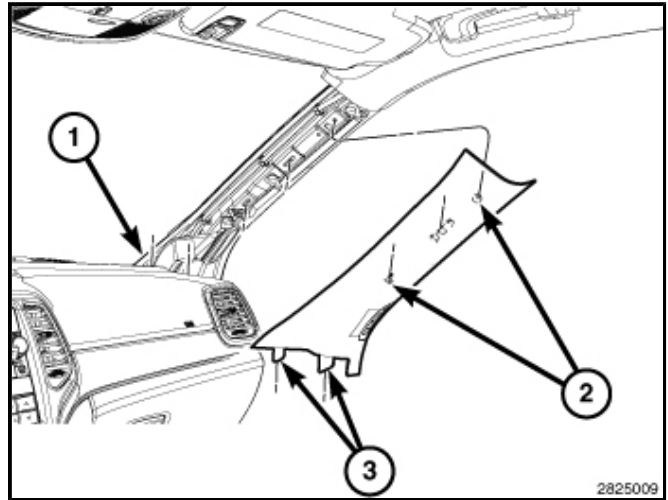


2014 Jeep Grand Cherokee - Interior trim removal

2014 WK - Body/Interior/PANEL, A-Pillar Trim/Removal

1. Using a trim stick C-4755 or equivalent, release the clips (2) and separate the A-pillar trim from the A-pillar (1).



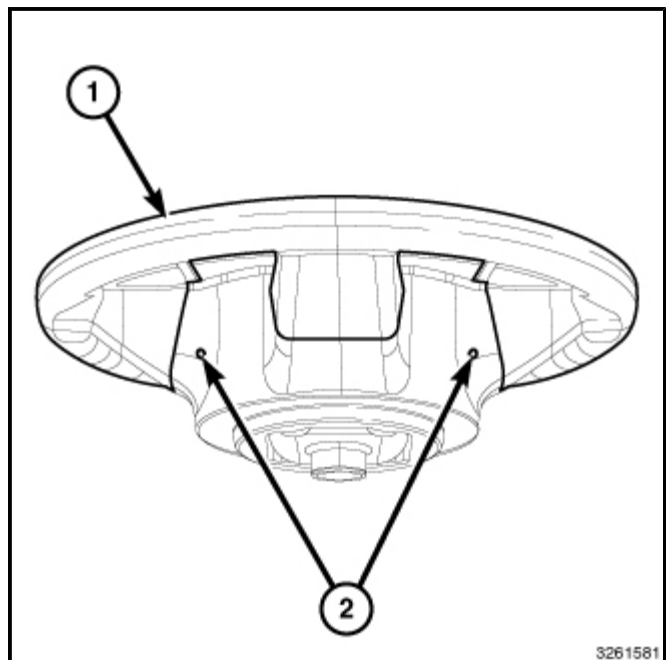
2014 WK - Restraints / AIR BAG, Driver/Removal

WARNING: To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

WARNING: To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag cushion and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.

NOTE: The following procedure is for replacement of an ineffective or damaged Driver AirBag (DAB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the DAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .

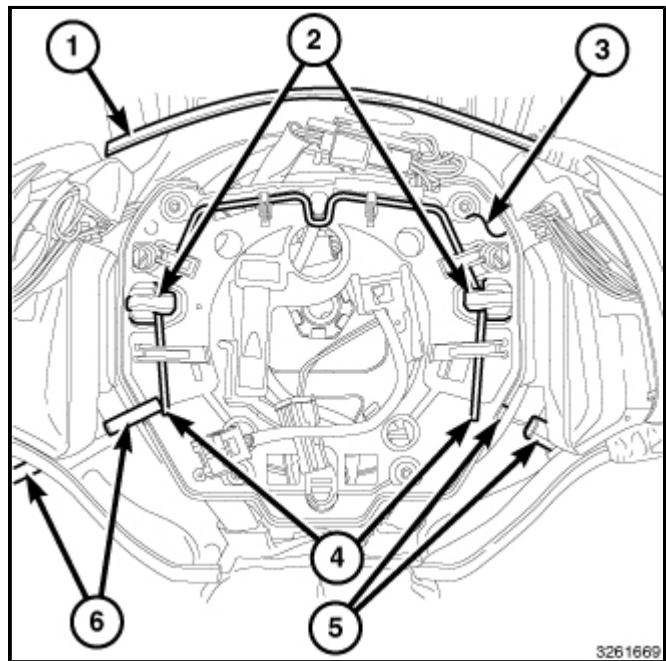
1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Locate the access holes (2) in the lower surface of the steering wheel (1) hub rear trim cover near each of the two horizontal spokes.



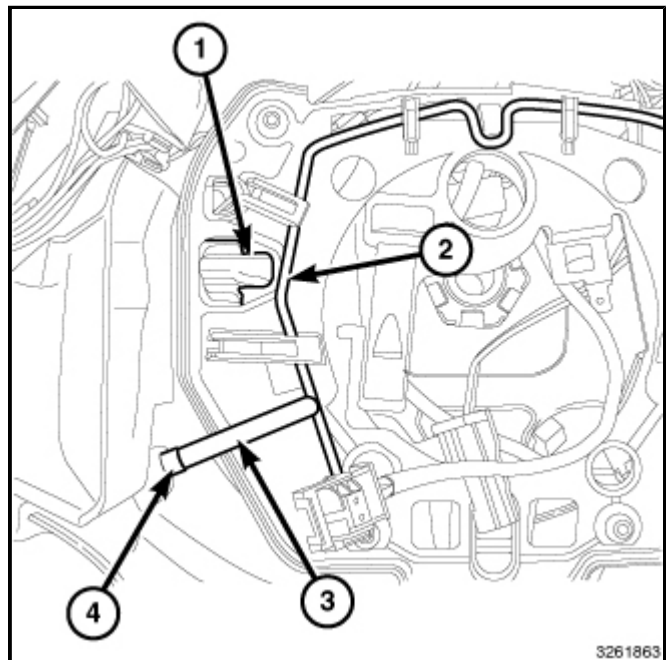
NOTE: The graphic for this procedure shows the Driver AirBag (DAB) mounting/horn switch plate (3) and the retainer spring (4) engaged under the hooks (2) of the armature within the steering wheel hub cavity (1) without the DAB trim cover, cushion, housing and inflator present. This was done to provide graphical clarity of the components involved in DAB

retention. The DAB trim cover, cushion, housing and inflator can only be removed as a unit with the mounting/horn switch plate and retainer spring as outlined in the following procedure.

3. Insert an appropriately sized pin punch or Allen wrench through one of the steering wheel access holes. A guide and notch (5) integral to each side of the steering wheel hub rear trim cover (1) and the mounting/horn switch plate (3) will assist in directing the tool to the ends of the retainer spring (4).



4. When the tool (3) makes contact with the retainer spring (2), push inward (toward the steering column) on the tool far enough to disengage the retainer spring from under the hook (1) of the steering wheel armature.

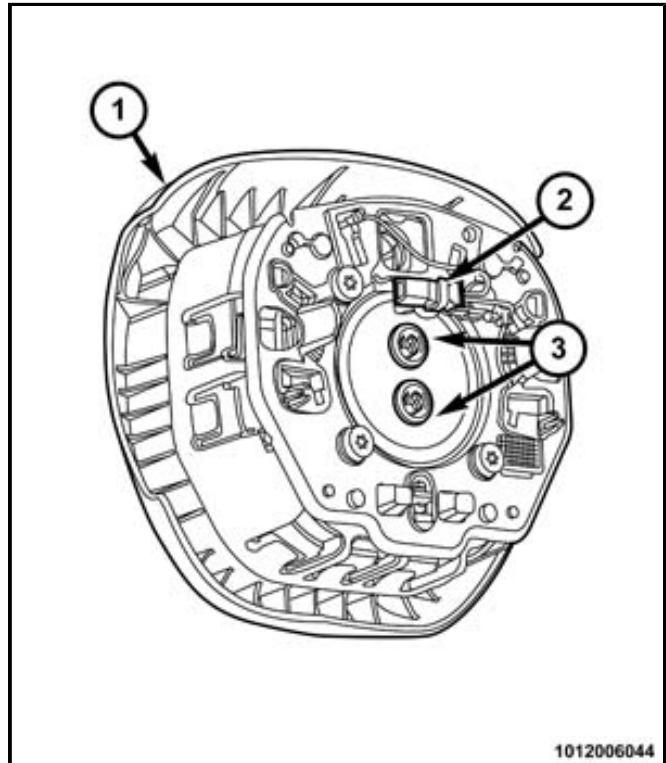


NOTE: It is not necessary, but may prove helpful to remove the two screws (2) that secure the lower rear spoke cover (1) to the back of the steering wheel (3) and remove the cover. It will then be possible to observe the Allen wrench or pin punch contacting and releasing the retainer spring.

5. Pull the released side of the DAB away from the steering wheel far enough to insert a trim stick or another long and thin obstacle between the released side of the DAB trim cover and the steering wheel hub cavity. This will help to prevent the released end of the retainer spring from becoming accidentally engaged again, while the opposite end of the retainer spring is being released.
6. Repeat Steps 3 and 4 for the opposite end of the retainer spring.

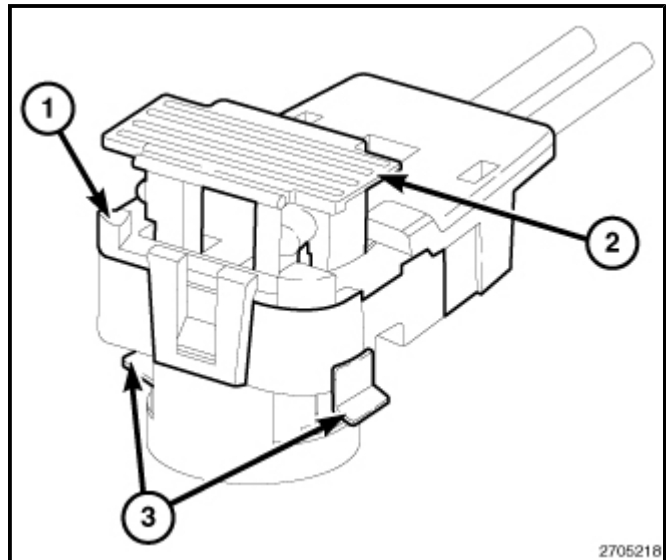
7. Pull the DAB (1) away from the steering wheel far enough to access the clockspring pigtail wire connections to the horn switch (2) and the DAB inflator initiators (3).
8. Disconnect the clockspring pigtail wire connector from the floating horn switch plate connector on the back of the switch plate.

CAUTION: Do not pull on the clockspring pigtail wires or pry on the connector insulators to disengage them from the Driver AirBag (DAB) inflator initiator connector receptacles. Improper removal of these pigtail wires and their connector insulators can result in damage to the airbag circuits or the connector insulators.



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9. The clockspring DAB pigtail wire connector insulators (1) are secured by integral latches (3) and a Connector Position Assurance (CPA) lock (2) to the airbag tether cutter and inflator connector receptacles, which are located on the back of the floating horn switch plate and the DAB housing. Pull the lock straight out from the connector insulator, then pull the insulators straight out from the connector receptacles to disengage and disconnect them.
10. Remove the DAB and floating horn switch plate from the steering wheel as a unit.
11. If the DAB has been deployed, the clockspring and the steering column must also be replaced.



2705218

2014 WK - Restraints / AIR BAG, Knee Blocker/Removal

WARNING: To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

WARNING: To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag cushion and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.

NOTE: The following procedure is for replacement of an ineffective or damaged Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the KAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .

1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the two screws that secure the Knee AirBag (KAB) trim cover to the instrument panel support structure.
3. Reach up under and behind the KAB housing and instrument panel support structure to access and remove the two nuts that secure the outer studs of the airbag housing to the instrument panel. **It is not necessary to remove the smaller nut from the center stud. This nut secures the airbag cushion retainer and inflator within the airbag housing. If it is removed inadvertently, it is a smaller flanged nut than those on the outer studs allowing it to pass through the center hole of the instrument panel support structure without interference.**
4. Using a trim stick or another suitable wide flat-bladed tool, gently pry the upper and lower edges of the KAB trim cover away from the instrument panel steering column opening cover far enough to disengage the integral latch features on the back of the trim cover from the opening.
5. Pull the KAB rearward far enough to access and disconnect the instrument panel wire harness connector from the airbag inflator initiator connector receptacle on the right end of the airbag housing. Depress the latches on each side of the connector insulator and pull the insulator straight out from the airbag inflator initiator to disconnect it from the connector receptacle.
6. Remove the KAB from the vehicle.
7. If the KAB has been deployed, the instrument panel assembly must also be replaced.

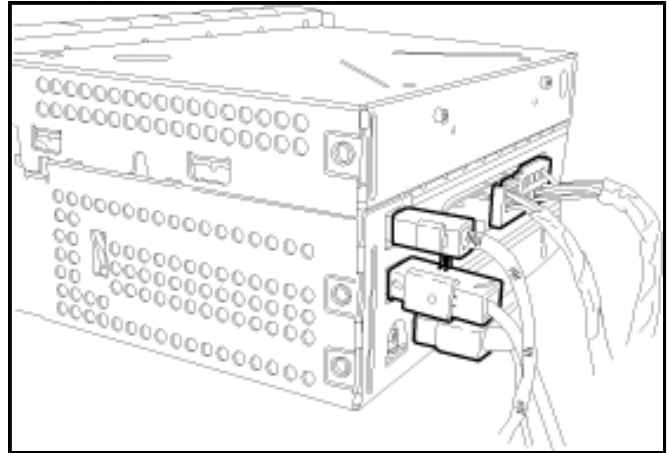
2014 WK - Electrical/8A - Audio/Video/Entertainment/Connectivity/CABLE, Antenna, Instrument Panel/Removal

WARNING: Disable the airbag system before attempting any steering wheel, steering column, seat belt tensioner, side airbag or instrument panel component diagnosis or service. Disconnect and isolate the negative battery (ground) cable. Wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to follow these instructions may result in accidental airbag deployment and possible serious or fatal injury.

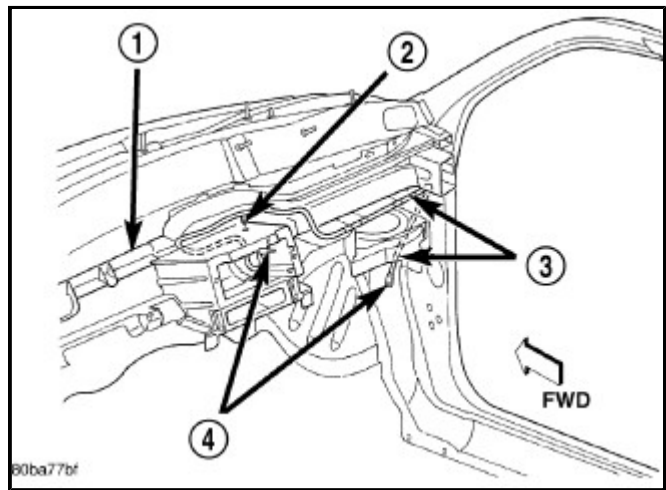
DOMESTIC

1. Disconnect and isolate the battery negative cable.
2. Remove radio.

CAUTION: Pulling the antenna cable straight out of the radio without pulling on the locking antenna connector could damage the cable or radio.



3. Disconnect the antenna cable by pulling the locking antenna connector (2) away from the radio (1).
4. Remove the glove box.
5. Remove instrument panel side panel.
6. Disconnect instrument panel cable (1) from antenna body and cable (2).
7. Remove the antenna retaining straps and remove antenna cable (4).



