinforcement brackets as a template.

NOTE: The transfer punches that come in installation kit CBNKR464AA have the incorrect transfer punches and should not be used for this repair. Use the transfer punches from kit CBNKR465AA.

- Carefully remove the reinforcement brackets.

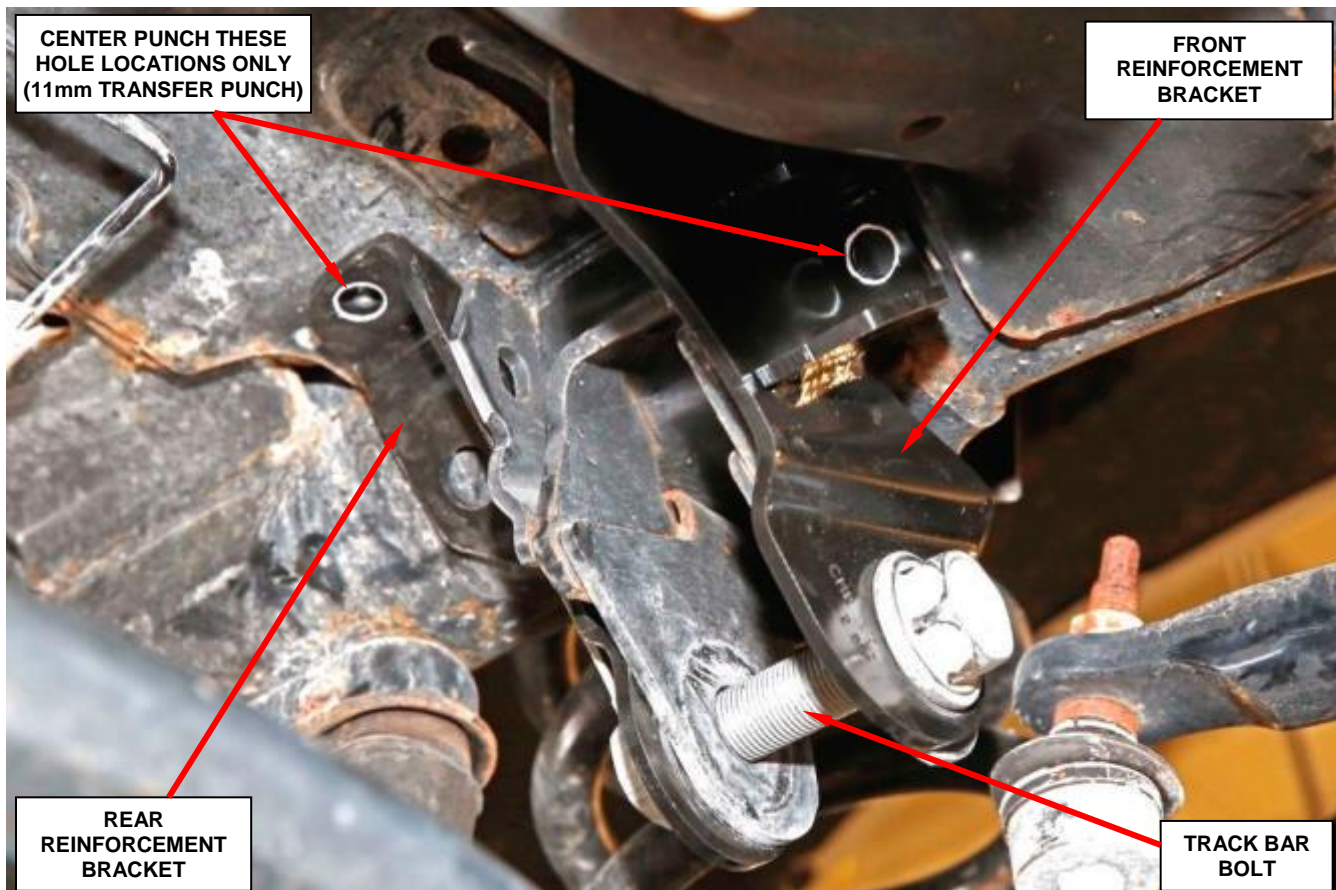


Figure 10 – Temporarily Install Track Bar Reinforcement Brackets

Service Procedure (Continued)

8. Using the supplied drill bit, drill a 1/8" diameter pilot hole at the two center punch marks made in Step 6 of this procedure.
9. Using the supplied drill bit, enlarge the two pilot holes drilled in Step 8 of this procedure to 3/16" diameter.
10. Using the supplied drill bit, enlarge the two holes drilled in Step 9 of this procedure to 7/16" diameter.
11. Using the supplied drill bit, enlarge the two holes in the frame to 17/32" diameter.
12. Remove all burrs from the two holes drilled in the frame.
13. Apply one coat each of primer and top coat paint to the two hole openings drilled.
14. Using a small hammer, tap a riv-nut into each of the 17/32" diameter holes.

CAUTION: Make sure the riv-nut shoulder is flush against the frame surface.

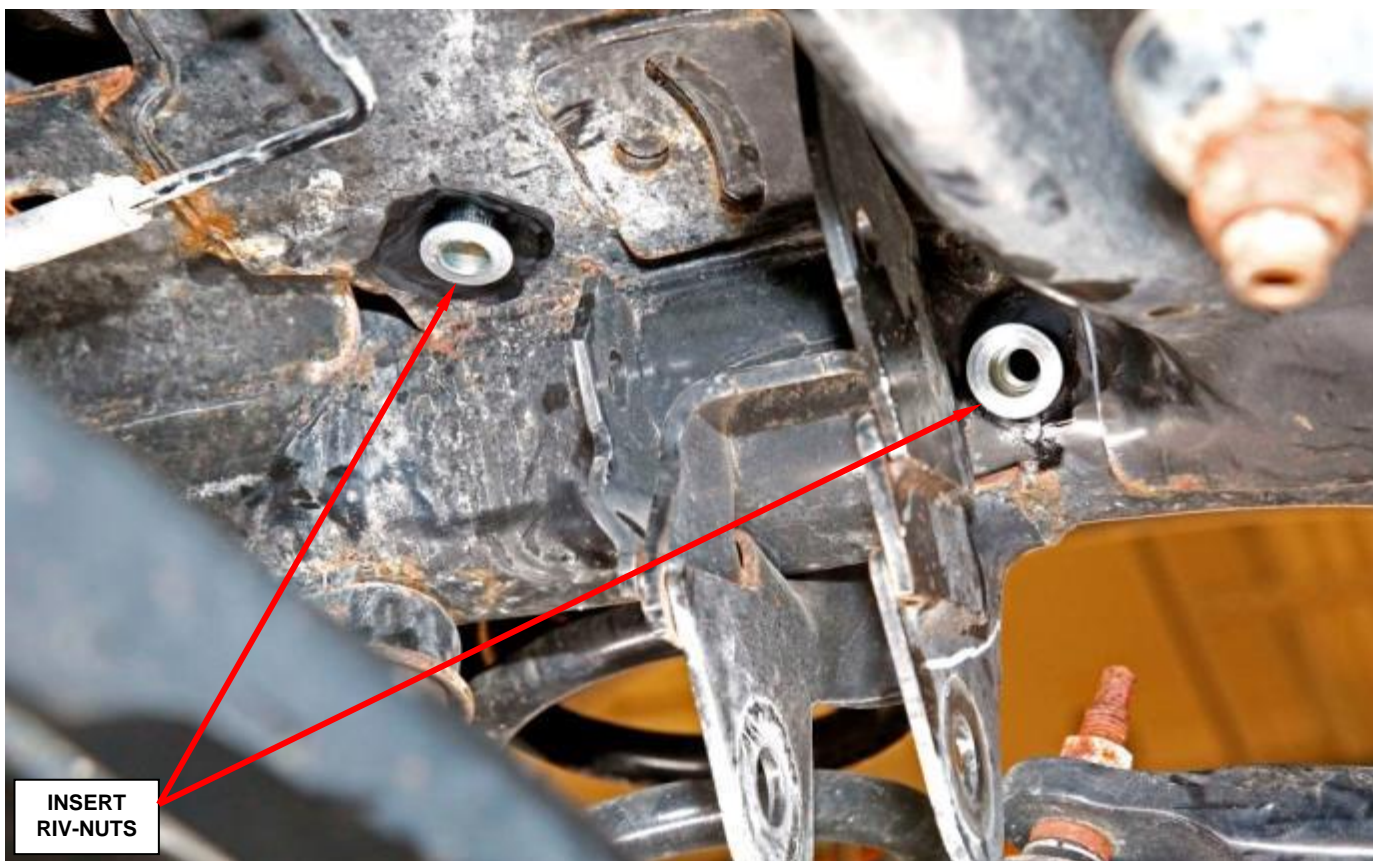


Figure 11 – Install Two Riv-Nuts

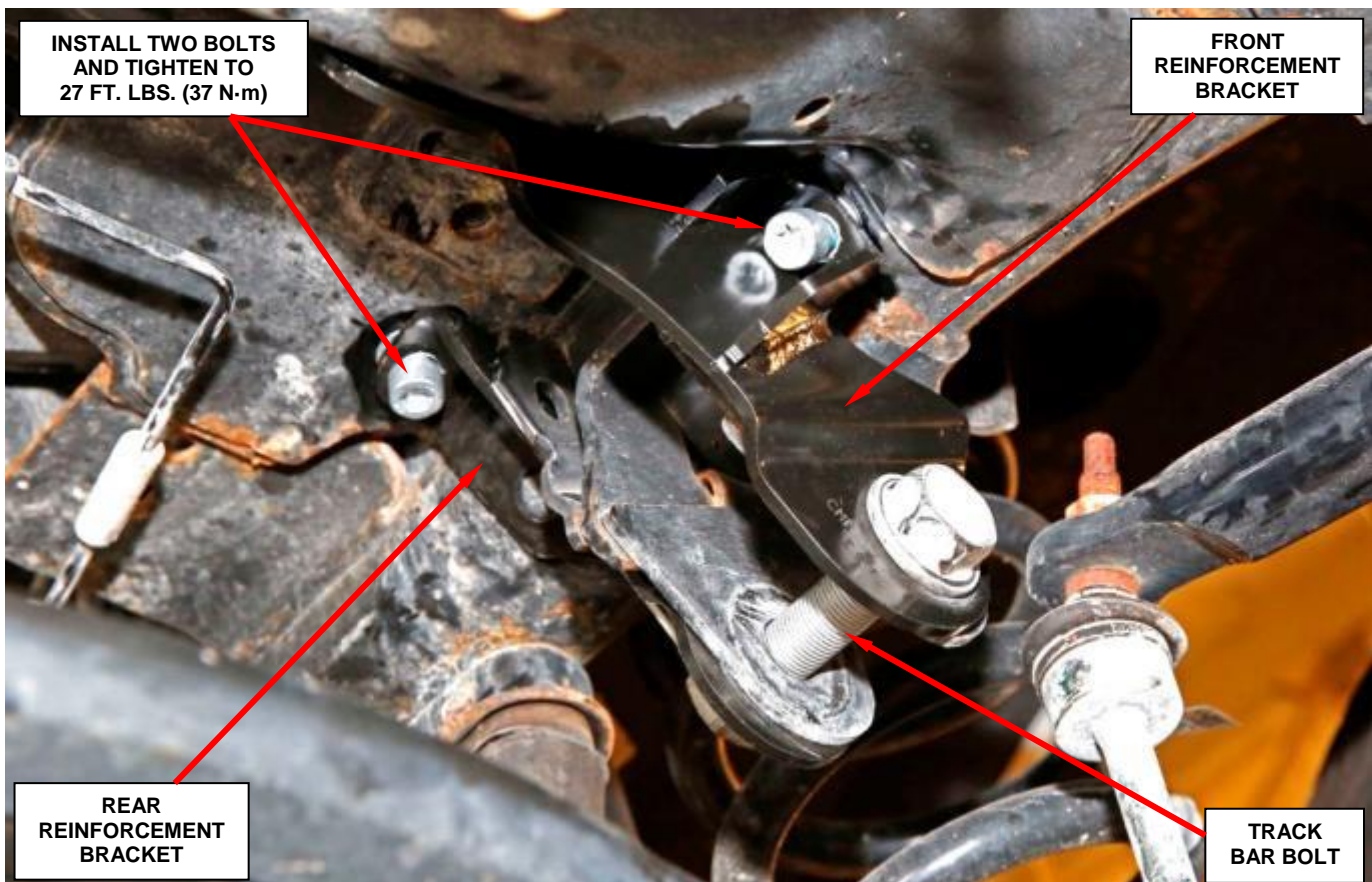
Service Procedure (Continued)

Figure 12 – Temporarily Install Reinforcement Brackets

15. Install the reinforcement brackets into the position. Install the original track bar bolt finger tight.
16. Install the two bolts into the riv-nut holes finger tight.
17. Push the reinforcement brackets into place and snug the original track bar bolt.
18. Tighten the two riv-nut bolts to 27 ft. lbs. (37 N·m) to crimp the riv-nuts.