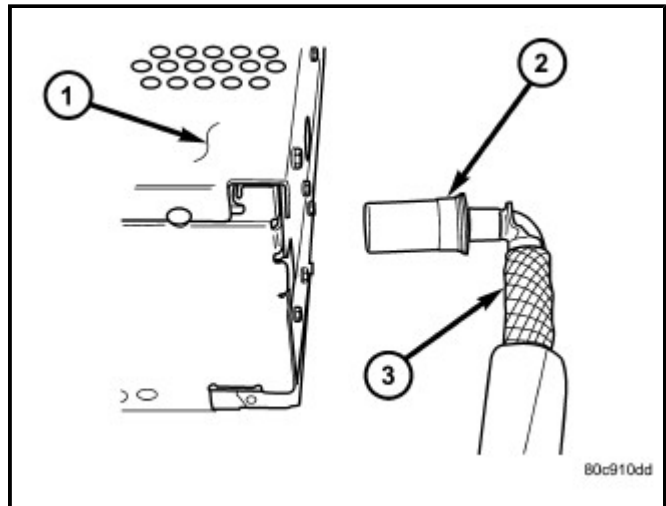
EXPORT

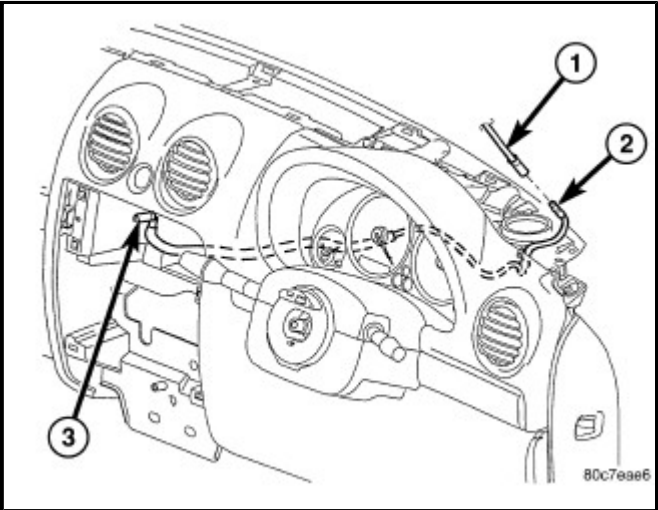
WARNING: Disable the airbag system before attempting any steering wheel, steering column, seat belt tensioner, side airbag or instrument panel component diagnosis or service. Disconnect and isolate the negative battery (ground) cable. Wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to follow these instructions may result in accidental airbag deployment and possible serious or fatal injury.

1. Disconnect and isolate the battery negative cable.
2. Remove the instrument panel.

CAUTION: Pulling the antenna cable straight out of the radio without pulling on the locking antenna connector could damage the cable or radio.

3. Disconnect the antenna cable by pulling the locking antenna connector (2) away from the radio (1).
4. Disengage each of the retainers that secure the cable (2) to the instrument panel and remove cable.

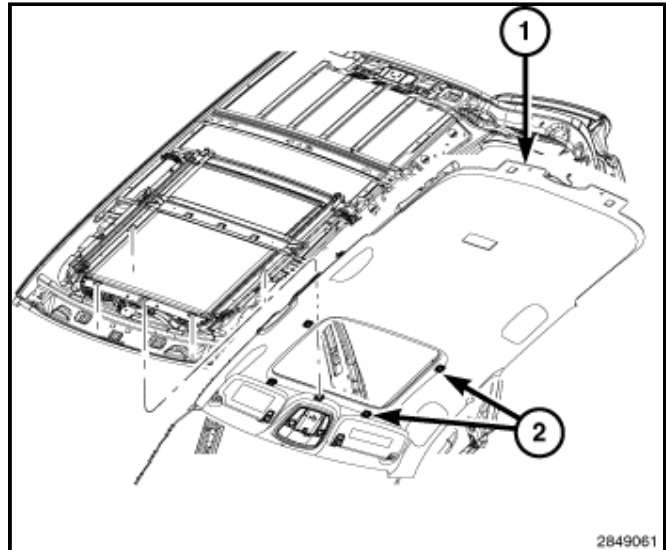




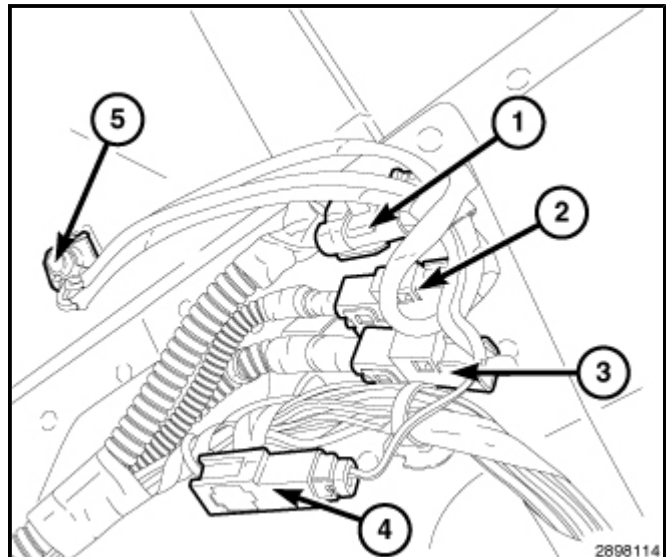
REMOVAL

CAUTION: Do not stand on the tire or the bumper while servicing the antenna. Failure to follow the instructions will cause personal injury and/or vehicle damage.

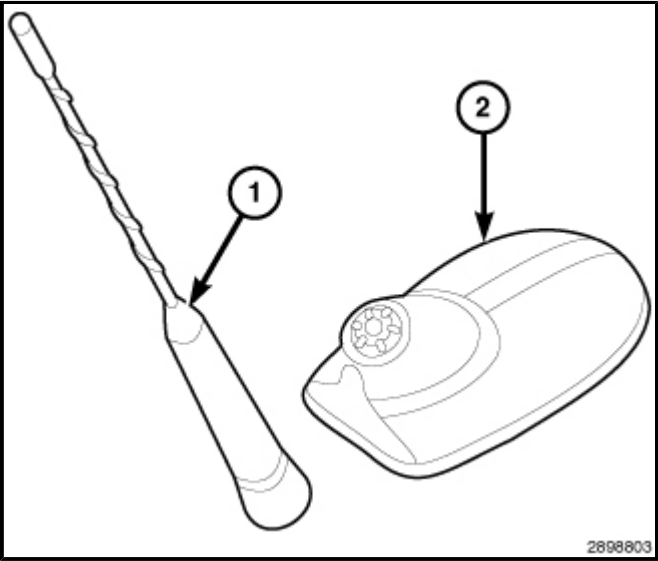
1. Disconnect and isolate the battery negative cable.
2. Lower the rear portion of the rear headliner (1) as necessary to access underside of antenna (Refer to 23 - Body/Interior/HEADLINER - Removal) .



3. Disconnect the navigation (1), SDAR (2), AM/FM (3) and the 5 volt power (4) wire harness connectors from the antenna.
4. Remove the antenna mounting retainer (5).
5. From inside the vehicle, and using a flat bladed tool, depress one of the retaining tabs on the antenna. Push up the one side of the antenna connector through the roof panel. Depress the other side of the connector and remove the antenna.



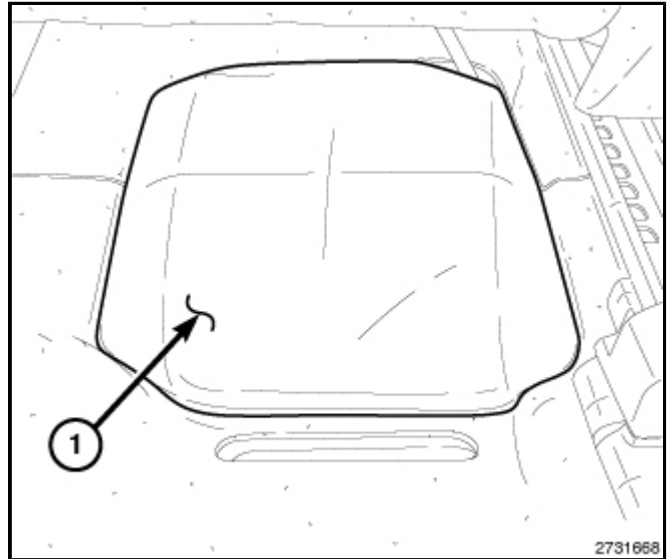
6. Remove the antenna mast (1) from the antenna base (2).



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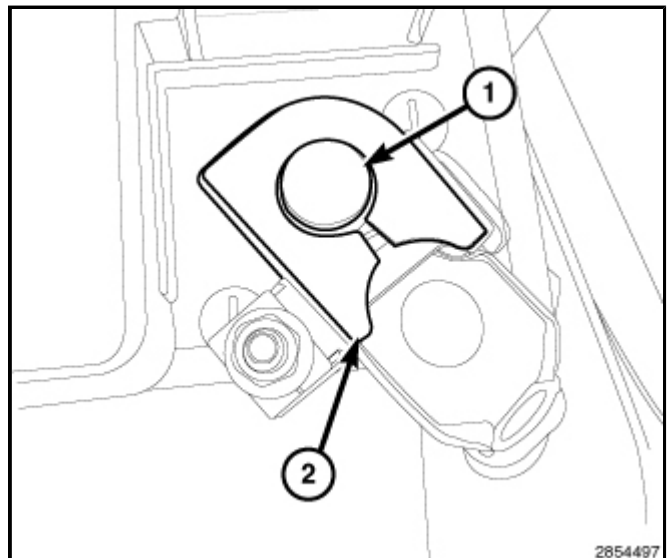
2014 WK - Electrical/8F - Engine Systems/Battery System/BATTERY, AGM/Removal

1. If equipped with power seats, move the seat to the most forward and upright position.
2. If equipped with manual seats, move the seat to the most forward position.
3. Turn the ignition switch to the Off position. Be certain that all electrical accessories are turned off.
4. Remove the battery cover (1).

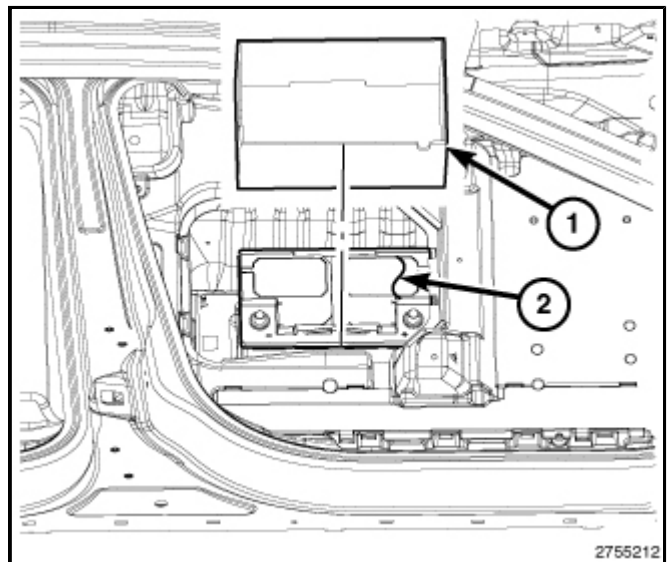


NOTE: Negative battery terminal shown, positive terminal similar.

5. Remove the negative battery cable (1) from the battery.
6. Disconnect the positive battery cable and position aside.



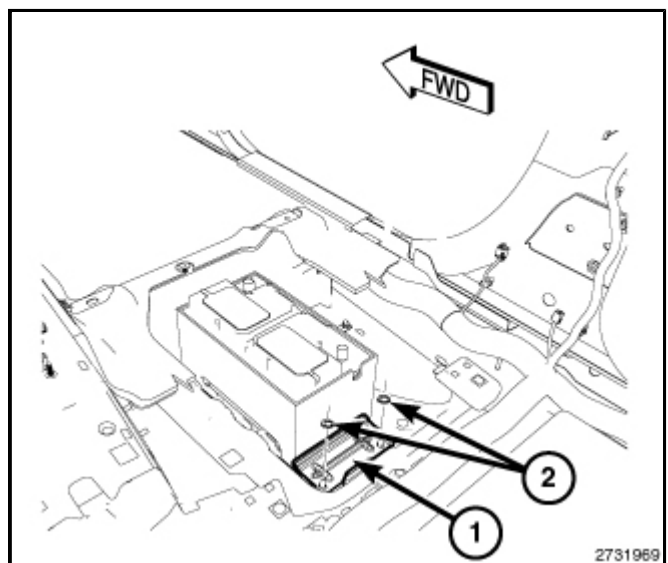
7. Remove the battery thermal blanket.



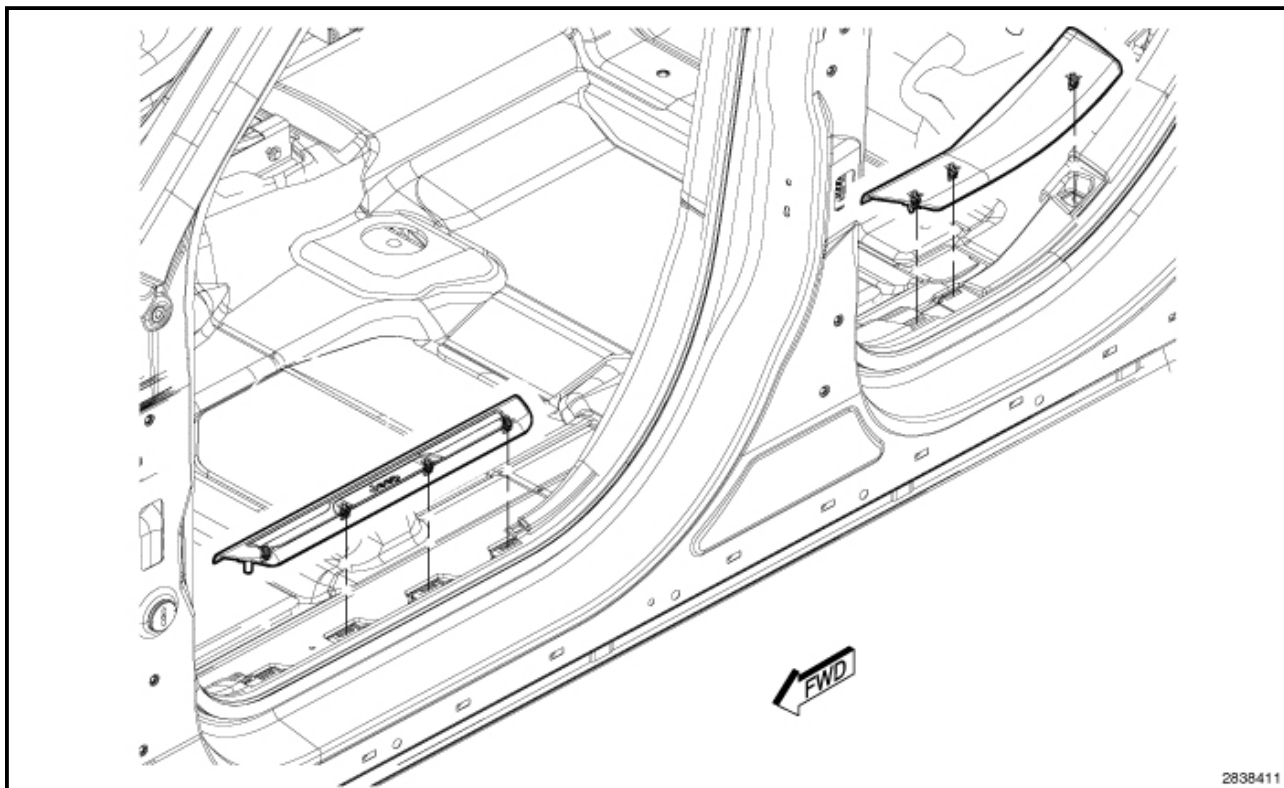
8. Remove the battery hold down retainers (2) and remove the battery hold down (1).