NOTE: If the riv-nut spins in the hole and cannot be crimped, refer to Section C. Crimping Riv-Nut for an alternate method to crimp the riv-nut.

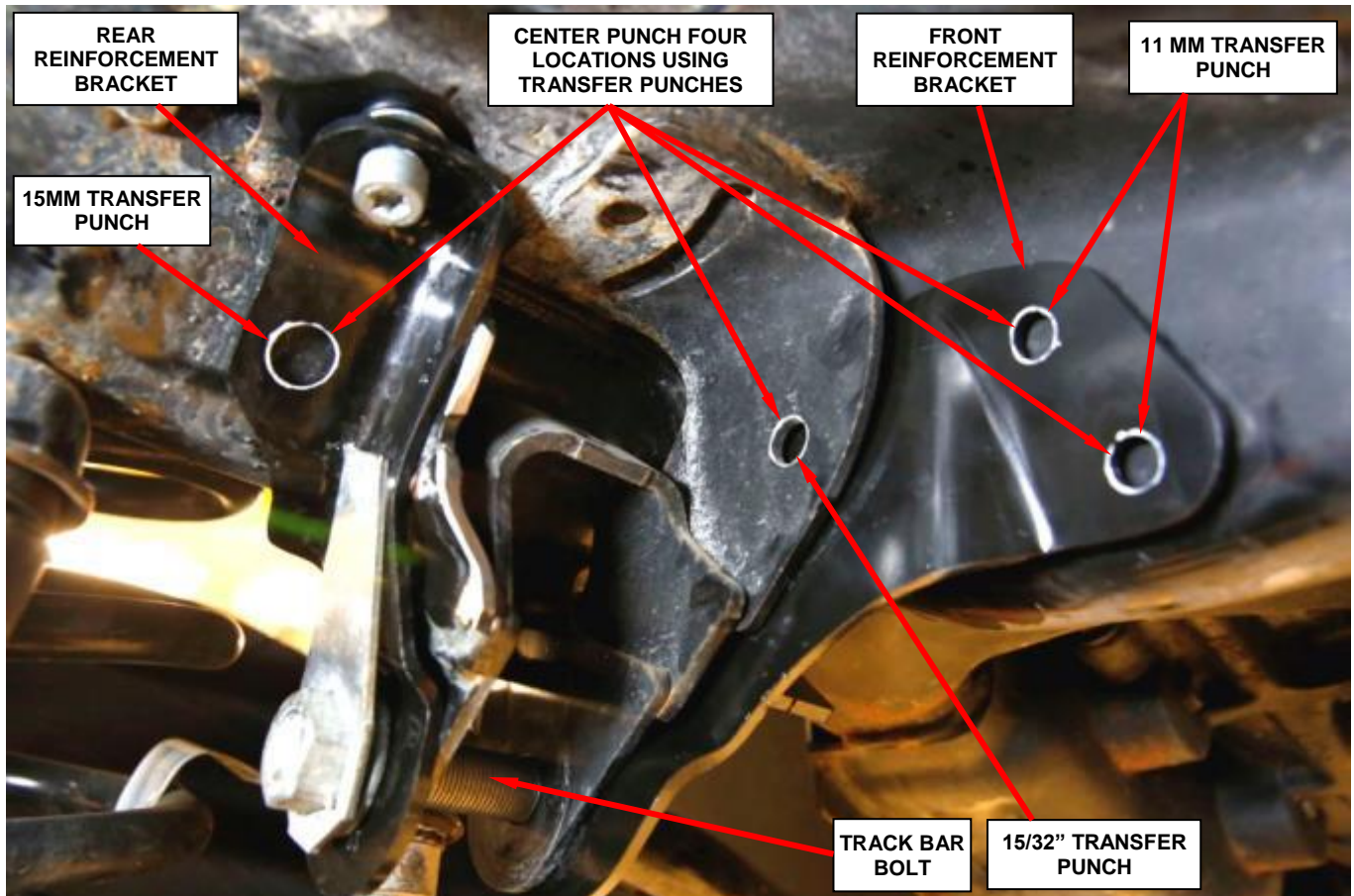
Service Procedure (Continued)

Figure 13 – Center Punch the Remaining Four Holes with Transfer Punch

19. Using the proper size transfer punch, center punch the remaining four holes (three on the frame and one on the reinforcement bracket).

NOTE: The transfer punches that come in installation kit CBNKR464AA have the incorrect transfer punches and should not be used for this repair. Use the transfer punches from kit CBNKR465AA.

20. Remove and save the reinforcement brackets.

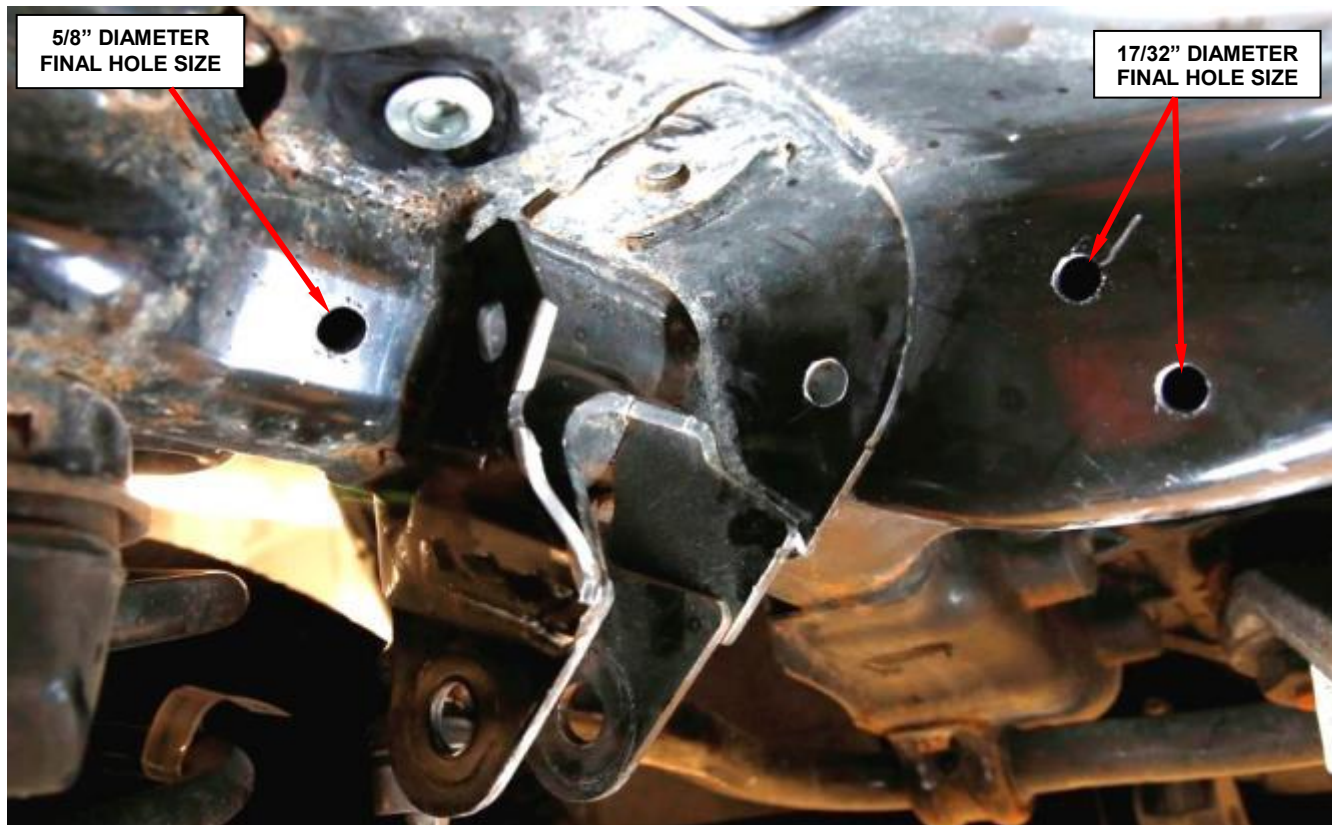
Service Procedure (Continued)

Figure 14 – Drill Three Holes in Frame at Center Punch Marks

21. Using the supplied drill bit, drill a 1/8" diameter pilot hole at all center punch marks made in Step 18 of this procedure (three holes on the frame and one on the front reinforcement bracket) (Figure 14 and 15).

22. Using the supplied drill bit, enlarge all holes drilled in Step 21 of this procedure to 3/16" diameter (three holes on the frame and one on the front reinforcement bracket).

23. Using the supplied drill bit, enlarge all holes drilled in Step 22 of this procedure to 7/16" diameter (three holes on the frame and one on the front reinforcement bracket).

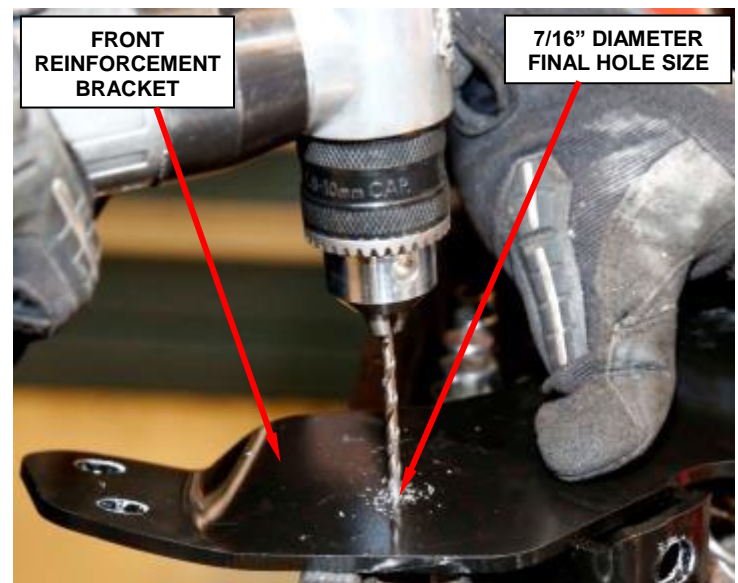
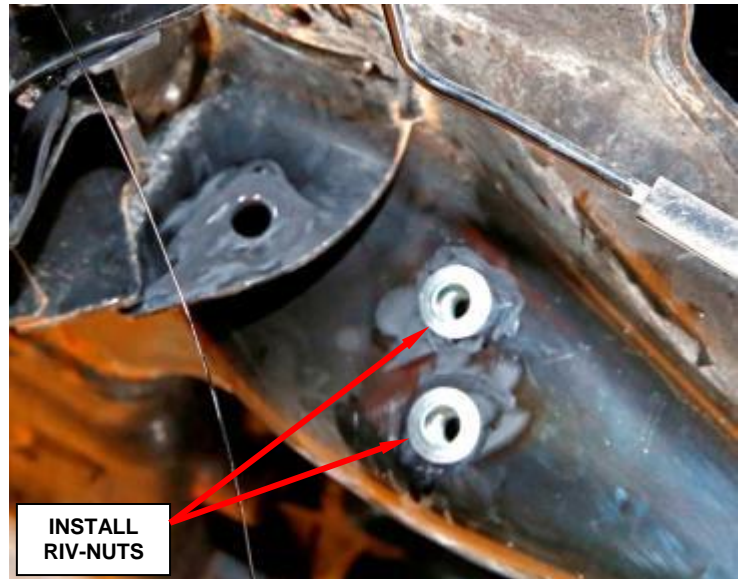


Figure 15 – Drill One Hole In Front Reinforcement Bracket to 7/16"

Service Procedure (Continued)

24. Using the supplied drill bit, enlarge the three holes on the frame drilled in Step 23 of this procedure to 17/32" (three frame holes only) (Figure 14).
25. Enlarge the one hole in the frame rail shown in Figure 14 to from 17/32" to 5/8".
26. Remove all burrs from remaining holes.