WARNING: Wear a suitable pair of rubber gloves when removing a battery by hand. Safety glasses should also be worn. If the battery is cracked or leaking, the electrolyte can burn the skin and eyes.

9. Remove the battery from the vehicle.

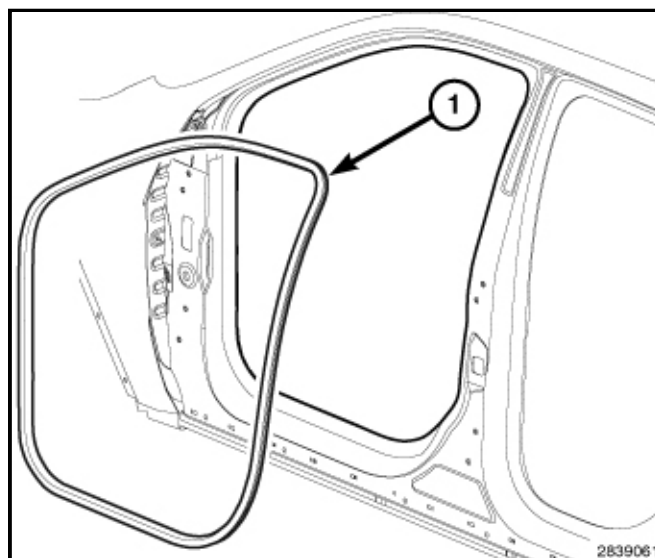


2014 WK - Body/Interior/PANEL, B-Pillar Trim, Lower/Removal

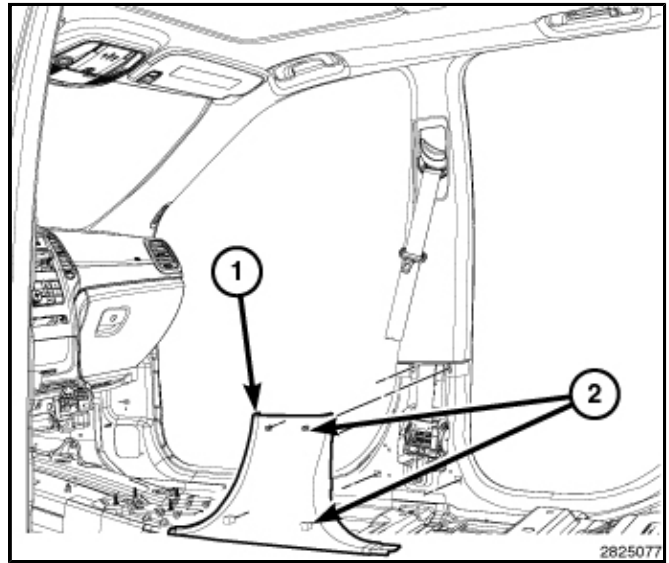


1. Using a trim stick C-4755 or equivalent, disengage the retaining tabs that secure the door sill scuff plate to the retaining clips in the door sill and remove the scuff plate.

2. Separate the door seal (1) from the door frame and position aside.

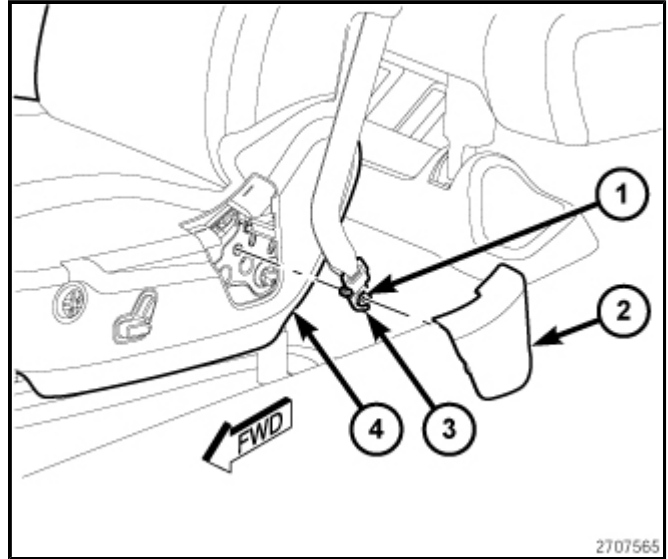


- Using a trim stick C-4755 or equivalent, disengage the retaining tabs that secure the lower B-pillar trim panel to the B-pillar.

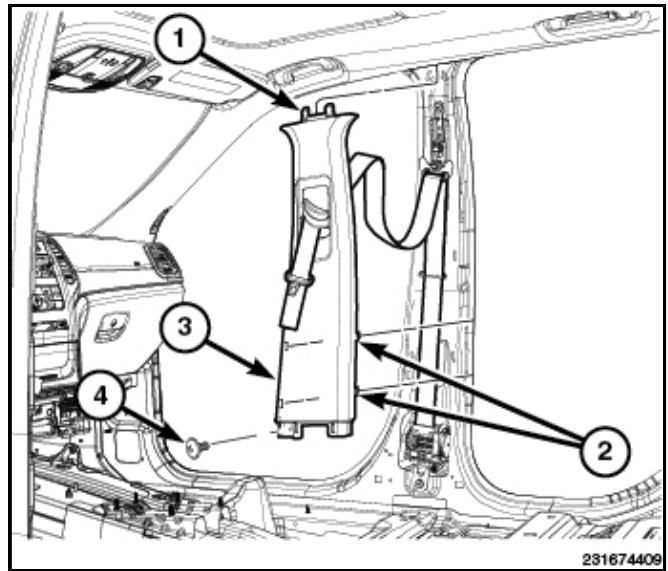


2014 WK - Body/Interior/PANEL, B-Pillar Trim, Upper/Removal

1. Adjust the front seat to its most forward position for easiest access to the front seat belt lower anchor cover (2) and the B-pillar trim.
2. Grasp the upper edge of the lower anchor cover and pull it carefully upward and outward to unsnap it from the front seat cushion outboard side shield (4).
3. Remove the screw (1) that secures the seat belt lower anchor (3) to the outboard side of the front seat cushion frame.

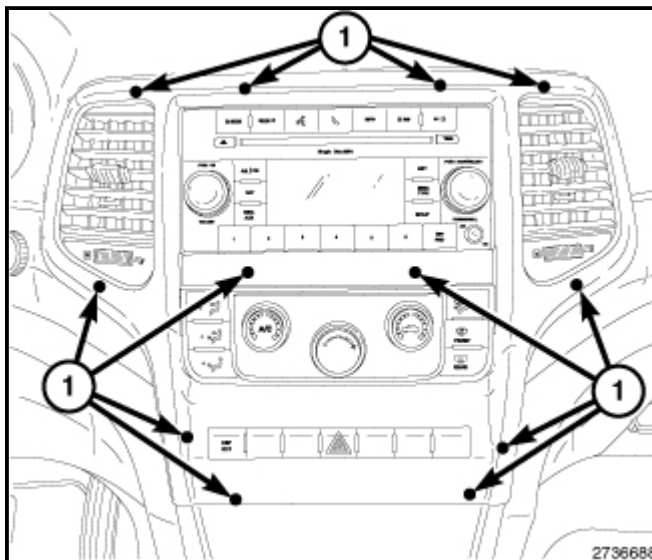


4. Remove the lower B-pillar trim.
5. Remove the lower screw (4).
6. Using a trim stick C-4755 or equivalent, disengage the retaining clips (2) that secure the upper trim (3) to the pillar and remove the trim panel.
7. Remove the seat belt from the trim.

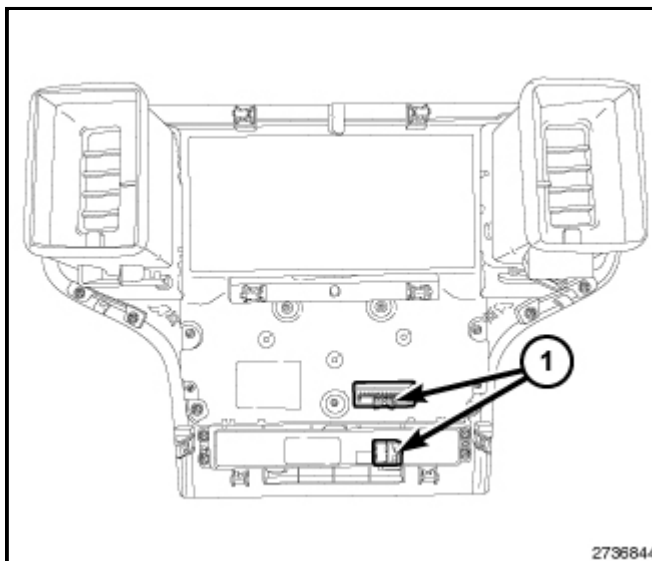


2014 WK - Body/Instrument Panel/BEZEL, Instrument Panel, Center/Removal

1. Before proceeding with the following repair procedure, review all warnings and cautions.
2. Using a trim stick C-4755 or equivalent, work around the perimeter of the bezel, and across the middle releasing the retaining clips (1) and separate the bezel from the instrument panel.

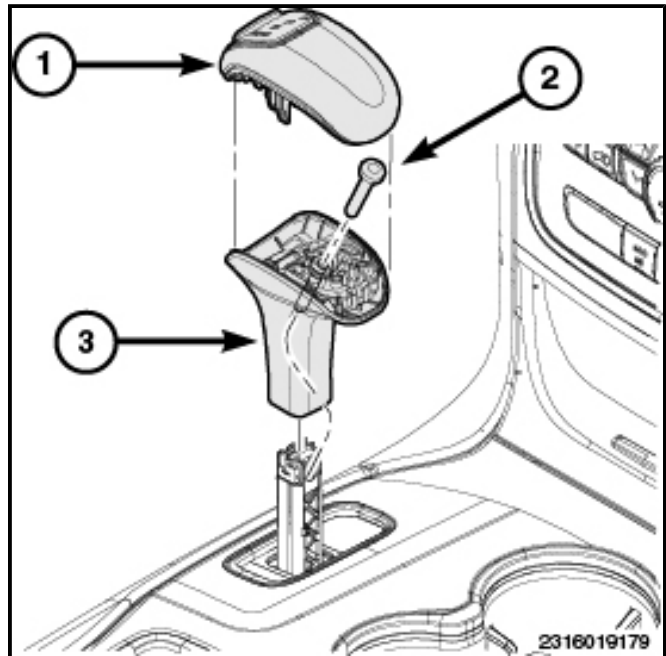


3. Disconnect the electrical connectors (1) and remove the bezel.

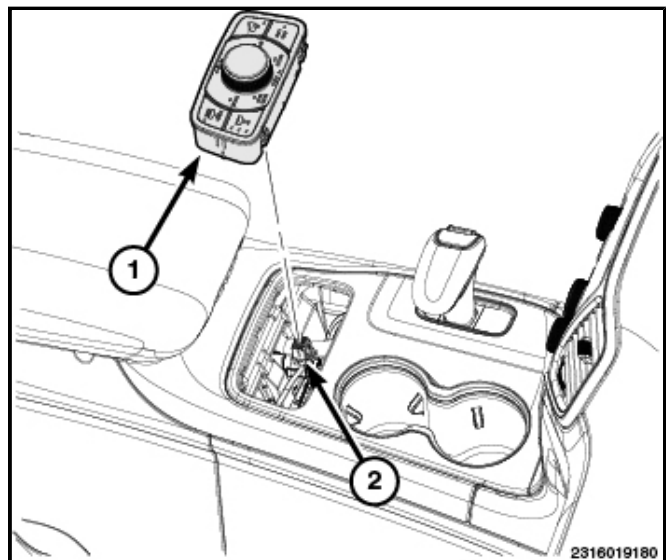


2014 WK - Transmission / Automatic - 8HP45/70 SHIFTER, Removal

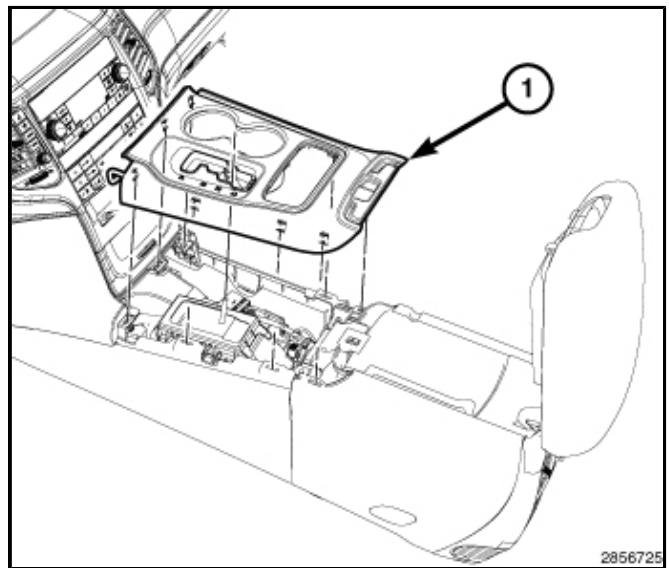
1. Using a trim stick C-4755 or equivalent, separate the shift knob top (1) from the lower shift knob shroud (3).
2. Remove the bolt (2) and lift shroud (3) off the shift shaft.



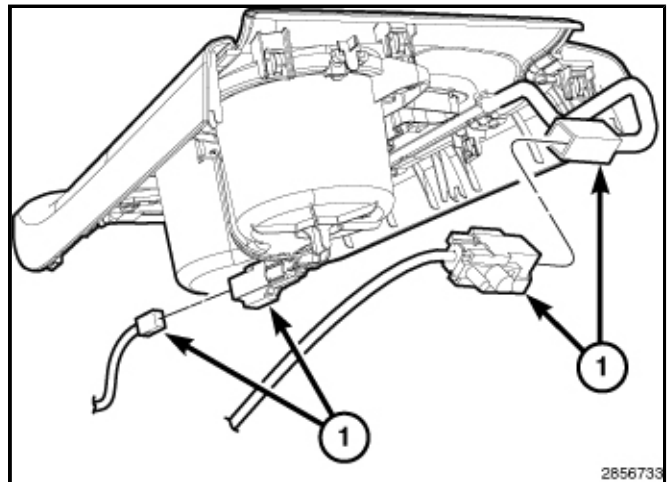
3. Using a trim stick or equivalent remove the all terrain switch (1) and disconnect the electrical connector (2), if equipped.