**Figure 16 – Install Riv-Nuts into 17/32" Holes**

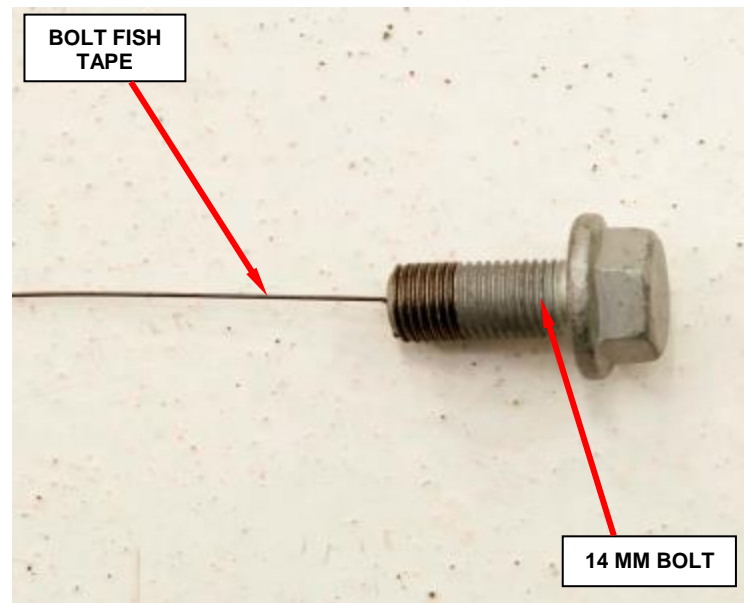
27. Apply one coat each of primer and top coat paint to all hole openings drilled and any bare metal edges.
28. Using a small hammer, tap a riv-nut into each of the 17/32" holes (Figure 16).

CAUTION: Make sure the riv-nut shoulder is flush against the frame surface.

29. Screw the 14 mm nut onto the 14 mm bolt two or three times to clear any burrs from the bolt threads.

NOTE: Run the 14 mm nut up and down the bolt will make installing the bolt easier.

30. Screw the 14 mm bolt into the "bolt fish tape" tool supplied with the kit (Figure 17).

**Figure 17 – "Bolt Fish Tape" Tool**

Service Procedure (Continued)

31. Using a piece of mechanic’s wire and starting at the 5/8” diameter frame hole, insert the mechanic’s wire and feed it through the frame until it comes out the existing hole in the outside face of the left frame rail (Figure 18).

32. Connect the mechanic’s wire end to the “bolt fish tape” end at the outside face of the left frame rail (Figure 18).

33. Carefully pull the mechanic’s wire out of the 5/8” hole until the “bolt fish tape” is pulled through the 5/8” frame hole.

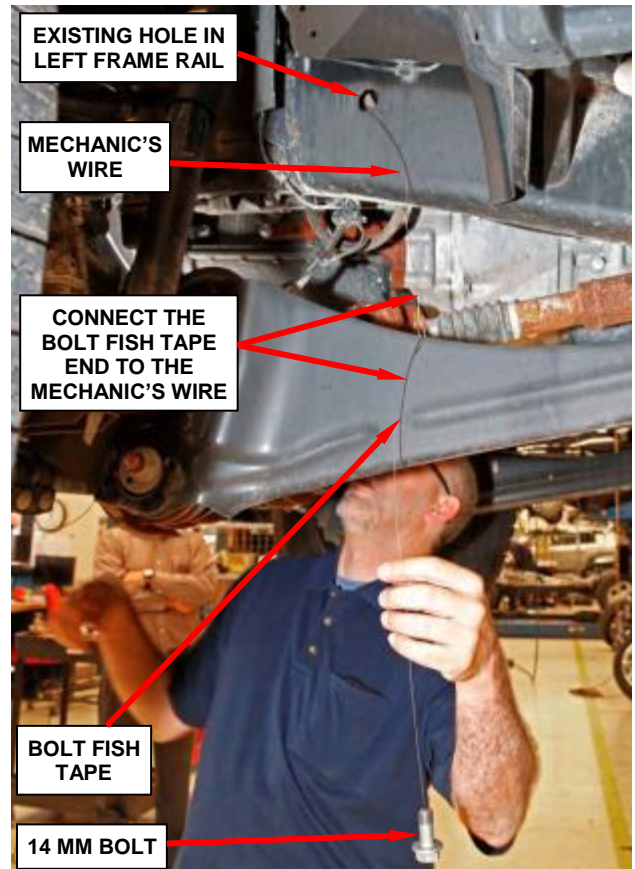


Figure 18 – Install 14 MM Bolt

34. Disconnect the mechanic’s wire from the “bolt fish tape” end.

35. Carefully pull the “bolt fish tape” until the 14 mm bolt is seated in the 5/8” frame hole (Figure 19).

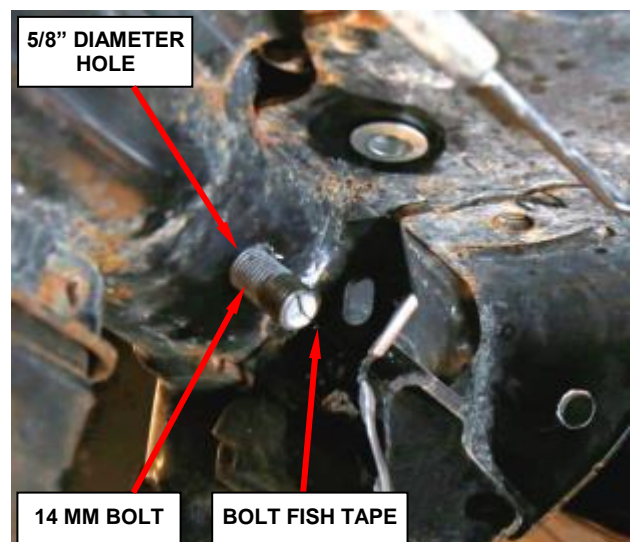


Figure 19 – 14 MM Bolt in 5/8” Diameter Hole Location

Service Procedure (Continued)

36. Remove and save the left side rubber jounce bumper (Figure 20).
37. Thread the fish tape through the corresponding hole in the rear reinforcement bracket and place the bracket into position.
38. Install the one M10 bolt for the rear reinforcement bracket finger tight (snug) (Figure 21).
39. Apply three drops of threadlocker to the 14 mm nut.
40. Carefully remove the “bolt fish tape” tool from the 14 mm bolt and install the 14 mm nut finger tight (snug). (Figure 21)