4. Using trim stick or equivalent, release the clip fasteners and separate the console bezel.

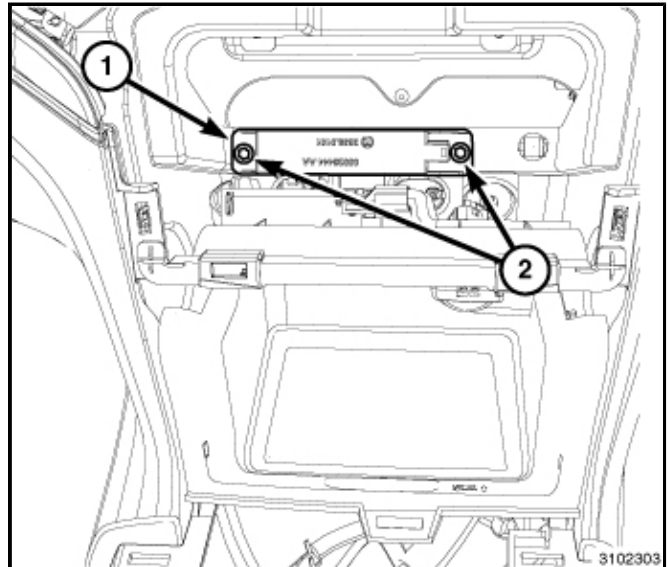


5. Disconnect the electrical connectors (1) and remove the shifter bezel.

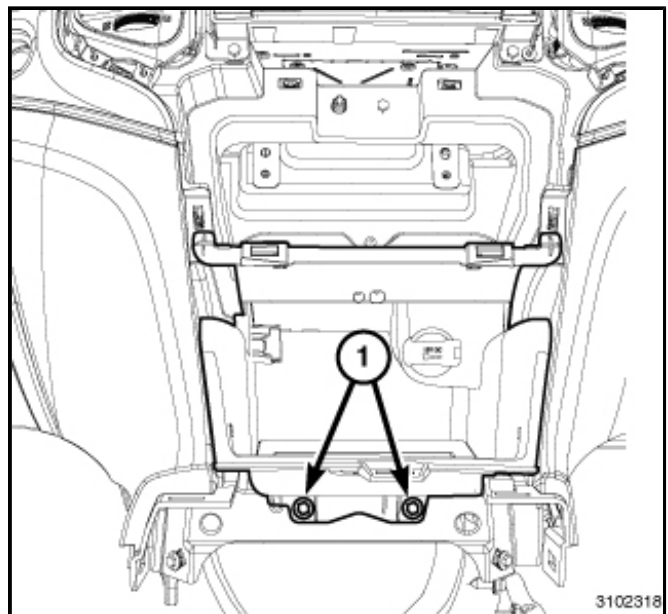


2014 WK - Body/Instrument Panel/BIN, Instrument Panel/Removal

1. Remove the center bezel.
2. Remove the shifter bezel.
3. Remove the screws (2) and remove the passive entry antenna (1).



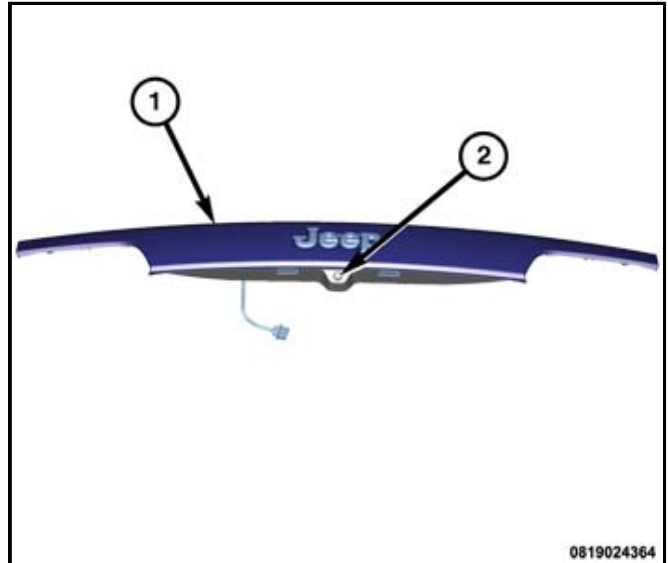
4. Remove the lower screws (1).



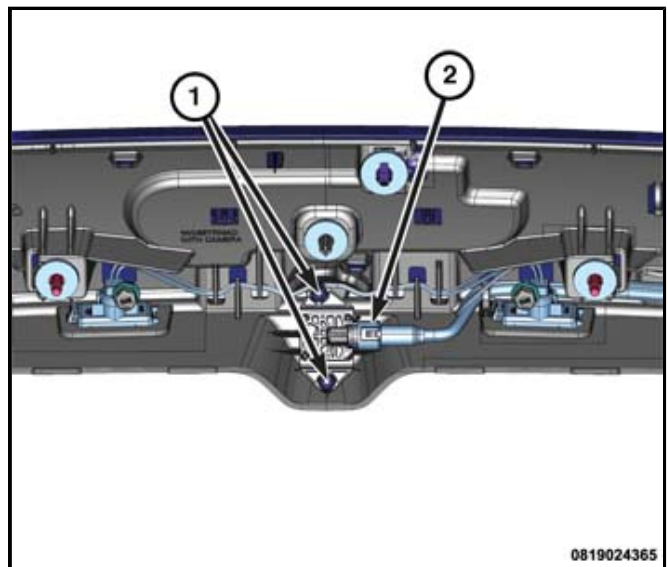
5. Remove the upper screw (1).
6. Disconnect the electrical connectors (2).

2014 WK - Electrical/8A - Audio/Video/Entertainment/Connectivity/CAMERA, Rear/Removal

1. Disconnect and isolate the negative battery cable.
2. Remove the lamp bar (1) to gain access to the rear camera (2).

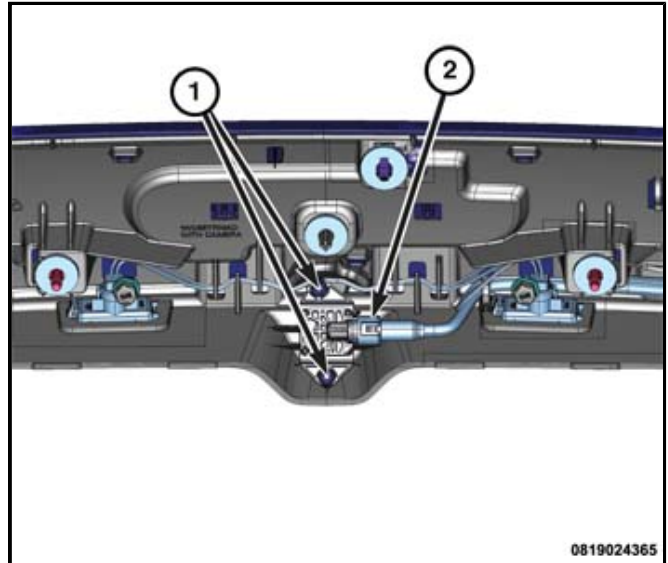


3. Disconnect the electrical harness connector (2).
4. Remove the two rear camera mounting fasteners (1).
5. Remove the rear camera from the lamp bar.

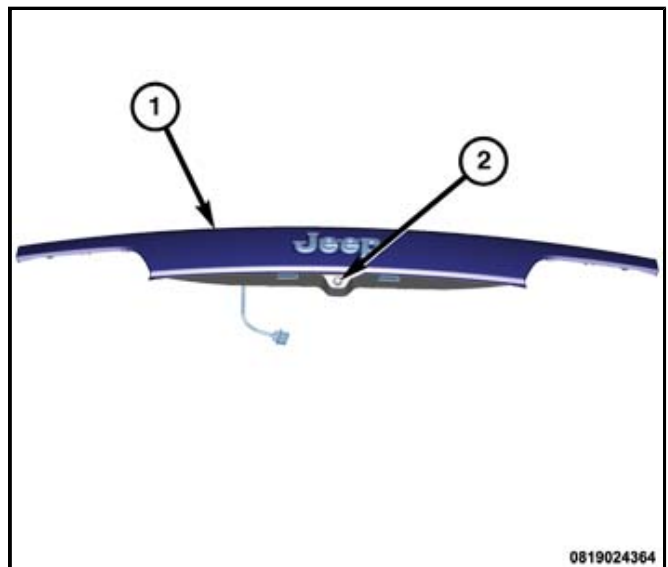


2014 WK - Electrical/8A - Audio/Video/Entertainment/Connectivity/CAMERA, Rear/Installation

1. Install the rear camera to the lamp bar.
2. Install the two rear camera mounting fasteners (1).
3. Connect the electrical harness connector (2).



4. Install the lamp bar (1)
5. Connect the negative battery cable.

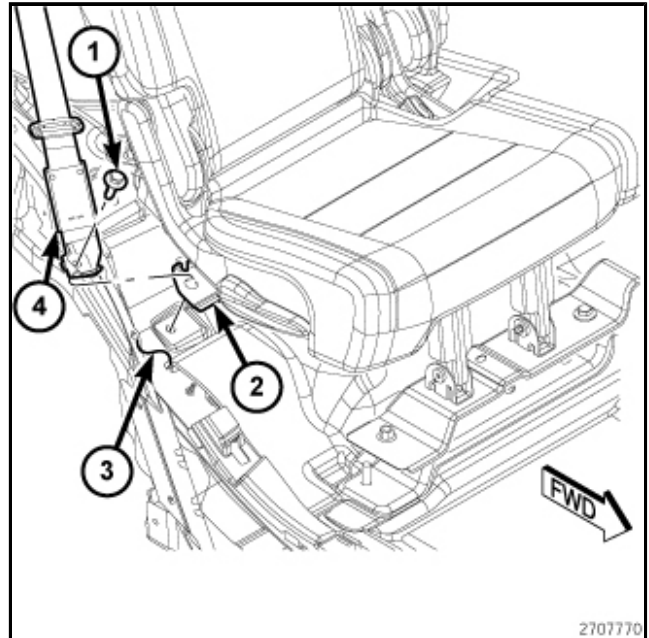


2014 WK - Body/Interior/CARPET, Floor/Removal

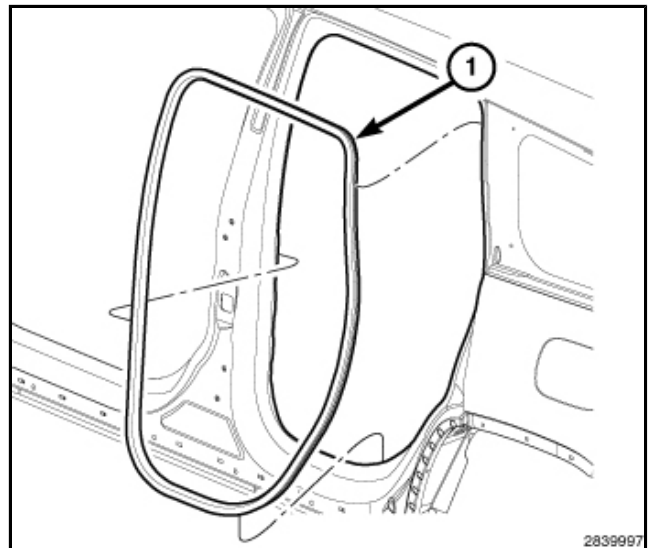
1. Remove the front seats.
2. Remove the rear seat.
3. Remove the floor console.
4. Remove the front door sill scuff plates.
5. Remove the cowl trim panels.
6. Remove the rear passenger door sill scuff plates
7. Remove the lower B-pillar trim panels
8. Remove the rear load flooring.
9. Remove the quarter trim.
10. Remove the carpet from the vehicle.

2014 WK - Body/Interior/PANEL, C-Pillar Trim/Removal

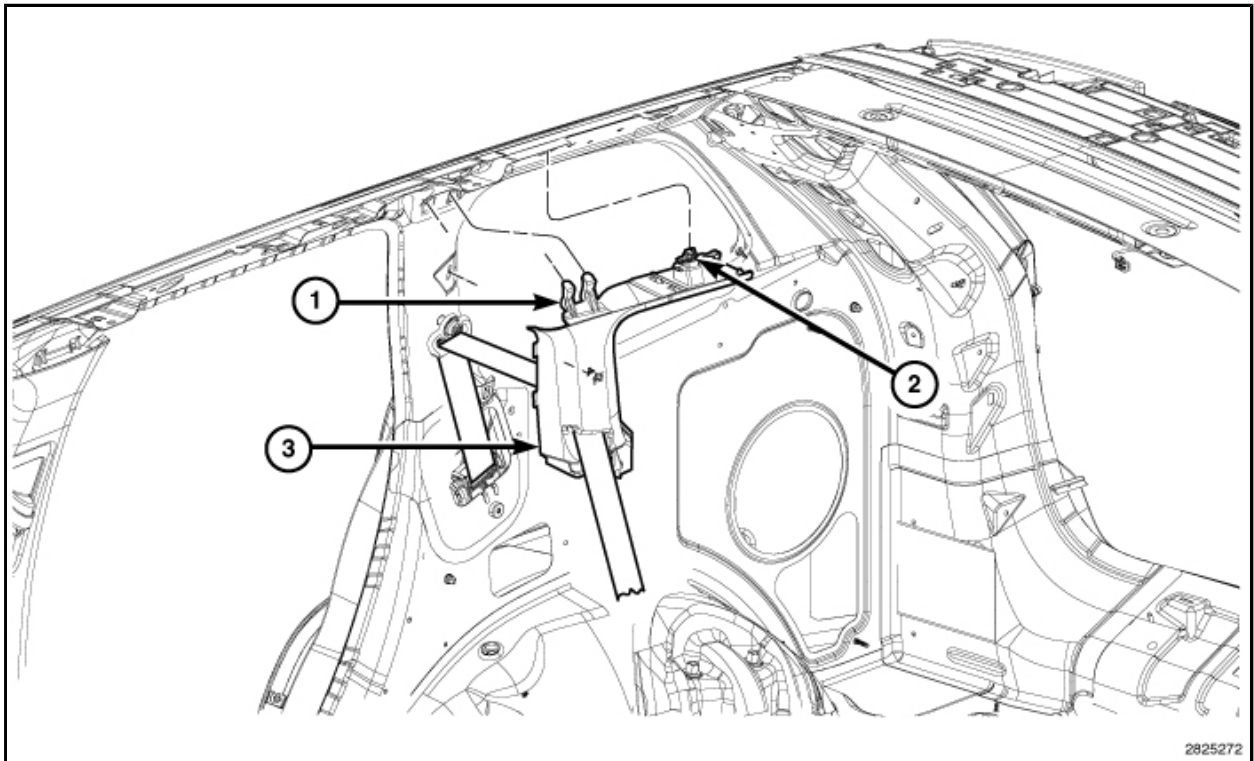
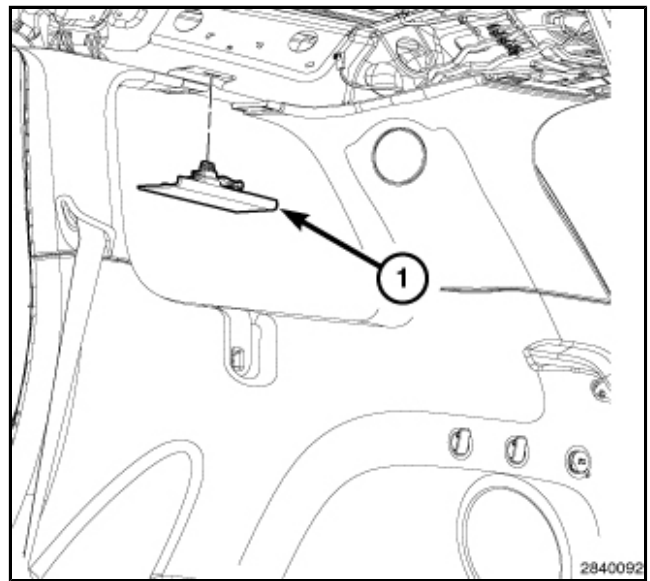
1. Remove the screw (1) that secures the rear outboard seat belt (4) lower anchor and the rear seat back bracket (2) to the rear floor panel (3).