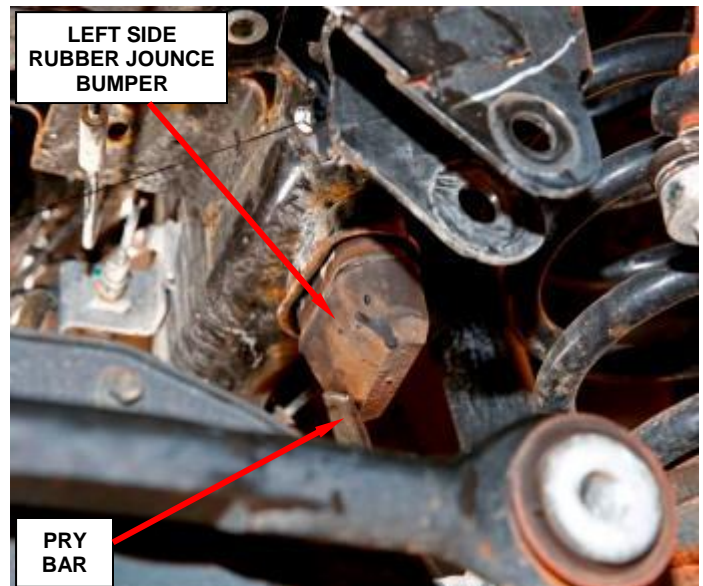


Figure 20 – Remove Left Rubber Jounce Bumper

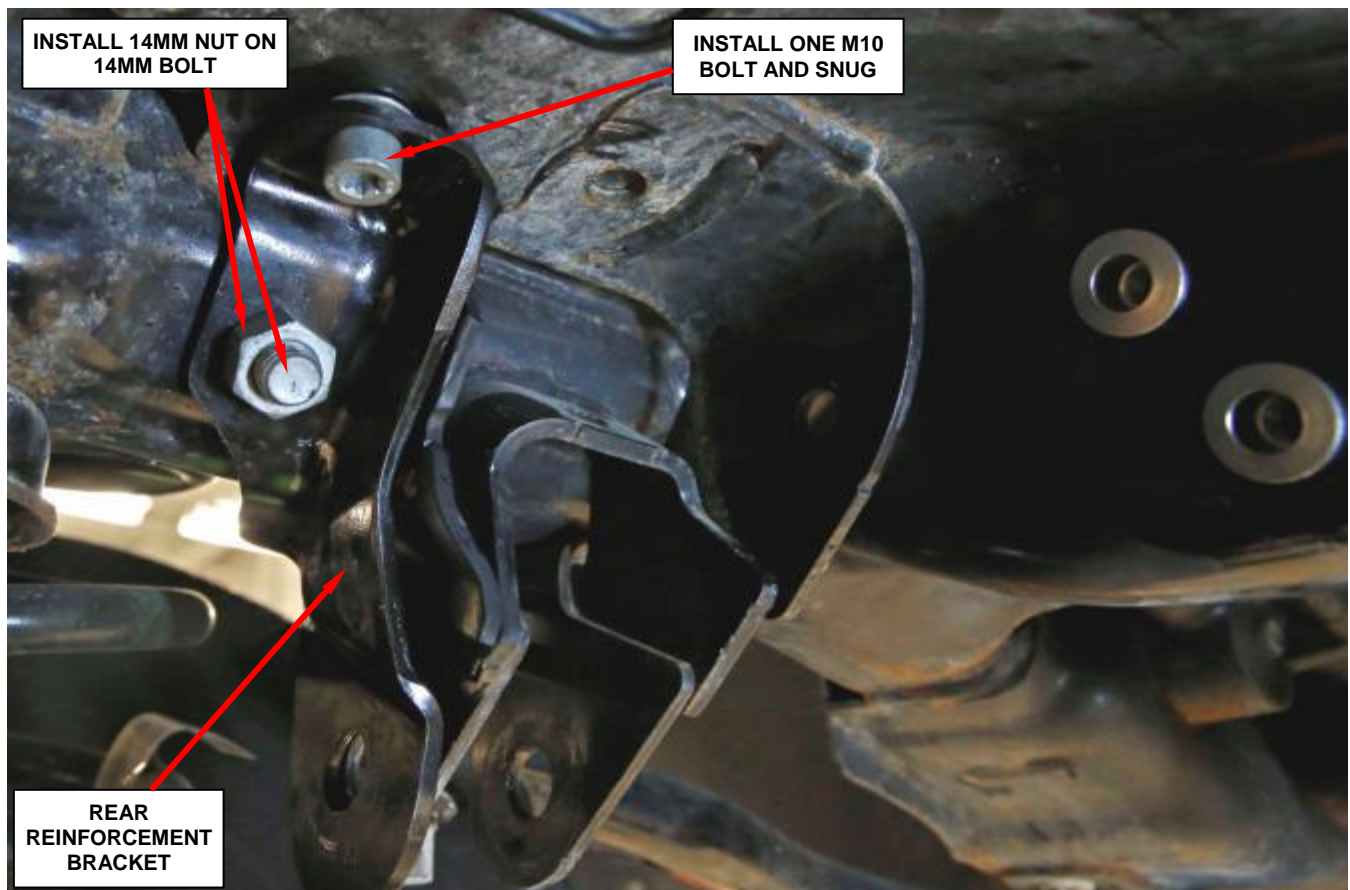


Figure 21 – Install One M10 Bolt and 14 mm Nut for Rear Reinforcement Bracket

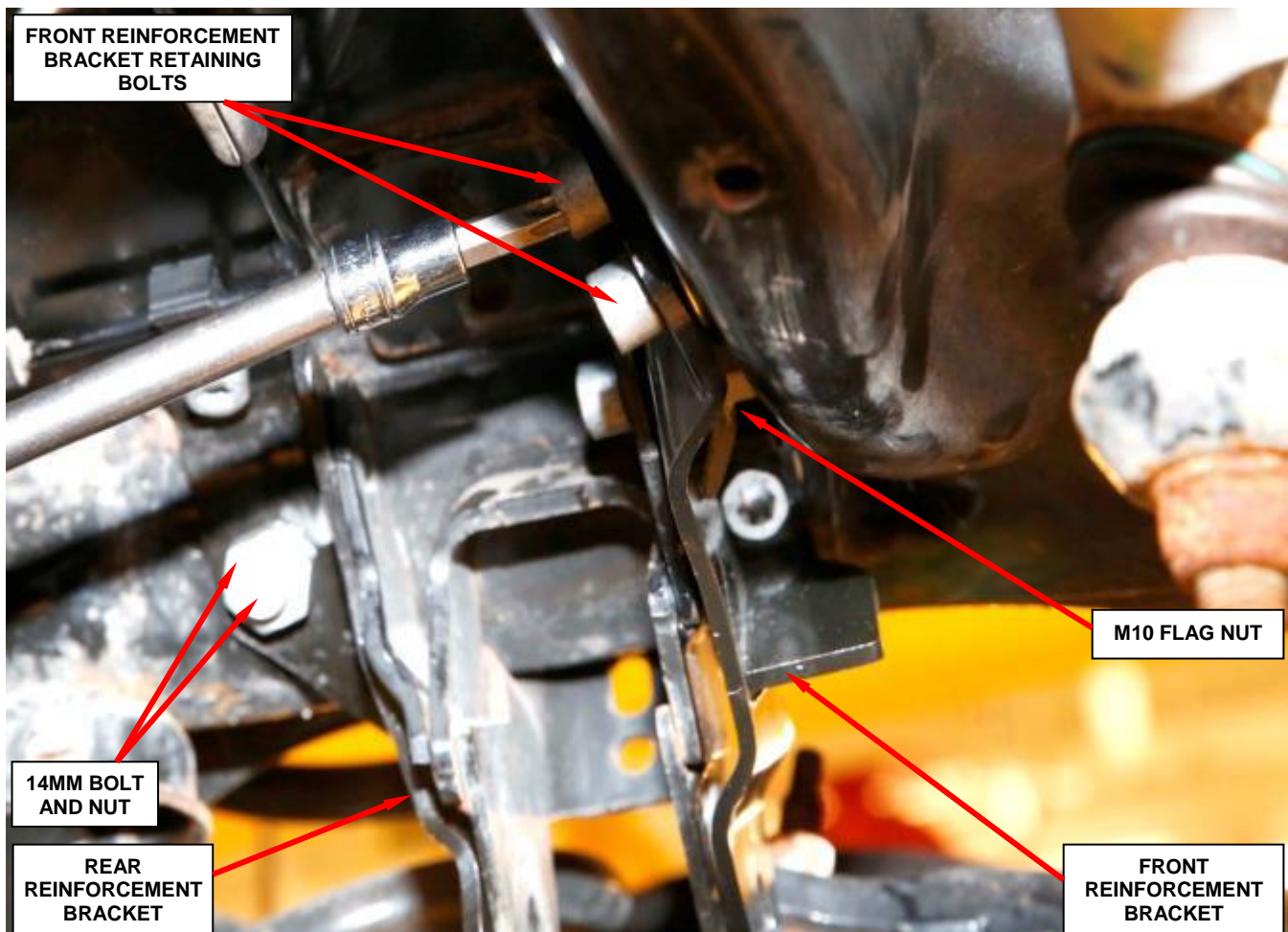
Service Procedure (Continued)

Figure 22 – Tighten Two Retaining bolts to 27 ft. lbs. (37 N·m) to Crimp Riv-Nuts and then Loosen Both Bolts

41. Place the front reinforcement bracket into position and install all bolts finger tight (snug) (Figure 22).
42. Crimp the two riv-nuts on the frame by pushing on the bolt while tightening the bolt to 27 ft. lbs. (37 N·m). Loosen the two bolts after the riv-nuts have been crimped (Figure 22).

NOTE: If the riv-nut spins in the hole and cannot be crimped, refer to **Section C. Crimping Riv-Nut** for an alternate method to crimp the riv-nut. **Loosen the two bolts after the riv-nuts have been crimped (Figure 22).**

Service Procedure (Continued)

43. Place the track bar into position and install the track bar bolt. The bolt must enter from the rear of the vehicle and point forward, with the track bar bolt nut on the front side (Figure 23).

CAUTION: If the track bar bolt is installed facing rearward, the suspension will hit the track bar bolt during suspension travel. Install the bolt through the rear reinforcement bracket first, with the nut going against the front reinforcement bracket (Figure 23).

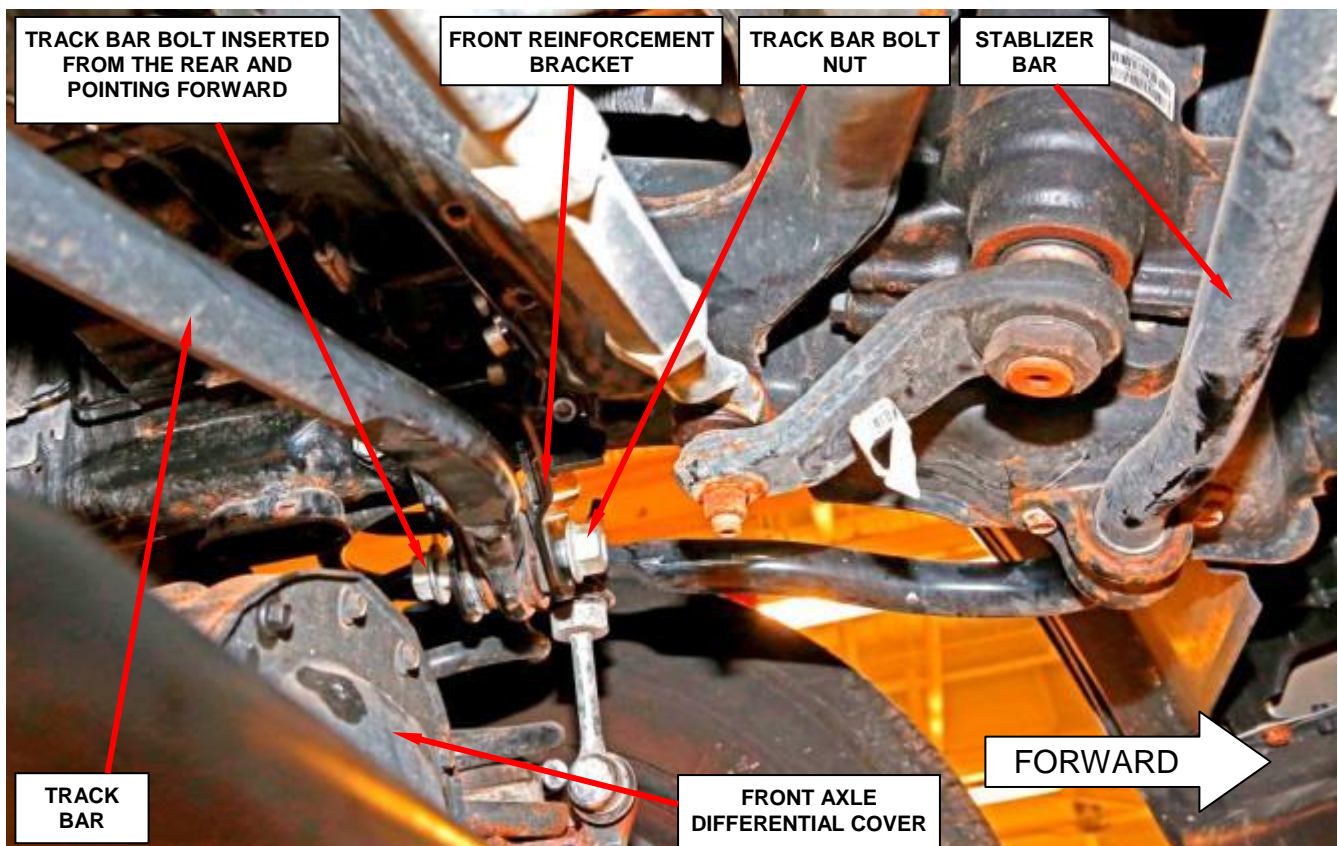


Figure 23 – Install Track Bar Bolt in Orientation Shown

Service Procedure (Continued)

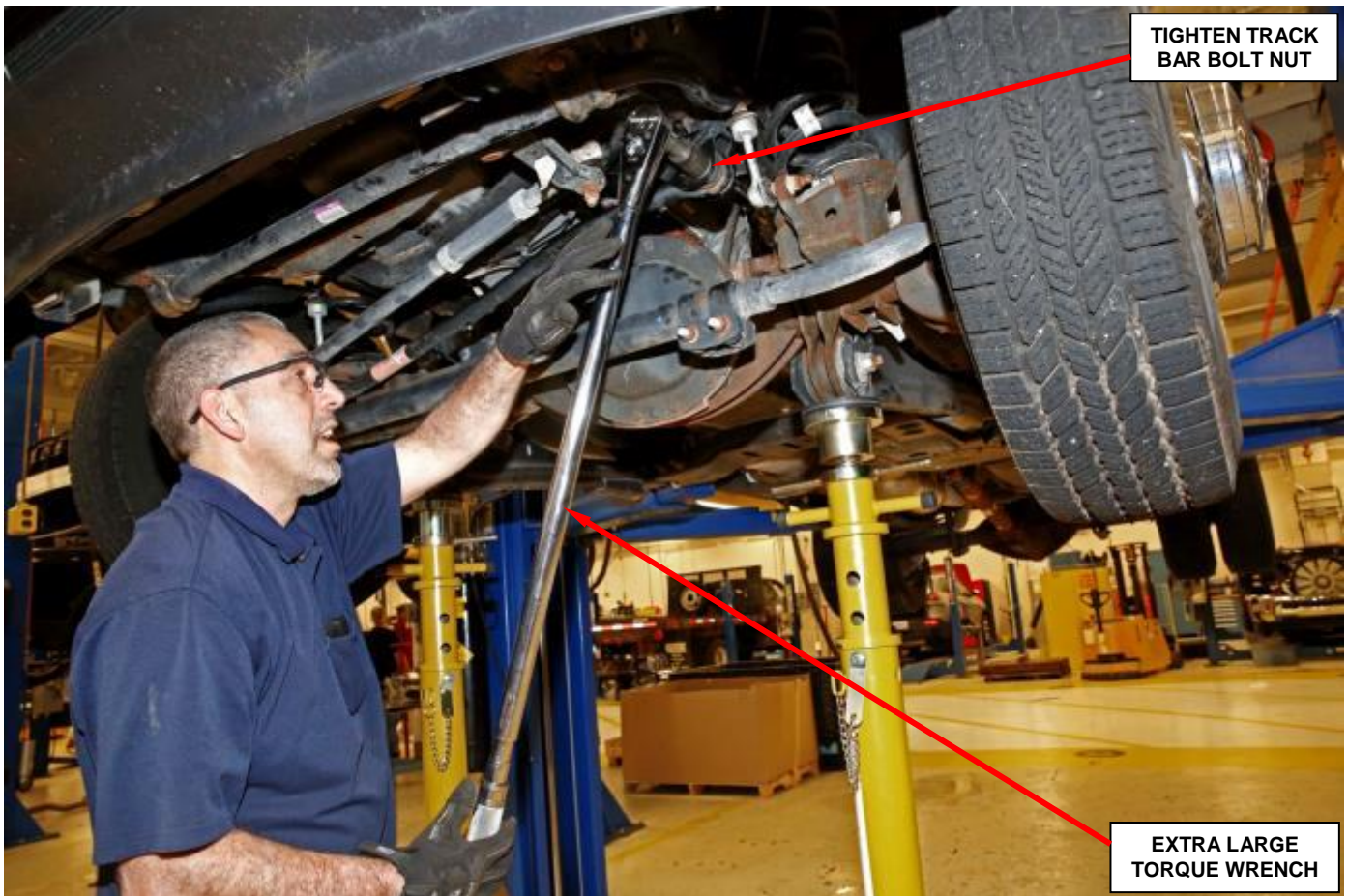


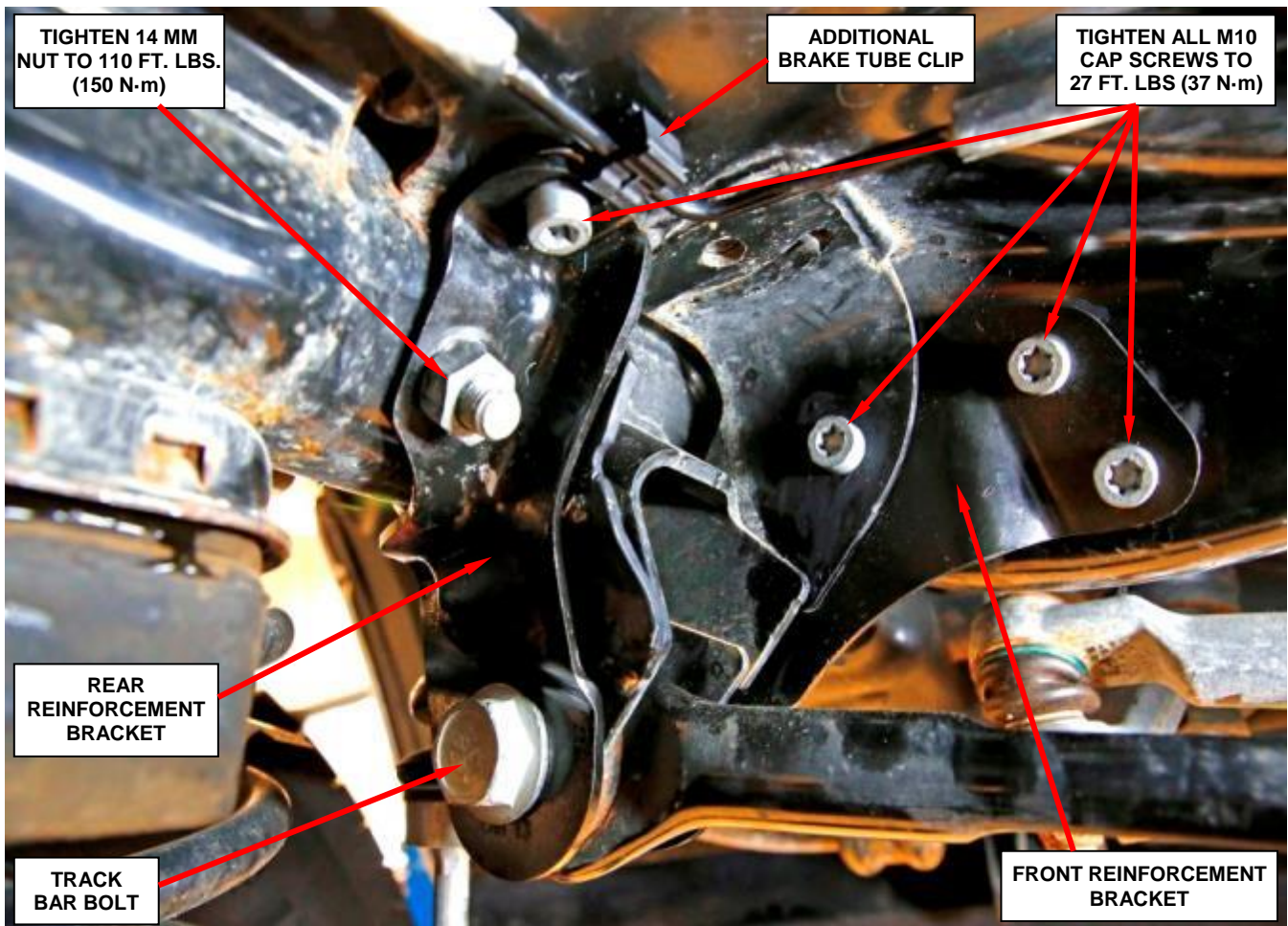
Figure 24 – Tighten Track Bar Bolt to 285 ft. lbs. (387 N·m)