2. Position the door seal (1) aside.



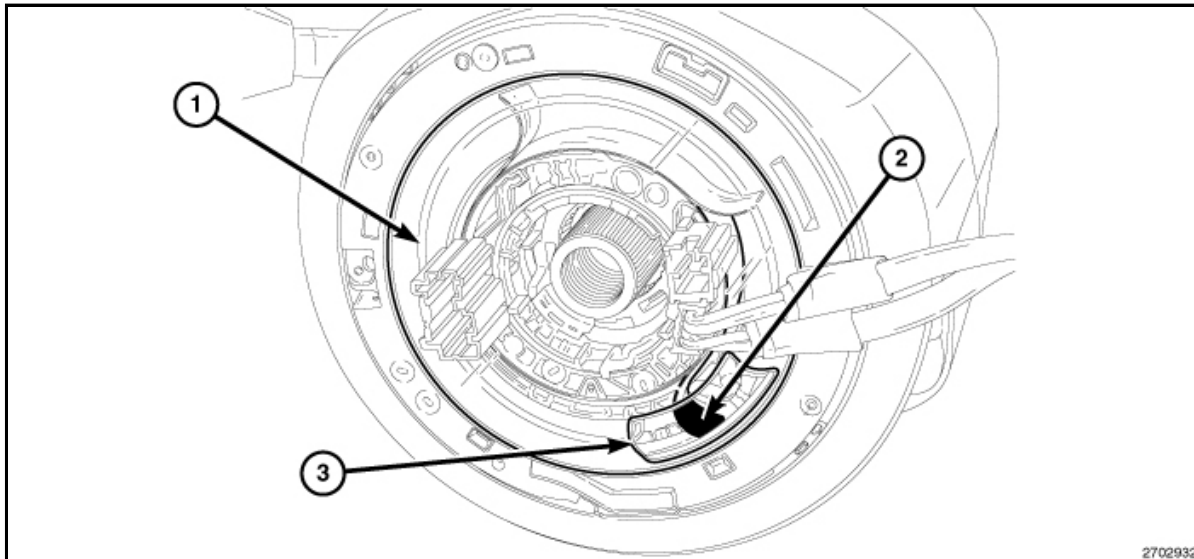
3. Using a trim stick [C-4755](#) or equivalent, disengage the retaining clips that secure the side upper trim (1) to the body.
4. Release the tether from the trim and remove the headliner trim.



5. Using a trim stick [C-4755](#) or equivalent, disengage the retaining clips (2) that secure the upper trim (3) to the pillar and remove the trim panel.
6. Remove the seat belt from the trim.

STANDARD PROCEDURE - CLOCKSPRING CENTERING

WARNING: To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.



CAUTION: Always turn the steering wheel until the front wheels are in the straight-ahead position. Then, prior to disconnecting the steering column from the steering gear, lock the steering wheel to the steering column. If clockspring centering has been compromised for ANY reason, the entire Steering Column Control Module (SCCM) and clockspring unit MUST be replaced with a new unit.

Like the clockspring in a timepiece, the clockspring tape has travel limits and can be damaged by being wound too tightly during full stop-to-stop steering wheel rotation. To prevent this from occurring, the clockspring is centered when it is installed on the steering column. Centering the clockspring indexes the clockspring tape to the movable steering components so that the tape can operate within its designed travel limits. However, if the steering shaft is disconnected from the steering gear, the clockspring rotor spool can change position relative to the fixed steering components.

Clockspring centering must always be confirmed by viewing the inspection window (3) on the clockspring rotor (1). If the black squares (2) on the clockspring tape are not visible through the inspection window, clockspring centering has been compromised and the SCCM must be replaced with a new unit. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Steering Column - Installation) .

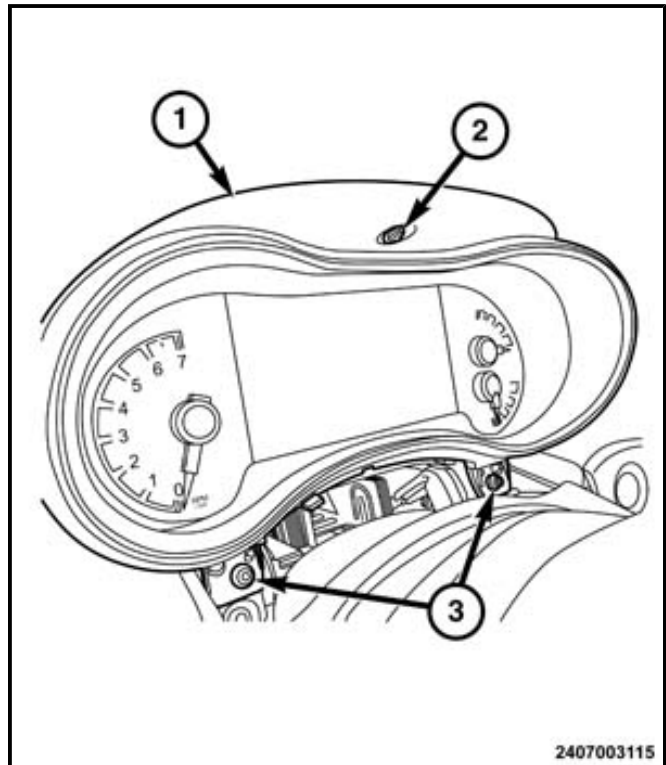
The service replacement SCCM is shipped with the clockspring pre-centered and with a red plastic locking tab installed. This locking tab should not be removed until the SCCM has been properly installed on the steering column. If the locking tab is removed before the SCCM is installed on a steering column, clockspring centering must be confirmed by viewing the black squares on the clockspring tape through the inspection window on the clockspring rotor. If the black squares of the clockspring tape are not visible through the inspection window, clockspring centering has been compromised and the SCCM must be replaced with a new unit. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Steering Column - Installation) . Proper clockspring installation may also be confirmed by viewing the Steering Angle Sensor (SAS) data using a diagnostic scan tool.

2014 WK - Electrical / 8J - Instrument Cluster/Removal

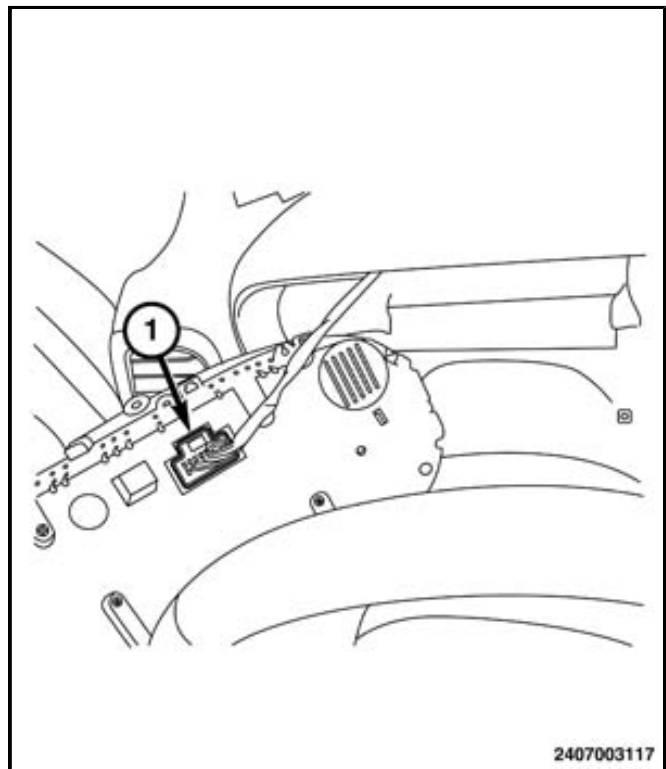
WARNING: To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

CLUSTER ASSEMBLY

1. Disconnect and isolate the negative battery cable.
2. Position the steering column to its lowest position.
3. Using a trim tool, release the clips and position the steering column seal back.
4. Remove the fasteners (2&3) that secure the instrument cluster and bezel (1) assembly to the instrument panel.
5. Pull the top of the instrument cluster back and lift the instrument cluster upward to remove.

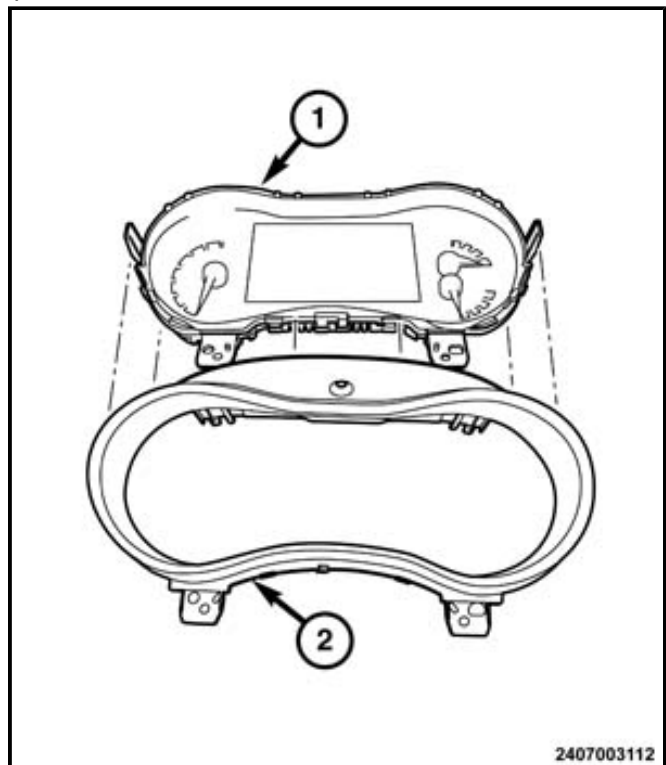


6. Disconnect the instrument cluster wire harness connector (1) from the connector receptacles on the back of the cluster housing.
7. Remove the instrument cluster from the vehicle.

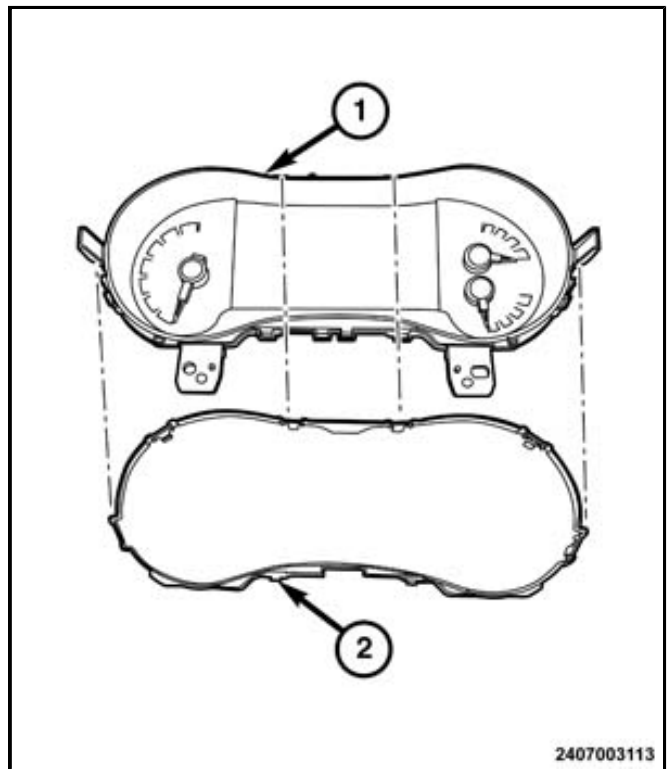


CLUSTER HOOD, LENS AND MASK

1. Disconnect and isolate the negative battery cable.
2. Remove the instrument cluster from the instrument panel **CLUSTER ASSEMBLY**.
3. Remove the instrument cluster bezel (2)



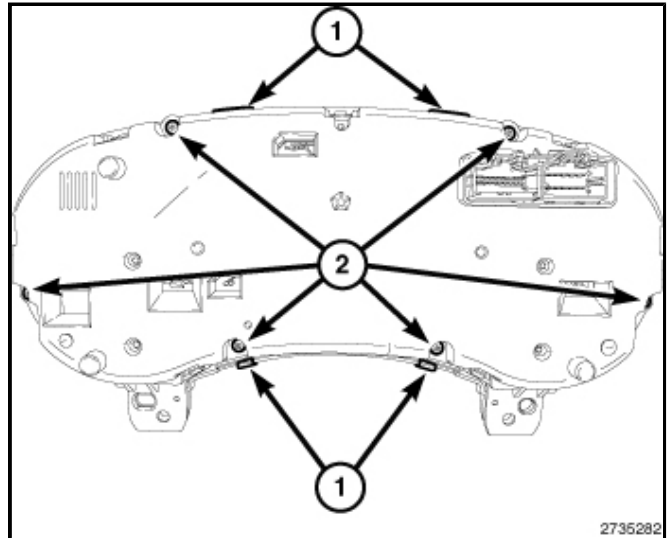
4. Working around the perimeter of the cluster housing, disengage each of the latches that secure the cluster lens (2), to the instrument cluster housing (1).
5. Remove the lens, hood and mask assembly from the face of the instrument cluster.



2014 WK - Body/Instrument Panel/BEZEL, Instrument Cluster/

Removal

1. Remove the instrument cluster assembly
2. Remove the fasteners (2) that secure the cluster bezel to the instrument cluster assembly.
3. Release the latches (1) at the top and bottom of the cluster and separate the bezel from the cluster.



2014 WK - Body/Seats/Warning

- WARNING:** To avoid serious or fatal injury on vehicles equipped with the Supplemental Restraint System (SRS), never attempt to repair the electrically conductive circuits or wiring components related to the SRS for which there is no MOPAR wiring repair kit. It is important to use ONLY the recommended splicing kit and procedure. For applicable and available MOPAR wiring repair kits, please visit the MOPAR Connector Web Site at the following address on the internet: (<http://dto.vftis.com/mopar/disclaimer.asp>). Inappropriate repairs can compromise the conductivity and current carrying capacity of those critical electrical circuits, which may cause SRS components not to deploy when required, or to deploy when not required. Only minor cuts or abrasions of wire and terminal insulation where the conductive material has not been damaged, or connector insulators where the integrity of the latching and locking mechanisms have not been compromised may be repaired using appropriate methods.
- WARNING:** To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog.
- WARNING:** To avoid serious or fatal injury on vehicles equipped with side curtain airbags, disable the Supplemental Restraint System (SRS) before attempting any Occupant Restraint Controller (ORC) diagnosis or service. The ORC may contain a rollover sensor, which enables the system to deploy the side curtains in the event of a vehicle rollover event. If an ORC containing a rollover sensor is accidentally rolled during service while still connected to battery power, the side curtain airbags will deploy. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.
- WARNING:** To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.
- WARNING:** To avoid potential physical injury or damage to sensitive electronic circuits and systems, always disconnect and isolate the battery negative (ground) cable and the positive cable, then ground the positive cable to discharge the Occupant Restraint Controller (ORC) capacitor before performing any welding operations on the vehicle. Failure to take the proper precautions could result in accidental airbag deployment, possible damage to the Supplemental Restraint System (SRS) circuits and components, and possible damage to other electronic circuits and components. Whenever a welding process is being performed within 12 inches (30 centimeters) of an electronic module or wiring harness, then that module or harness should be relocated out of the way, or disconnected. Always protect against component or vehicle damage from weld spatter by using weld blankets and

screens.

WARNING: To avoid serious or fatal injury, do not attempt to dismantle an airbag unit or tamper with its inflator. Do not puncture, incinerate or bring into contact with electricity. Do not store at temperatures exceeding 93° C (200° F). An airbag inflator unit may contain sodium azide and potassium nitrate. These materials are poisonous and extremely flammable. Contact with acid, water, or heavy metals may produce harmful and irritating gases (sodium hydroxide is formed in the presence of moisture) or combustible compounds. An airbag inflator unit may also contain a gas canister pressurized to over 17.24 kPa (2500 psi). Failure to follow these instructions may result in possible serious or fatal injury.

WARNING: To avoid serious or fatal injury when handling a seat belt tensioner retractor, proper care should be exercised to keep fingers out from under the retractor cover or buckle scabbard and away from the seat belt webbing where it exits from the retractor cover or buckle cable where it exits from the scabbard.