44. **With full vehicle weight on the suspension,** tighten the track bar bolt to 285 ft. lbs. (387 N·m).

Service Procedure (Continued)

45. Tighten the 14 mm nut on the rear reinforcement bracket to 110 ft. lbs. (150 N·m) (Figure 25).

46. Tighten all of the remaining reinforcement bracket M10 cap screws to 27 ft. lbs. (37 N·m) (Figure 25).

**Figure 25 – Correctly Installed Reinforcement Brackets**

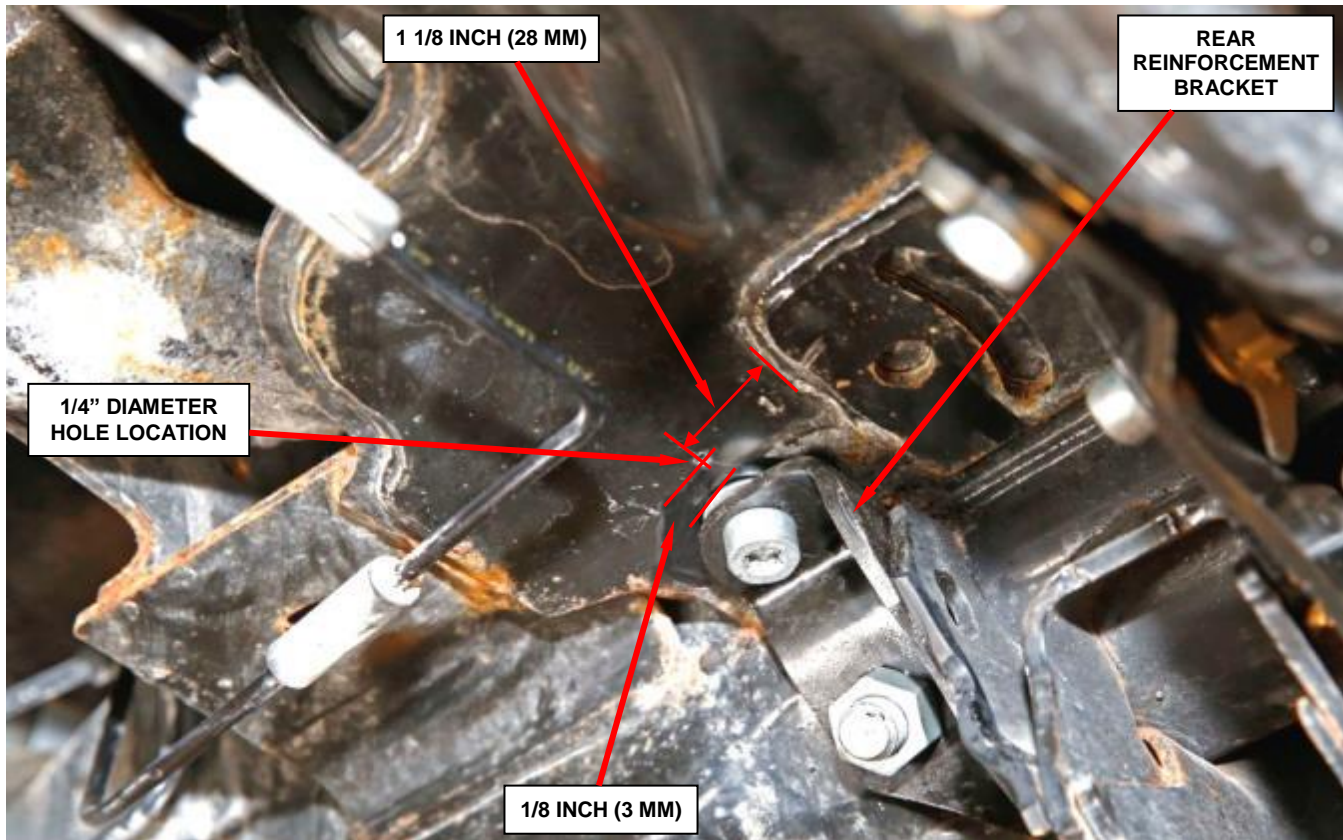
Service Procedure (Continued)

Figure 26 – 1/4 Inch Diameter Hole Location for Brake Tube Clip

47. Use the following procedure to install an additional brake tube routing clip:
 - a. Measure and center punch the location shown in Figure 26.
 - b. Drill a 1/8" diameter pilot hole at the center punch mark.
 - c. Enlarge the 1/8" diameter hole to 1/4" diameter.
 - d. Remove any burs from the 1/4" diameter hole.
 - e. Apply one coat each of primer and top coat paint to the edge of the 1/4" diameter hole.
 - f. Insert the brake tube routing clip barbed peg into the 1/4" diameter hole.
 - g. Snap brake tube into the new brake tube routing clip.
 - h. Snap the brake tube into the other two original brake tube routing clips.
 - i. Adjust the brake tube as required to ensure that the brake tube is routed away from other components.

Service Procedure (Continued)

48. Coat the jounce bumper frame cup and rubber jounce bumper with Mopar zipper lube or equivalent.

49. Install the left rubber jounce bumper into the receiver cup on the left frame rail.

50. Install the axle vent hose to the axle vent hose fitting.

51. Lower the vehicle from the hoist and return the vehicle to the customer.

Service Procedure (Continued)**C. Crimping Riv-Nut**

NOTE: This process should only be used if the riv-nut spins in the hole during M10 Torx head cap screw installation.

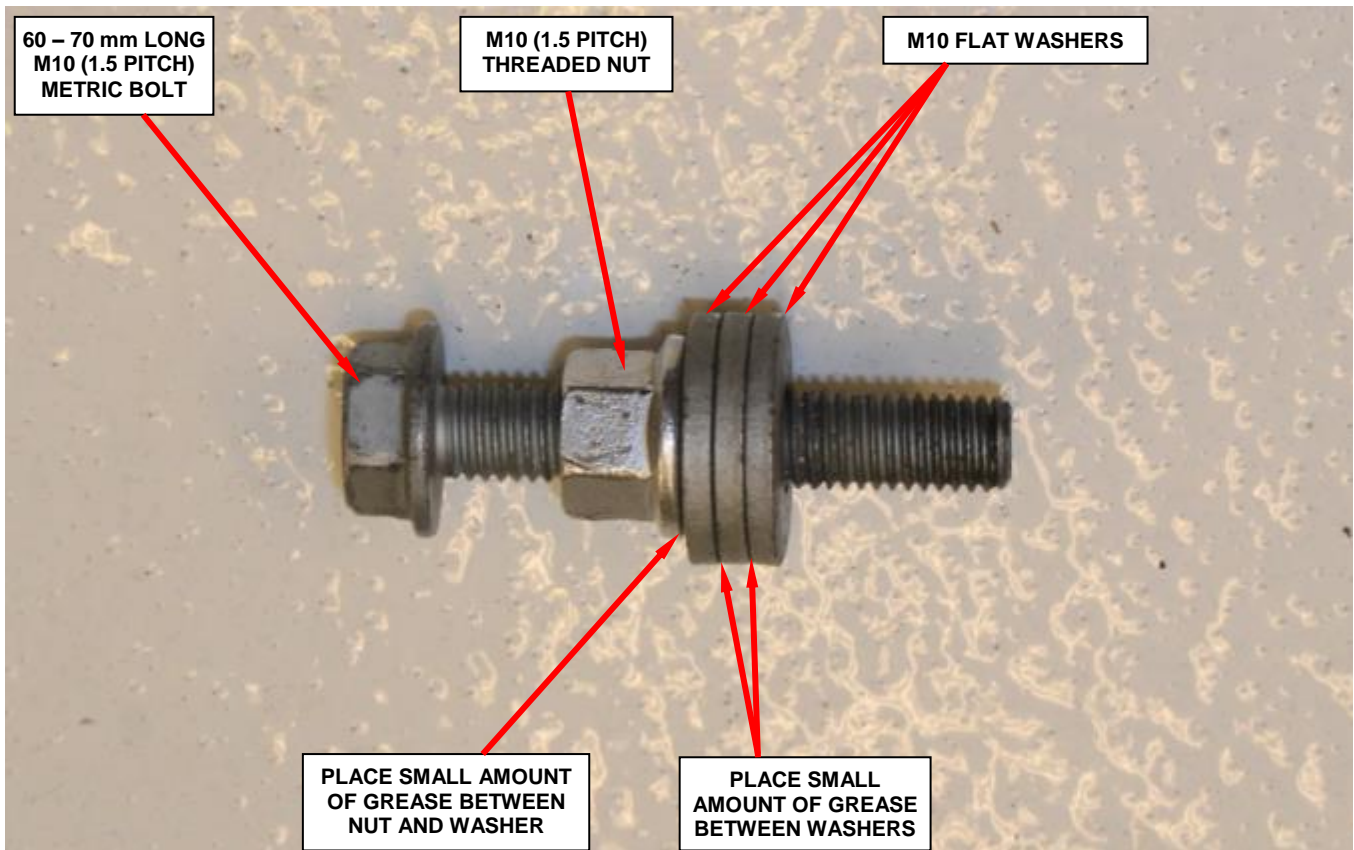


Figure 27 – Assembly Riv-Nut Crimp Tool

1. Obtain the following components to create a riv-nut crimping tool (Figure 27):
 - a. One 60 – 70 mm long M10 bolt with 1.5 pitch threads.
 - b. One M10 x 1.5 pitch threaded nut.
 - c. Three M10 flat washers.
2. Assembly the tool as shown in Figure 27.

NOTE: Apply a small amount of grease between the flat washers and on the surface of the nut that contacts the flat washer (Figure 27).

Service Procedure (Continued)

3. Screw a riv-nut onto the end of the tool so that a minimum of two threads are protruding past the end of the riv-nut.
4. Insert the Riv-nut installed on the tool into the hole (Figure 27).
5. Using two wrenches, hold the bolt stationary with one wrench and tighten the nut with the other wrench until the riv-nut is crimped into position (Figure 28).
6. Loosen the nut and unscrew the bolt to remove the tool.
7. Resume the installation of the reinforcement brackets.

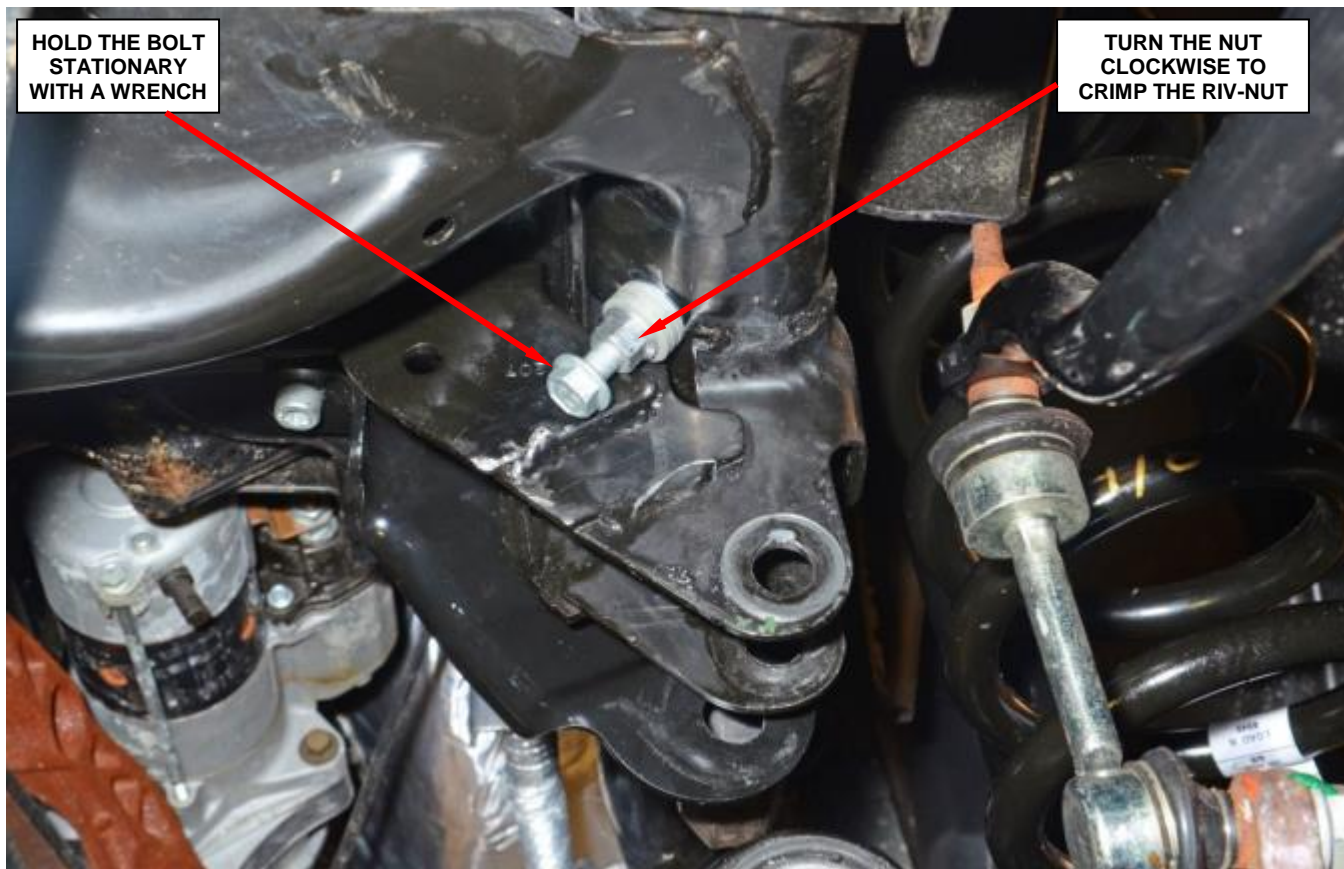


Figure 28 – Riv-Nut Crimp Tool Use (typical)

Service Procedure (Continued)**D. Remove Front Axle for Welding Access**

NOTE: The front axle is being removed to gain access to the front suspension track bar frame bracket. The axle should be removed just prior to the scheduled welding appointment made with the Service Technical Assistance Resource (STAR) center.

1. Position the truck on an appropriate hoist.
2. Place the vehicle in neutral.
3. Disconnect and isolate the negative battery cable(s) from the battery post(s).
4. Remove and save the front wheel/tire assemblies.
5. Remove and save the brake tube bracket bolt from the right and left control arm brackets (Figure 29).
6. Remove and save the brake tube bracket bolt from the right and left coil spring lower bracket (Figure 29).

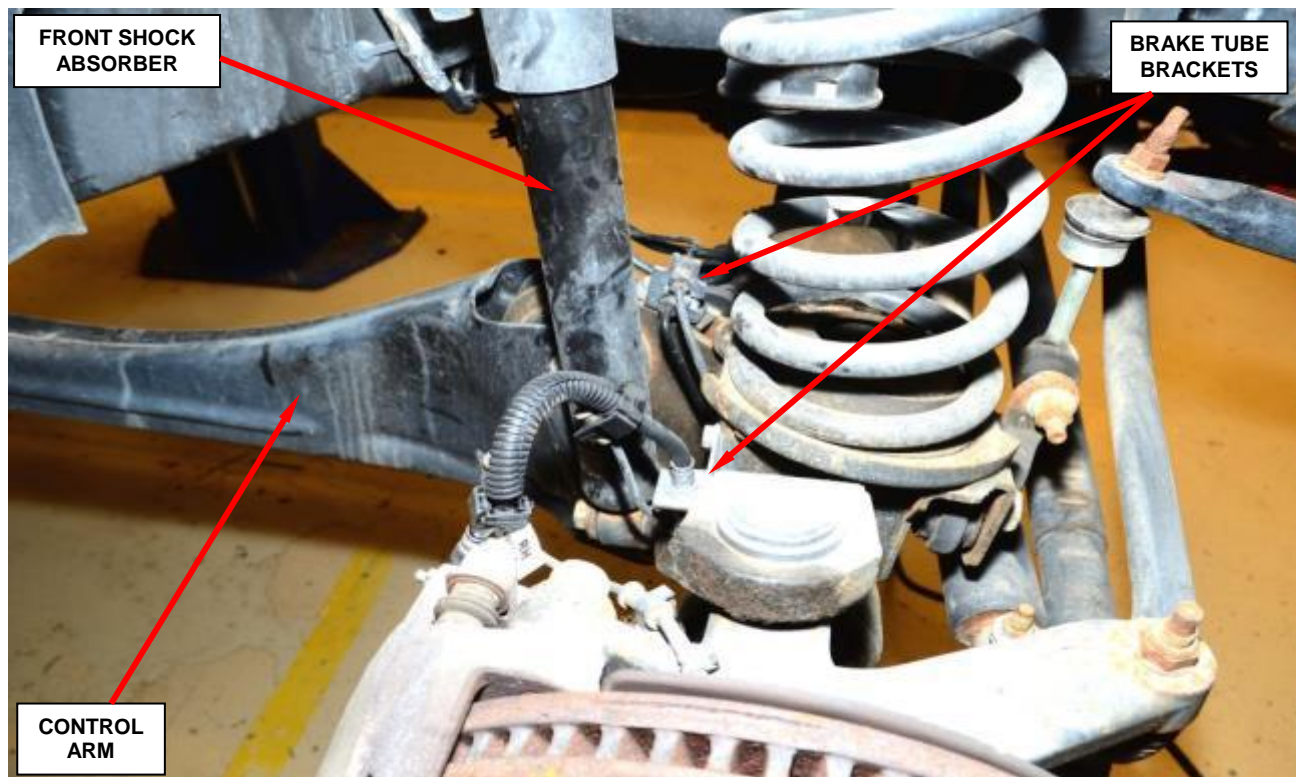


Figure 29 – Brake Tube Brackets

Service Procedure (Continued)

7. Remove the front brake caliper retaining bolts and support the calipers using a bungee cords or equivalent (Figure 30).

CAUTION: Do not allow the brake caliper to hang from brake caliper flex hoses.

NOTE: Do not disconnect the brake caliper flex hoses from the brake caliper.

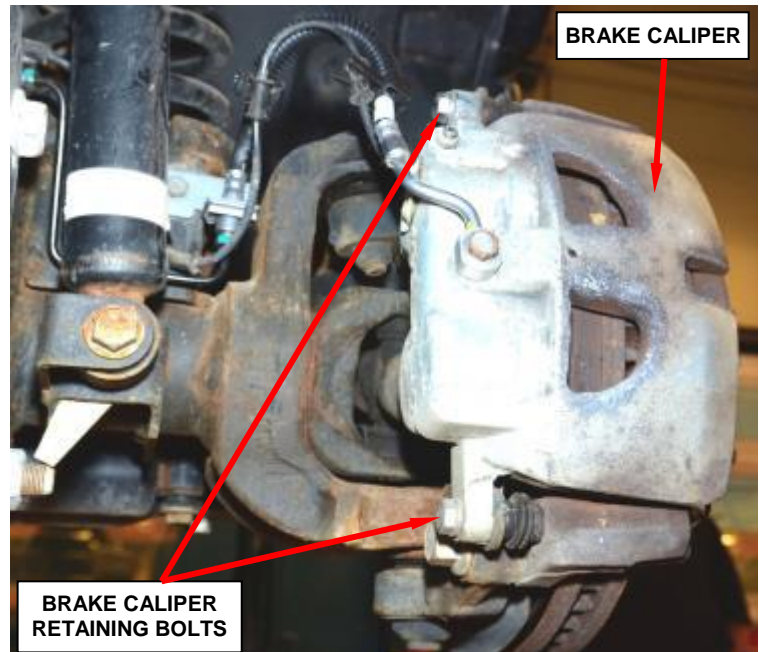


Figure 30 – Brake Caliper Retaining Bolts

8. Disconnect the Anti-Lock Brake System (ABS) wheel speed sensor electrical connector and unclip the ABS wire from brake hose (Figure 31).

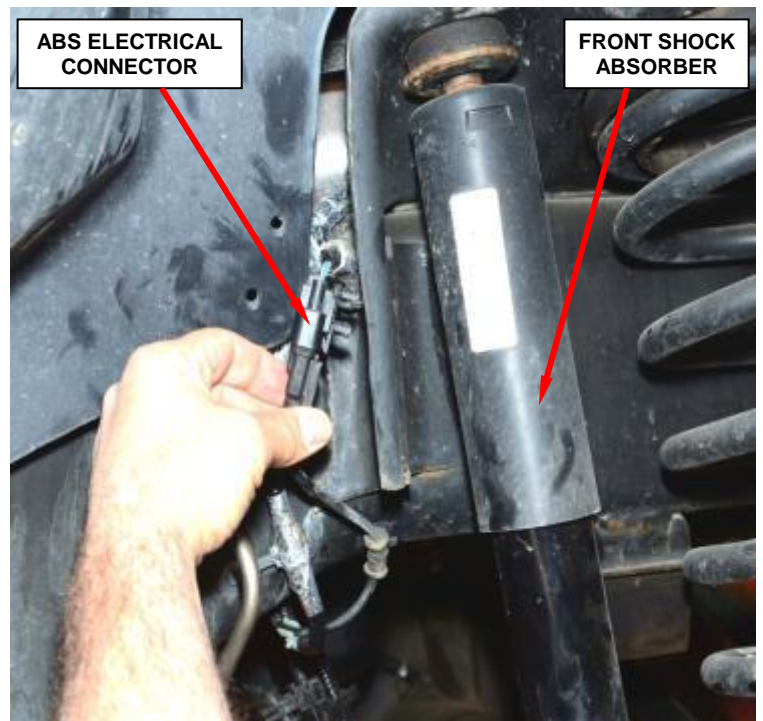


Figure 31 – ABS Wheel Speed Sensor Electrical Connector

Service Procedure (Continued)

9. Using special tool C-3894-A, disconnect the drag link from the pitman arm (Figure 32).
10. Disconnect the front axle vent hose at the front axle housing.
11. **For vehicles with four wheel drive**, mark and then disconnect the front propeller shaft from the front axle companion flange (Figure 33).

CAUTION: Do not allow the front propeller shaft to hang. Use a bungee cord to support the front propeller shaft.