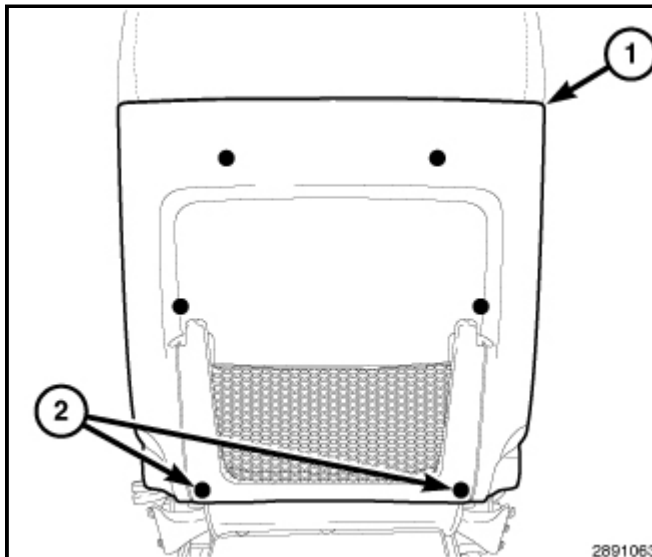
WARNING: To avoid serious or fatal injury, replace all Supplemental Restraint System (SRS) components only with parts specified in the Chrysler Mopar® Parts Catalog. Substitute parts may appear interchangeable, but internal differences may result in inferior occupant protection.

WARNING: To avoid serious or fatal injury, the fasteners, screws, and bolts originally used for the Supplemental Restraint System (SRS) components must never be replaced with any substitutes. These fasteners have special coatings and are specifically designed for the SRS. Any time a new fastener is needed, replace it with the correct fasteners provided in the service package or specified in the Chrysler Mopar® Parts Catalog.

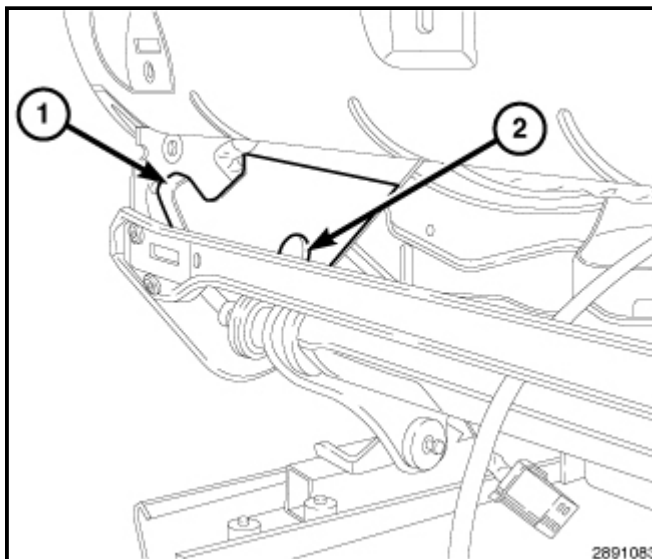
WARNING: To avoid serious or fatal injury when a steering column has an airbag unit attached, never place the column on the floor or any other surface with the steering wheel or airbag unit face down. Failure to follow these instructions may result in possible serious or fatal injury.

2014 WK - Body/Seats/COVER, Seat Back, Front/Removal

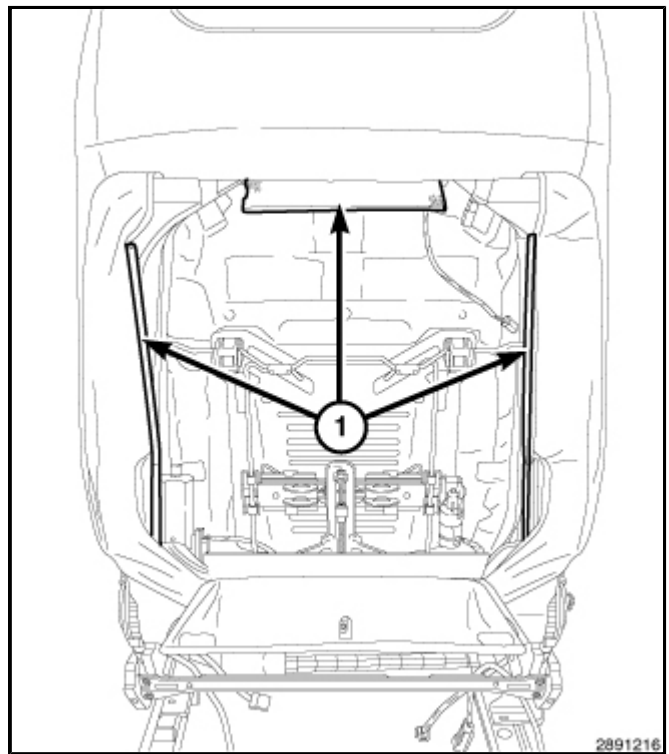
1. Before proceeding with the following repair procedure, review all warnings and cautions.
2. Position the seat being serviced all the way forward.
3. Disconnect and isolate the negative battery cable.
4. Remove the front seat.
5. Remove the side shields.
6. Remove the seat back panel (1).



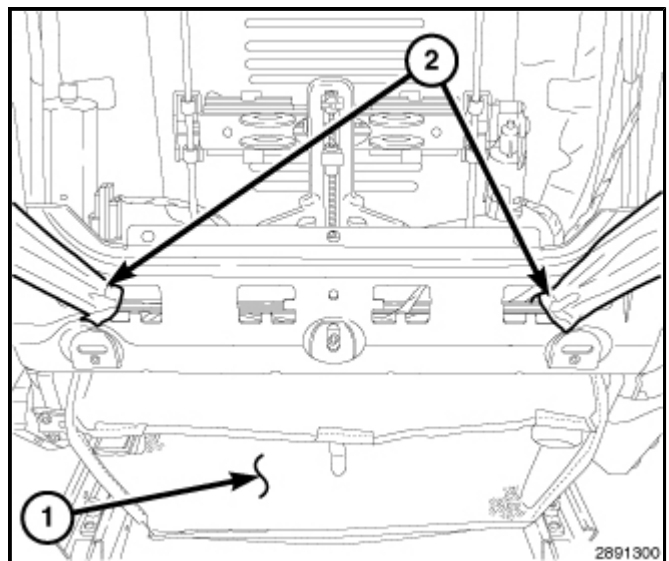
7. Remove the screws (2) and remove the inner side shields (1).



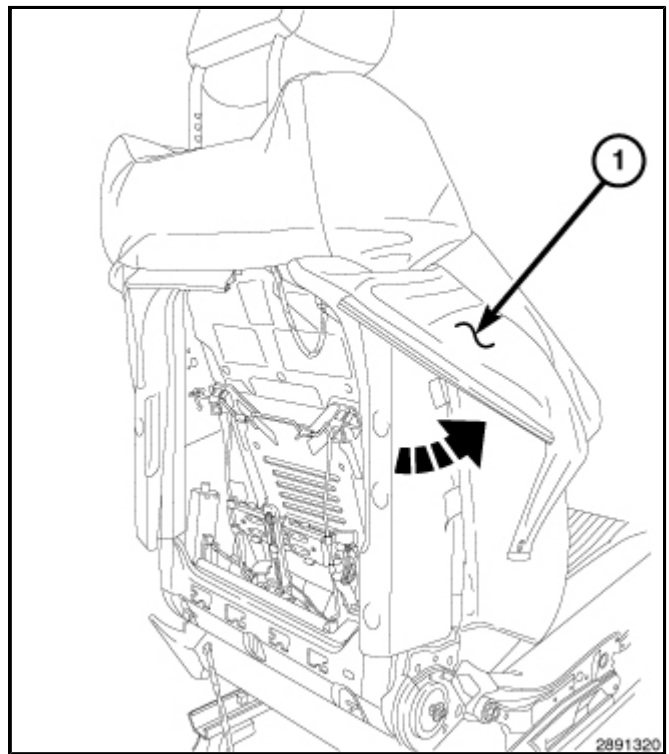
8. Release the seat cover J-straps (1).
9. Remove the headrest.



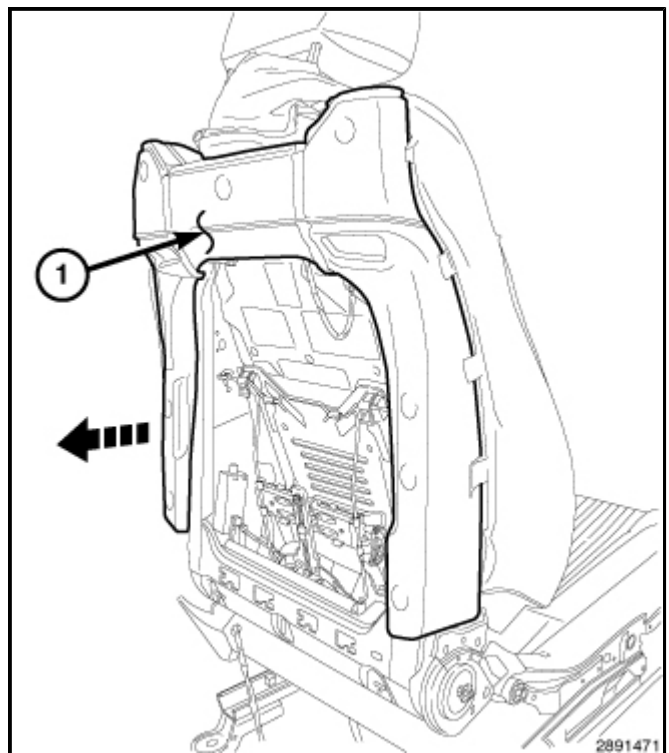
- 10. Release the lower J-straps and separate the lower cover (1).
- 11. Release the lower cover straps (2).



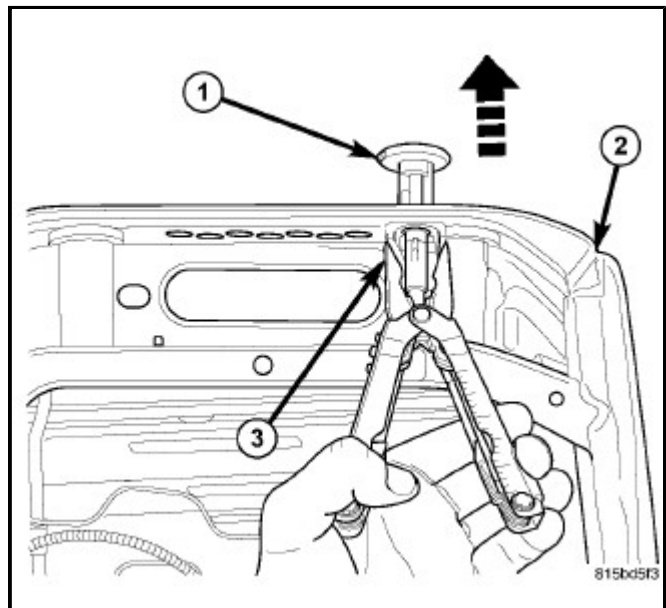
- 12. Position the cover (1) aside.



13. Carefully remove the trim ring (1).

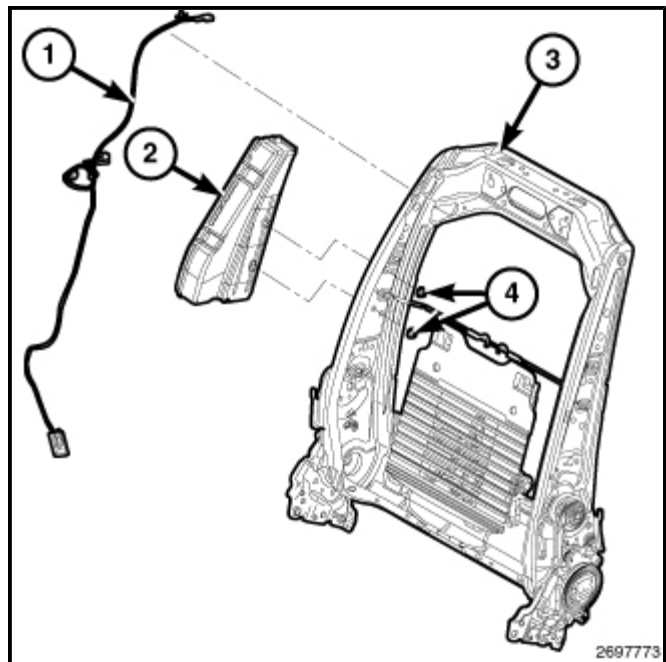


14. Squeeze the locking tab (3) and remove the headrest sleeves (1) and remove the cover.



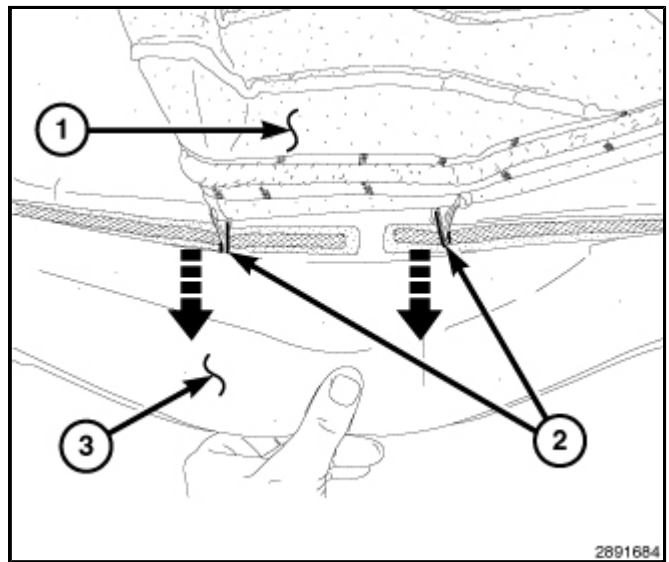
CAUTION: During removal of the seat back trim cover, be certain not to tear or damage the integral nylon pouch that contains the Seat AirBag (SAB). If the nylon pouch or the trim cover are torn or damaged, the entire front seat back trim cover must be replaced with a new unit.

CAUTION: Do not pull on the Seat AirBag (SAB) jumper wire harness take out or pry on the connector insulator to disengage the connector from the SAB inflator connector receptacle. Improper removal of this take out and its connector insulator can result in damage to the airbag circuits or the connector insulator.



15. Disconnect the SAB jumper wire harness (1) connector from the SAB inflator. Slide the yellow locking tab down, then squeeze the two latch tabs on the connector insulator. Pull the insulator straight out from the inflator to disconnect it from the connector receptacle.
16. Remove the two nuts (4) that secure the SAB to the outboard side of the seat back frame.
17. Grasp the outboard side of the seat back trim cover and pull the trim cover and cushion over the top of the seat back frame. This will allow room to remove the SAB without damaging the trim cover or the cushion.
18. Working between the seat back trim cover and the seat back frame carefully disengage the two SAB studs from the nylon pouch and slide the unit out of the pouch. Be certain not to tear or damage the nylon pouch or the trim cover.

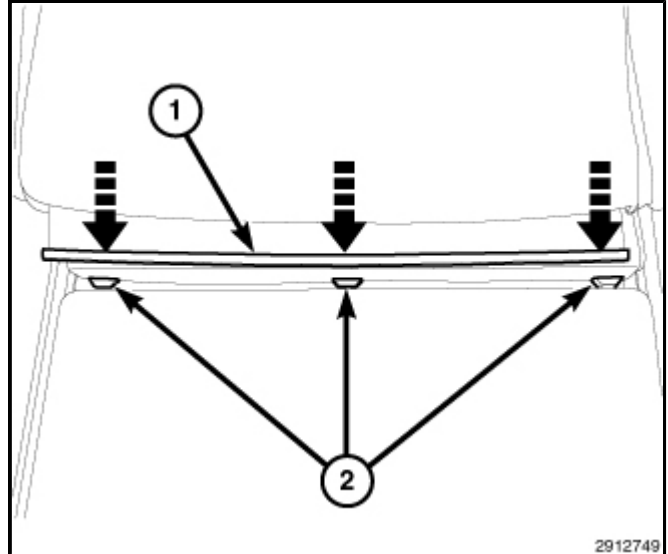
19. Separate the seat back cushion and cover from the frame and remove.
20. Open the cover (1) and expose the strip fasteners (2).
21. While pulling down on the seat cushion foam (3), slide the strip fasteners (2) out of the foam and release.



2014 WK - Body/Seats/COVER, Seat Back, Front/

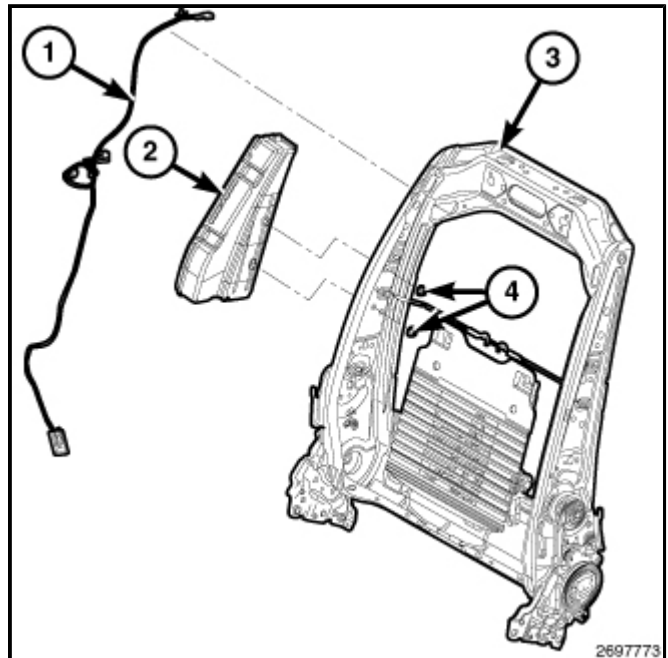
Installation

1. Position the seat back foam on the seat back frame, if required.
2. Position the seat back cover over the seat back foam and seat the strip fasteners (1) into the seat foam clips (2) fully and secure the hook and loop fastener strips.

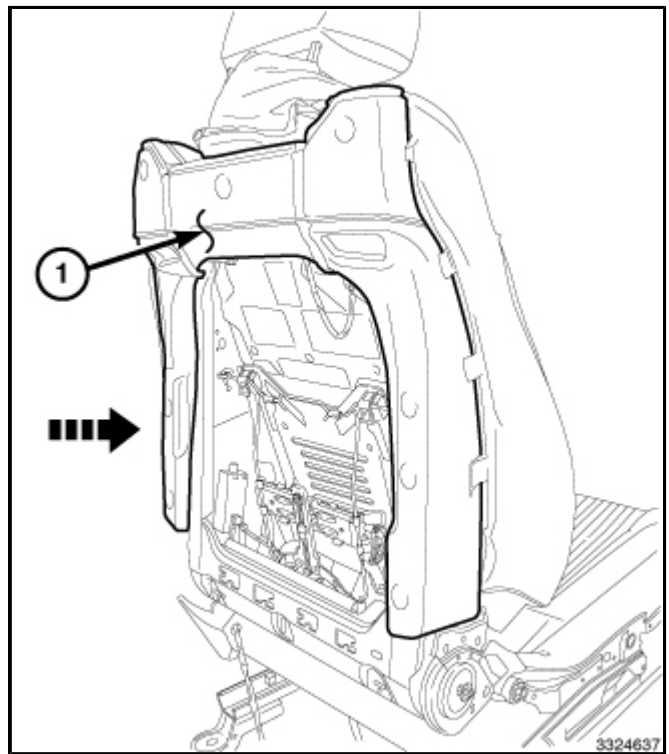


CAUTION: The Seat AirBag (SAB) must be installed into the nylon pouch integral to the front seat back trim cover before the SAB or the trim cover are installed on the front seat back frame. Failure to do so will adversely affect the function of the SAB system.

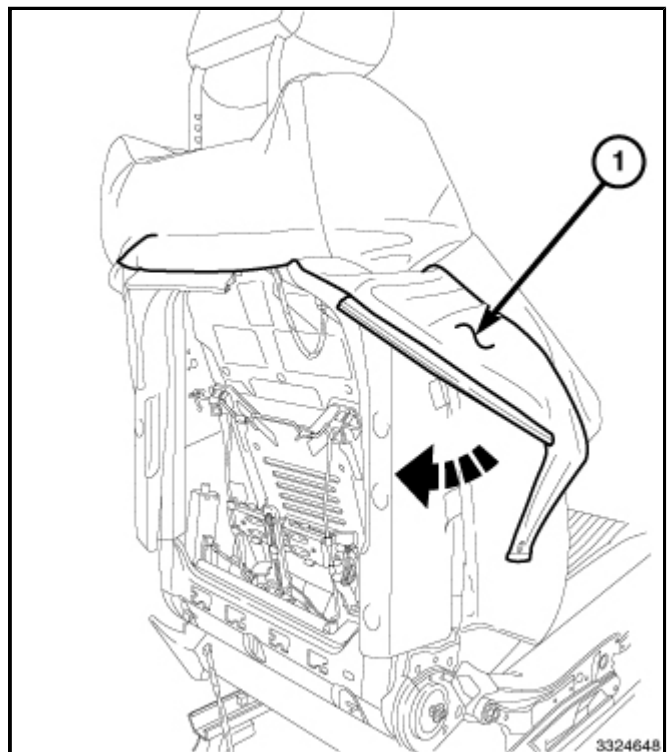
3. Carefully slide the Seat AirBag (SAB) unit (2) into the nylon pouch integral to the outboard side of the front seat back trim cover and engage the two airbag studs through the holes provided in the pouch. Be certain not to tear or damage the nylon pouch or the trim cover.
4. Position the SAB and seat back trim cover as a unit to the outboard side of the seat back frame (3) and insert the SAB mounting studs through the mounting holes in the frame.
5. Install and tighten the two nuts (4) that secure the SAB to the outboard side of the seat back frame. Tighten the nuts to 10 N·m (88 in. lbs.).
6. Reconnect the seat jumper wire harness (1) connector to the SAB inflator. Be certain that the connector latches and lock are fully engaged.
7. Install the headrest sleeves.



8. Carefully install the trim ring (1).

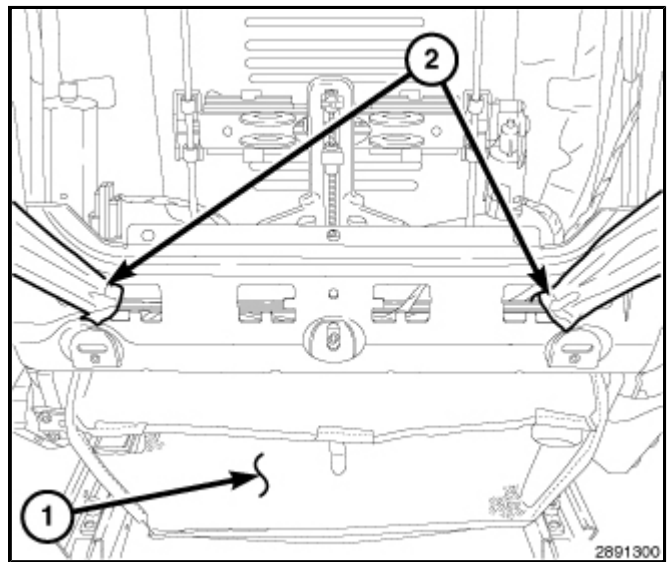


9. Position the cover (1) back over the trim ring.

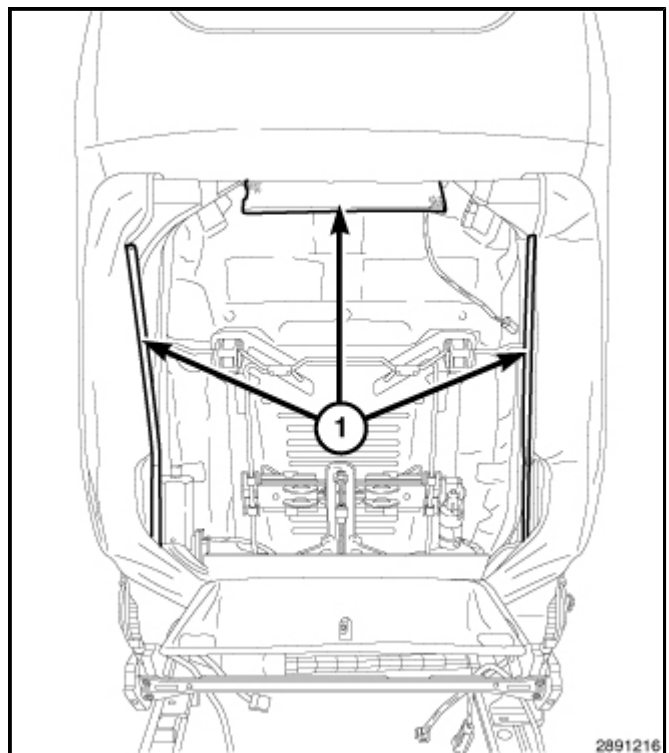


10. Secure the lower cover straps (2).

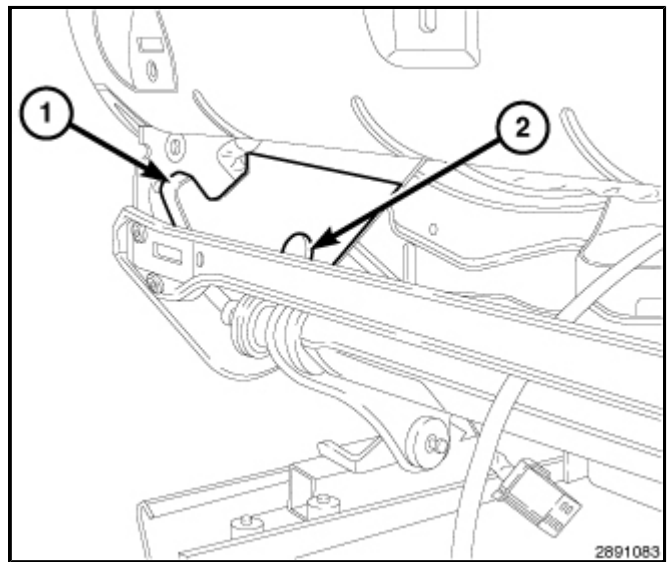
11. Position the lower cover (1) back into place and secure the lower J-straps.



- 12. Secure the J-straps (1).
- 13. Install the headrest.



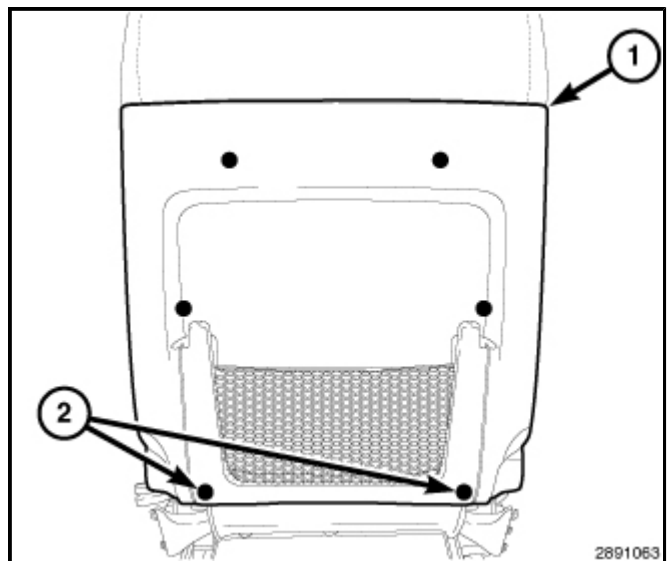
- 14. Install the inner side shields (1) and Install the screws (2).



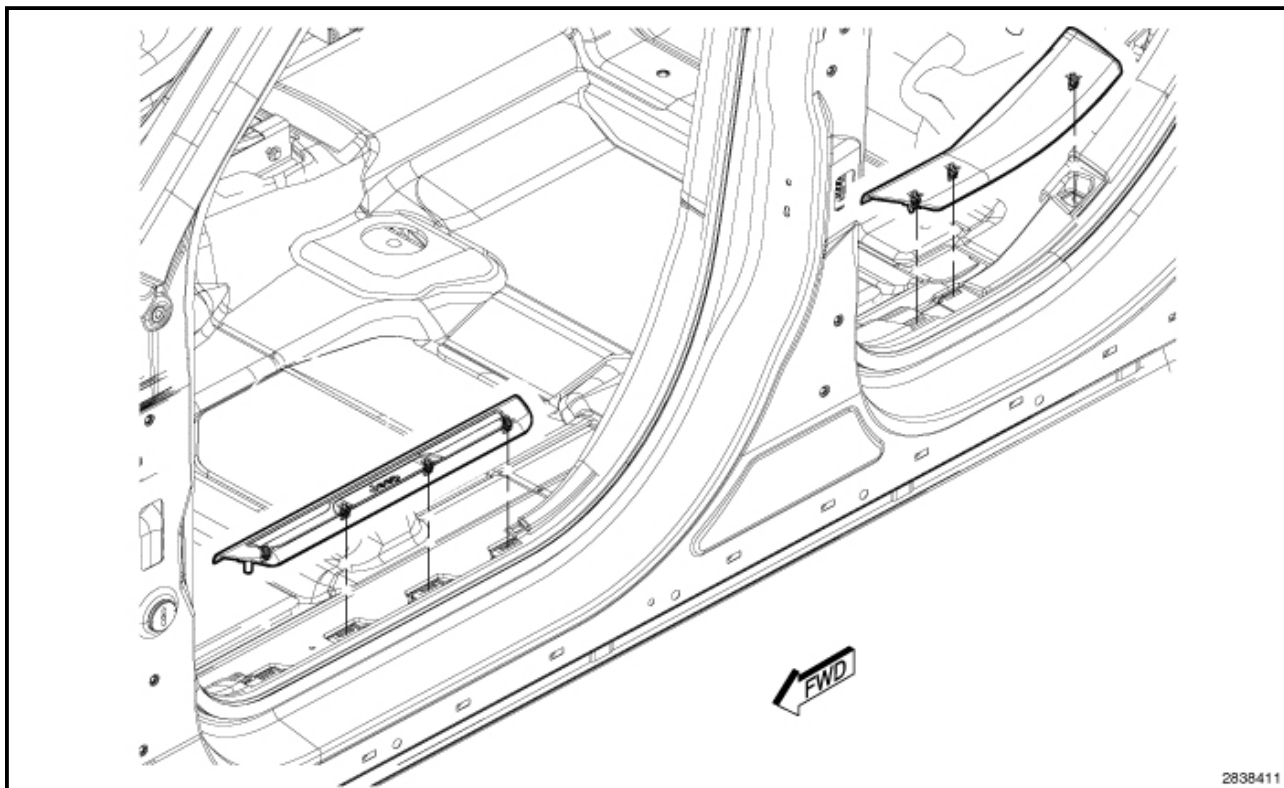
15. Install the seat back panel (1).