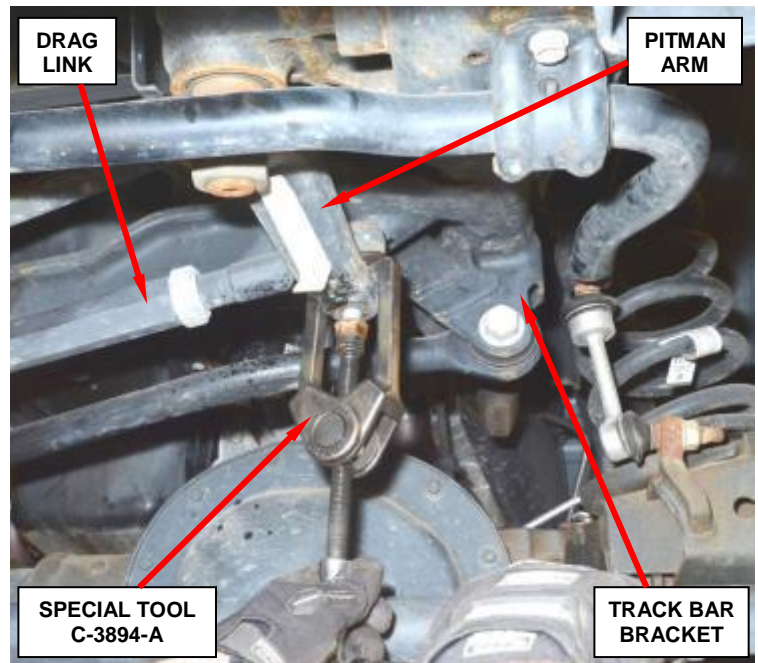


Figure 32 – Disconnect Drag Link from Pitman Arm

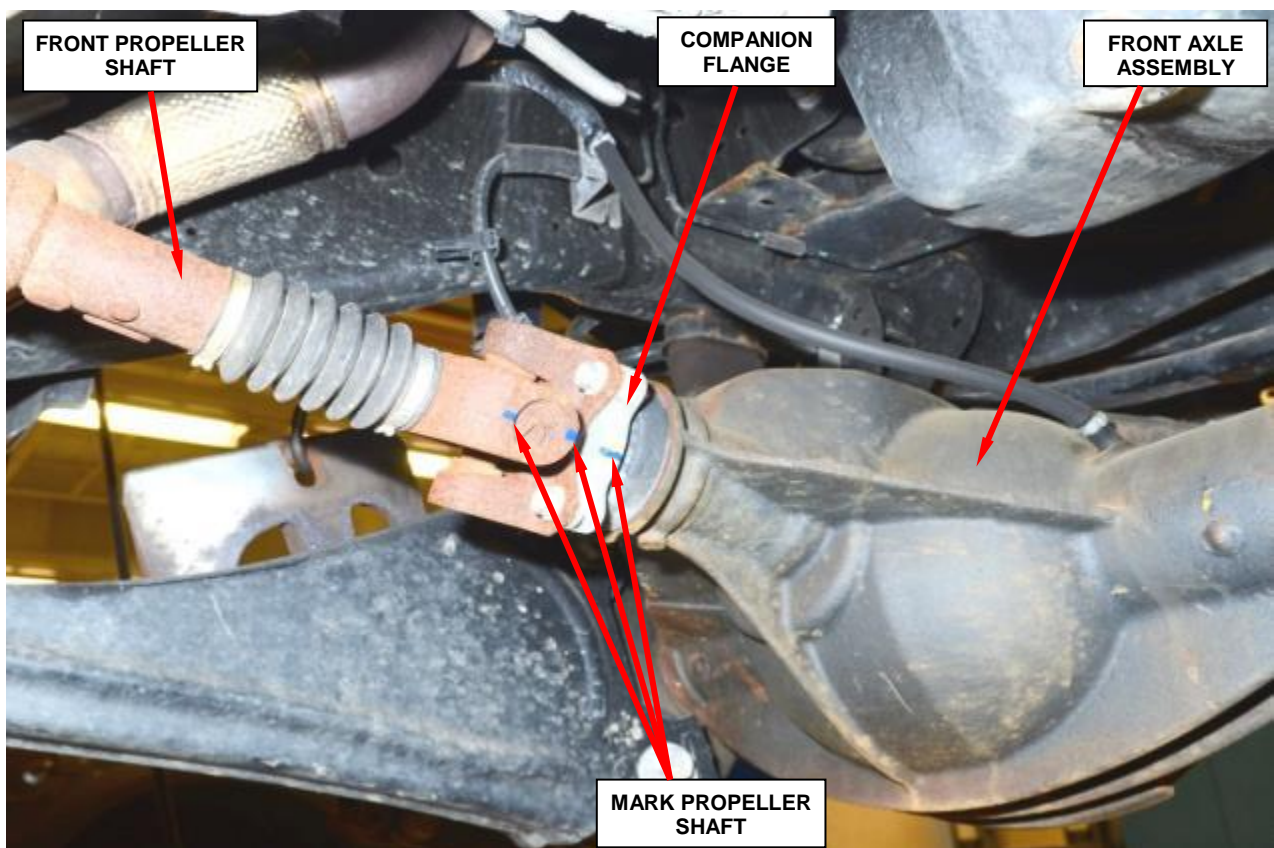


Figure 33 – Mark Front Propeller Shaft

Service Procedure (Continued)

12. For vehicles with four wheel drive, disconnect the four wheel drive actuator electrical connector (Figure 34).
13. Place two jack stands under the rear of the vehicle to stabilize the vehicle on the hoist when the front axle is removed (Figure 35).

WARNING: Failure to place jack stands at the rear of the vehicle could allow the vehicle to flip off the hoist when the weight of the front axle is removed.

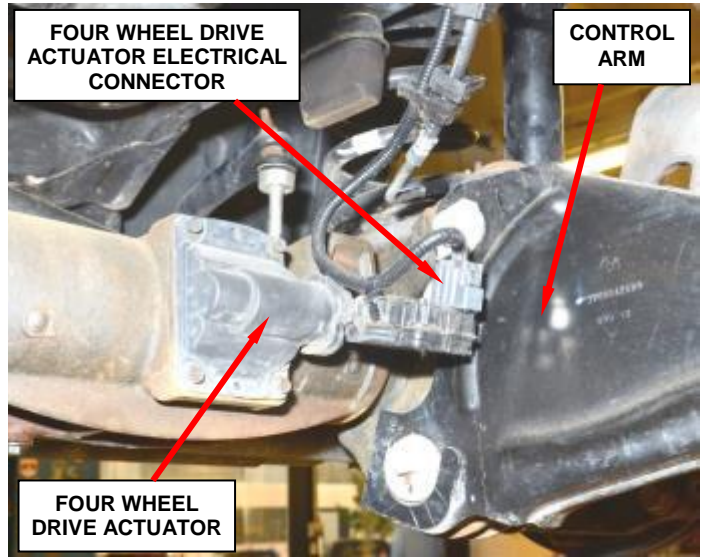


Figure 34 – Actuator Electrical Connector



Figure 35 – Secure Vehicle on Hoist with Jack Stands

Service Procedure (Continued)

14. Secure the front axle to a lifting device (Figure 36).

WARNING: Be sure to chain and/or strap the axle to the lifting device to prevent the axle from falling off the lifting device.

15. Remove and save the track bar bolt from the frame bracket.
16. Remove and save the lower shock absorbers bolts from the axle brackets.

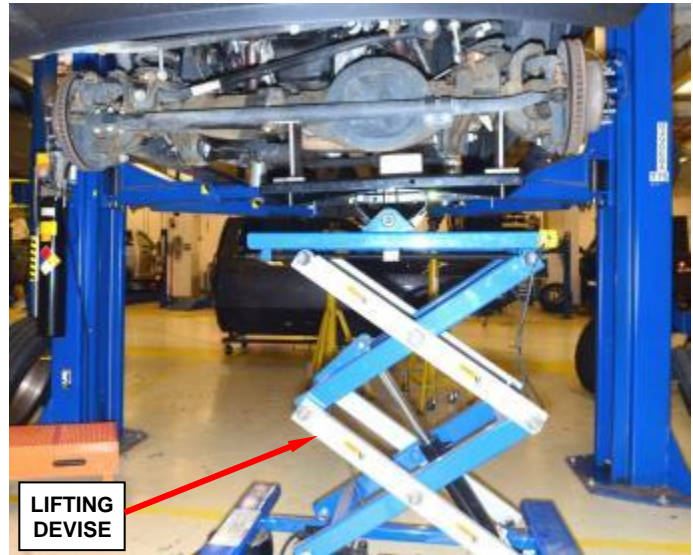


Figure 36 – Secure Axle to Lifting Device

17. Disconnect the front suspension stabilizer bar at the frame brackets (Figure 37).

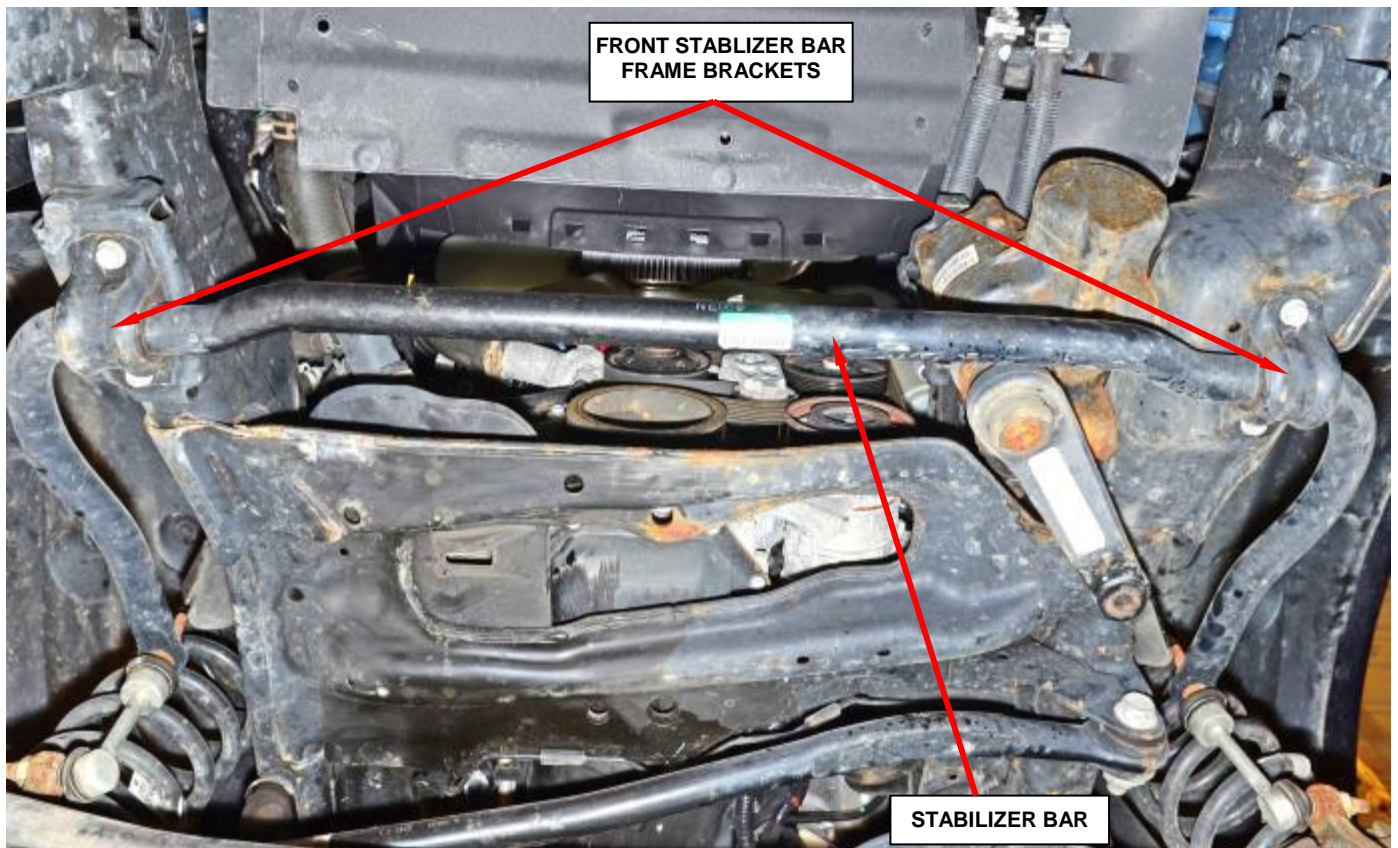


Figure 37 – Front Stabilizer Bar

Service Procedure (Continued)

18. Using a paint pen or equivalent, mark the right and left front coil spring orientation and location (Figure 38).
19. Partially lower the front axle enough to remove the front coil springs.
20. Remove and save the control arm rear bushing bolts (Figure 39).

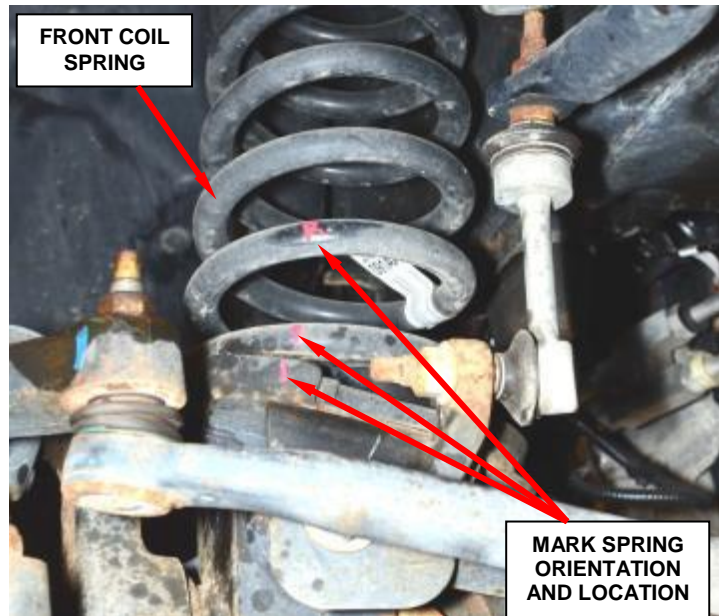


Figure 38 – Mark Front Coil Spring Orientation and Location



Figure 39 – Control Arm Bushing Bolts

Service Procedure (Continued)

21. With the help of an assistant, carefully lower the front axle assembly (Figure 40).
22. Move the front axle assembly to a safe location.
23. Clear the work area of any flammable liquids and/or debris.
24. Install welding curtains around the front of the vehicle.
25. After welding process is complete, continue with **Section C. Install Front Axle.**

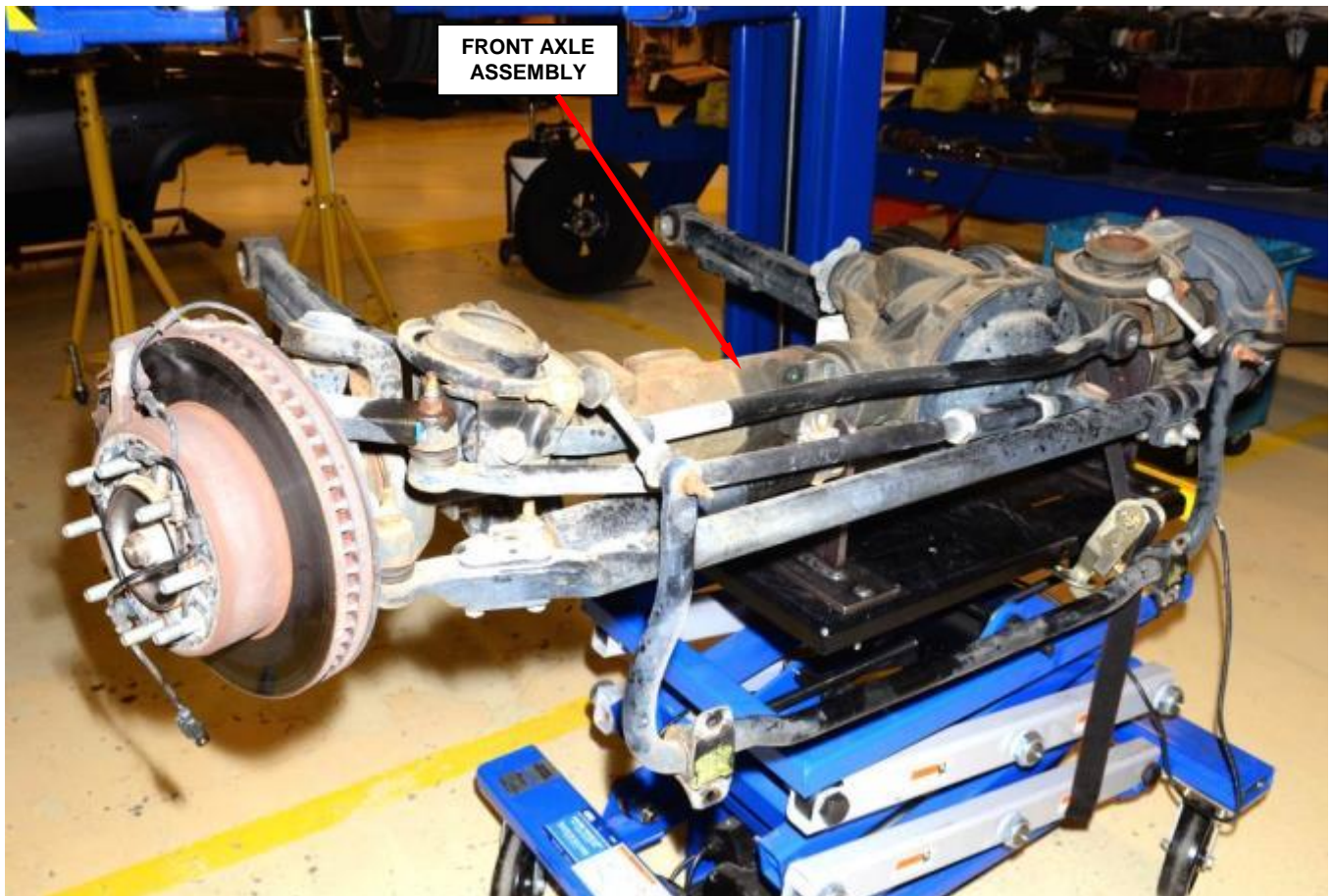
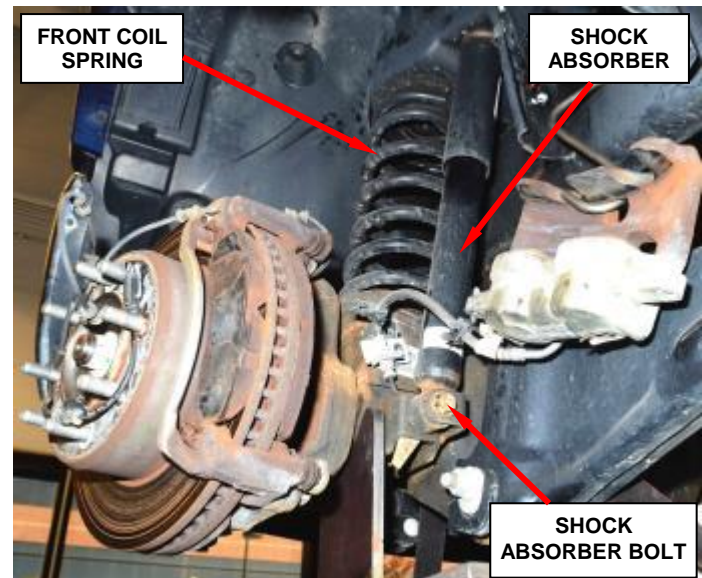
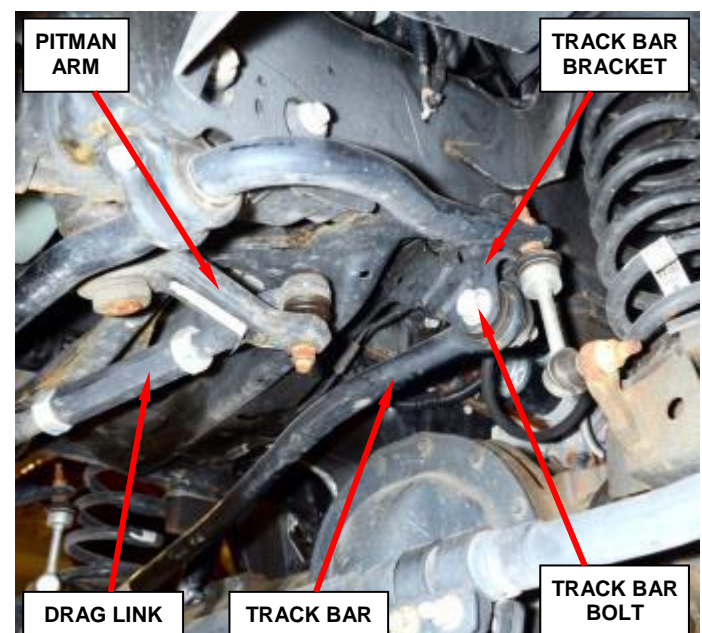


Figure 40 – Lower Axle Assembly and Store in Safe Location

Service Procedure (Continued)**C. Install Front Axle**

1. With the help of an assistant, carefully raise the front axle assembly into position.
2. Install the control arm rear bushing bolts. Do not tighten at this time.
3. Lower the axle enough to install the front coil springs.
4. Raise the front axle into position.
5. Install the lower shock absorber bolts and tighten to 100 ft. lbs. (136 N·m) (Figure 41).
6. Remove the lifting device from the front axle.
7. Connect the drag link to the pitman arm. Tighten the nut to 27 ft. lbs. (37 N·m). Then tighten the nut an additional ½ turn (Figure 42).
8. Place the track bar into position and install the track bar bolt at the frame bracket. Do not tighten at this time (Figure 42).
9. Connect the front suspension stabilizer bar at the frame. Tighten the fasteners to 43 ft. lbs. (58 N·m).
10. **For vehicles with four wheel drive**, connect the four wheel drive actuator electrical connector (Figure 34).

**Figure 41 – Shock Absorber Bolt****Figure 42 – Pitman Arm Nut and Track Bar Bolt**

Service Procedure (Continued)

11. **For vehicles with four wheel drive**, connect the front propeller shaft to the front axle companion flange. Tighten the four fasteners to 55 ft. lbs. (75 N·m).
12. **For vehicles with four wheel drive**, connect the front axle vent hose to the front axle housing.
13. Remove the jack stands and partially lower the vehicle (Figure 35).
14. Install the brake tube bolt from the coil spring lower bracket (Figure 29).
15. Install the brake tube bracket bolt from the control arm brackets (Figure 29).
16. Route the ABS speed sensor wire along the brake tube and then connect the Anti-Lock Brake System (ABS) wheel speed sensor electrical connector (Figure 31).
17. Install the front brake calipers (Figure 30). Tighten the brake caliper retaining bolts to 55 ft. lbs. (75 N·m).
18. Install the front wheel assemblies. Tighten the lug nuts to 130 ft. lbs. (176 N·m).
19. **With the full weight of the vehicle on the suspension**, tighten the control arm rear bushing bolts on the left and right side. Tighten the bolts to 133 ft. lbs. (180 N·m). Then tighten the control arm bolts an additional ¼ turn.
20. **With the full weight of the vehicle on the suspension**, tighten track bar bolt to 285 ft. lbs. (386 N·m).
21. Pump the brakes several times to move front brake pads against the brake rotor.
22. Connect the negative battery cable(s) to the negative battery post(s).
23. Place the truck on an alignment rack and perform a complete front end alignment.
NOTE: Follow the alignment rack manufacturer's instructions to complete the alignment.
24. Road test the vehicle to verify alignment results.
25. Return the vehicle to the customer.

Completion Reporting and Reimbursement

Claims for vehicles that have been serviced must be submitted on the DealerCONNECT Claim Entry Screen located on the Service tab. Claims submitted will be used by FCA to record recall service completions and provide dealer payments.

Use the following labor operation numbers and time allowances:

	Labor Operation Number	Time Allowance
Inspect front suspension track bar frame brackets (4x2 models only)	13-01-01-90	0.2 hours

NOTE: The above inspection Labor Operation Number must be processed on a warranty claim using the “UC” failure code. Do not use the labor operations below for a 4x2 truck that only required an inspection. Using the labor operation above will keep the recall in “OPEN” status so that when reinforcement brackets become available the recall can be completed.

Inspect front suspension track bar frame brackets. Vehicle has been modified with aftermarket suspension components and the recall parts cannot be installed	13-R4-61-81	0.2 hours
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Remove/install front axle for welding access (includes inspection)	13-R4-61-82	2.9 hours
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Install reinforcement brackets (includes inspection) (4x4 only)	13-R4-61-83	1.7 hours
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Related Operation

Weld Repair Hoist Time (only to be used with 13-R4-61-82)	13-R4-61-50	4.0 hours
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Optional Equipment

Four Wheel Drive (only to be used with 13-R4-61-82)	13-R4-61-60	0.3 hours
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Add the cost of the recall parts package plus applicable dealer allowance to your claim.

NOTE: See the Warranty Administration Manual, Recall Claim Processing Section, for complete recall claim processing instructions.

Dealer Notification

To view this notification on DealerCONNECT, select “Global Recall System” on the Service tab, then click on the description of this notification.

Owner Notification and Service Scheduling

All involved vehicle owners known to FCA are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A generic copy of the owner letter is attached.

Enclosed with each owner letter is an Owner Notification postcard to allow owners to update our records if applicable.

Vehicle Lists, Global Recall System, VIP and Dealer Follow Up

All involved vehicles have been entered into the DealerCONNECT Global Recall System (GRS) and Vehicle Information Plus (VIP) for dealer inquiry as needed.

GRS provides involved dealers with an updated VIN list of their incomplete vehicles. The owner’s name, address and phone number are listed if known. Completed vehicles are removed from GRS within several days of repair claim submission.

To use this system, click on the “**Service**” tab and then click on “**Global Recall System.**” Your dealer’s VIN list for each recall displayed can be sorted by: those vehicles that were unsold at recall launch, those with a phone number, city, zip code, or VIN sequence.

Dealers must perform this repair on all unsold vehicles before retail delivery. Dealers should also use the VIN list to follow up with all owners to schedule appointments for this repair.

Recall VIN lists may contain confidential, restricted owner name and address information that was obtained from the Department of Motor Vehicles of various states. Use of this information is permitted for this recall only and is strictly prohibited from all other use.

Additional Information

If you have any questions or need assistance in completing this action, please contact your Service and Parts District Manager.

Customer Services / Field Operations
FCA US LLC