16. Install the side shields.

17. Install the seat.

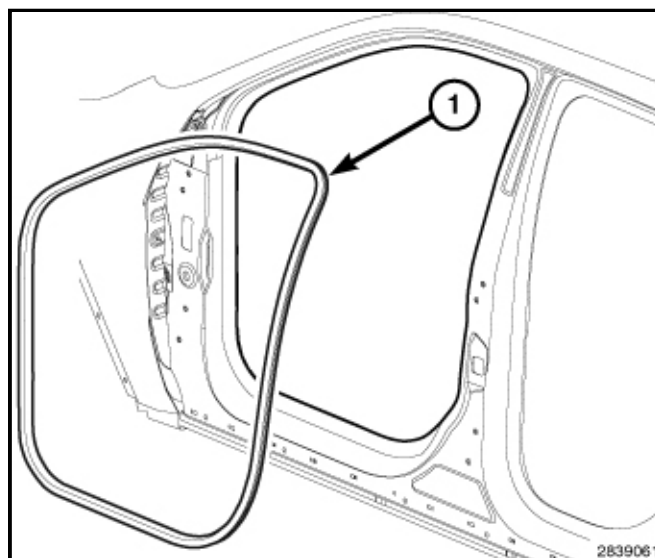


2014 WK - Body/Interior/PANEL, Cowl Trim, Side/Removal

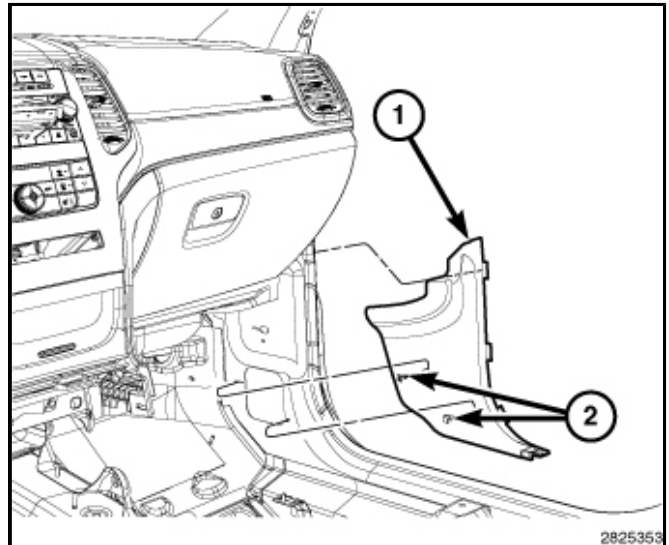


1. Using a trim stick C-4755 or equivalent, disengage the retaining tabs that secure the door sill scuff plate to the retaining clips in the door sill and remove the scuff plate.

2. Separate the door seal (1) from the door frame and position aside.

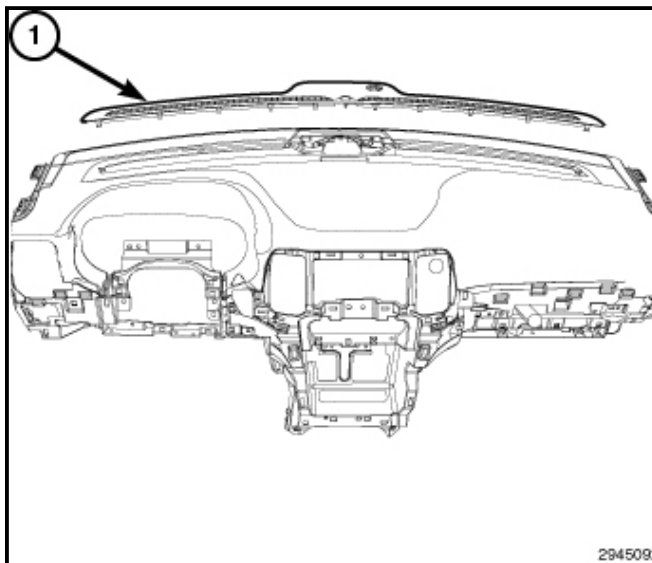


- Using a trim stick C-4755 or equivalent, disengage the retaining clips (2) that secure the cowl trim (1) and remove the cowl trim panel.



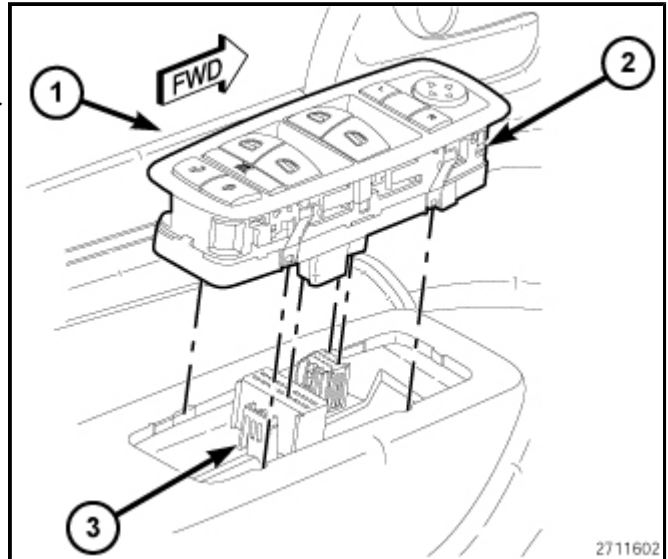
2014 WK - Body/Instrument Panel/GRILLE, Defroster/Removal

1. Using trim stick [C-4755](#) or equivalent, separate the retaining clips and remove the defroster grille (1).

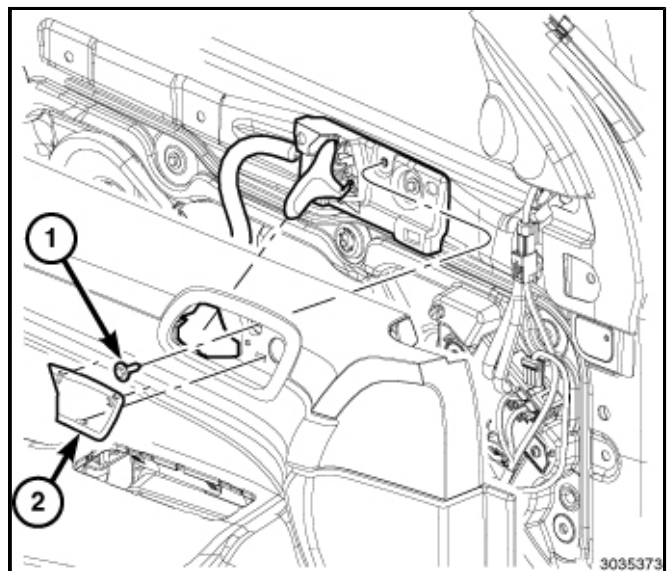


2014 WK - Body/Door - Front/PANEL, Door Trim/Removal

1. Disconnect and isolate the battery negative cable.
2. Remove the switch module (2) from the front door trim panel (1).



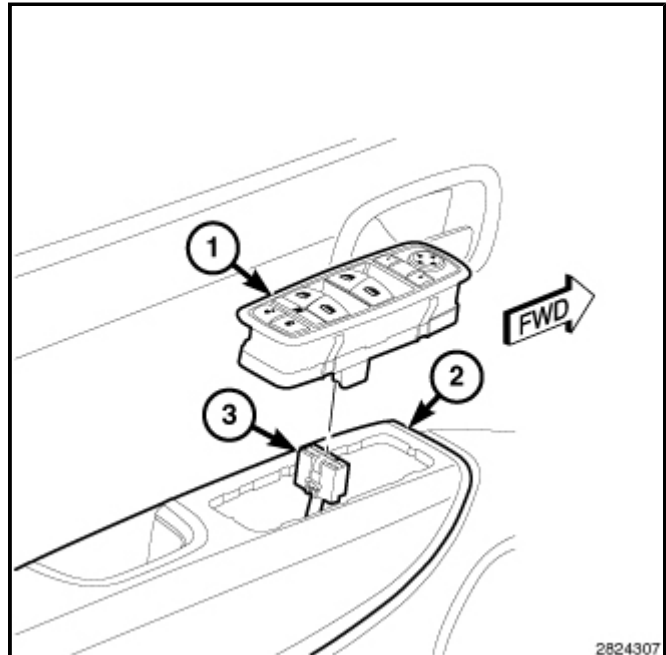
3. Using a suitable flat-bladed tool remove the trim cover (2) behind the inside handle and remove the screw (1).



4. Remove the trim cover (1) from the armrest pull cup (2) and remove the screw (3).

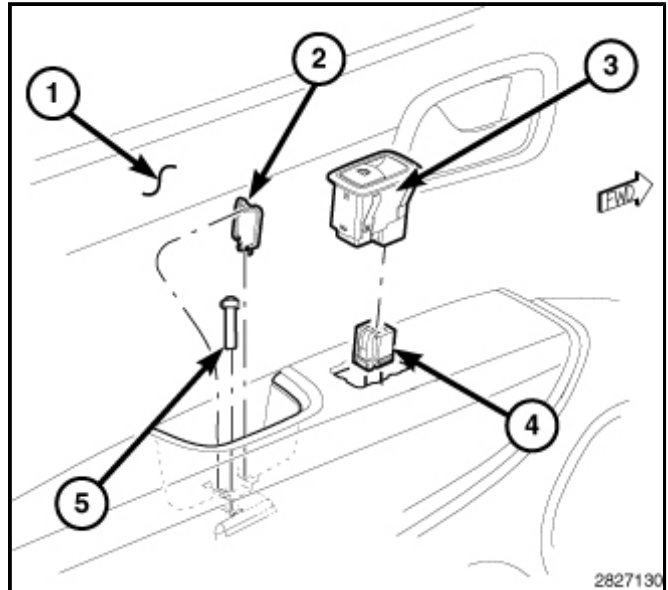
2014 WK - Power Systems / Power Locks / SWITCH, Lock/Removal

1. Disconnect and isolate the battery negative cable.
2. Using a trim stick or another suitable wide flat-bladed tool, pry the bezel of the front door switch module (1) up and away from the front door trim panel arm rest (2) far enough to disengage the four spring steel retainers of the switch from the arm rest opening.
3. Pull the switch module away from the mounting hole of the arm rest far enough to access and disconnect the door wire harness connector (3) from the switch connector receptacle.
4. Remove the switch module from the vehicle.

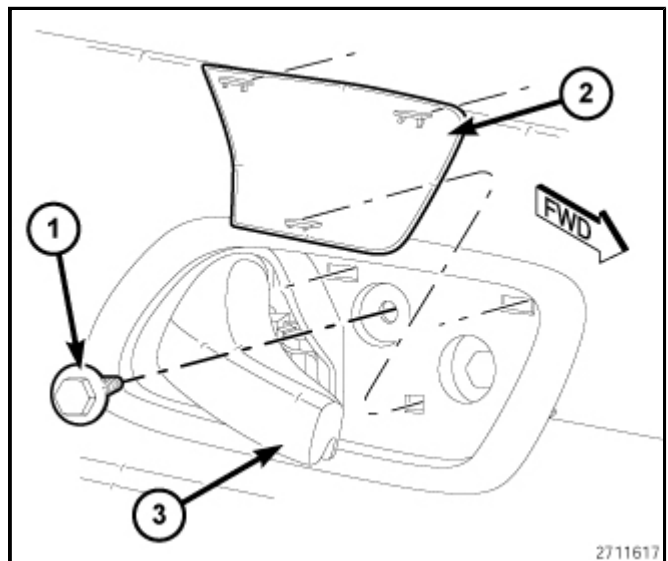


2014 WK - Body/Doors - Rear/PANEL, Rear Door Trim/Removal

1. Disconnect and isolate the battery negative cable.
2. Using a trim stick or another suitable wide flat-bladed tool, pry the bezel of the window switch (3) up and away from the door trim panel far enough to disengage the four spring steel retainers of the switch.
3. Pull the switch away enough to access and disconnect the door wire harness connector (4) from the switch connector receptacle.
4. Using a suitable flat-bladed tool pry the arm rest fastener cover (2) up to access and remove the fastener (5).

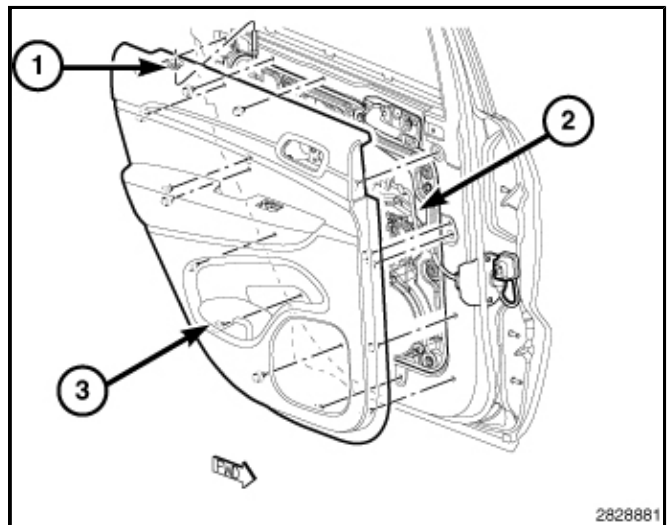


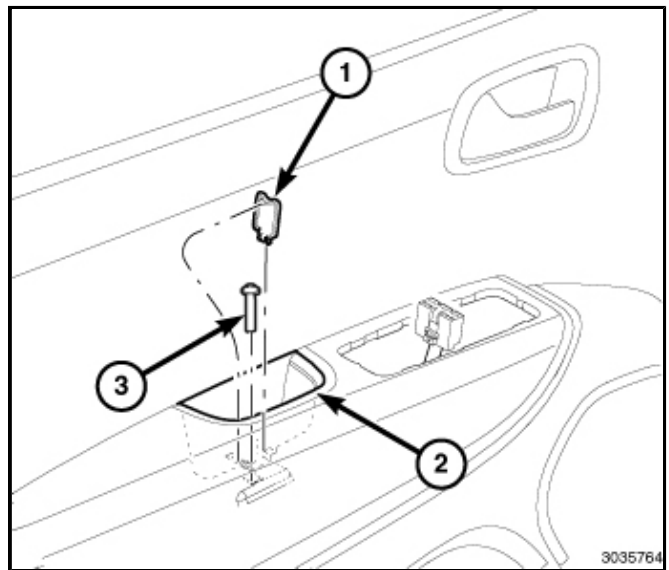
5. Using a suitable flat-bladed tool pry the handle panel (2) away to access and remove the fastener (1).
6. Remove the fastener (1) that secure the rear door trim panel to the door.



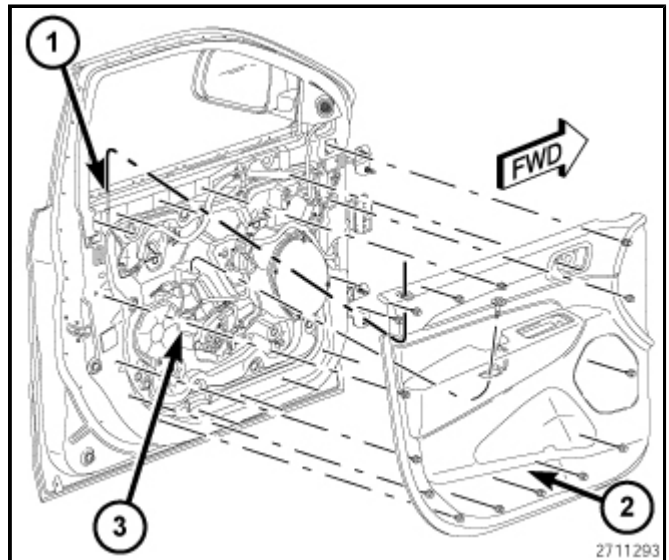
7. Using a trim stick [C-4829A](#) or equivalent, carefully pull the rear door trim panel (3) away from the door (2) far enough to disengage the plastic door trim panel retention clips from the door and discard the clips.
8. Lift the rear of the panel upward slightly to disengage the interior door latch lock link and

knob (1) from the rear of the door panel and the inner belt seal.

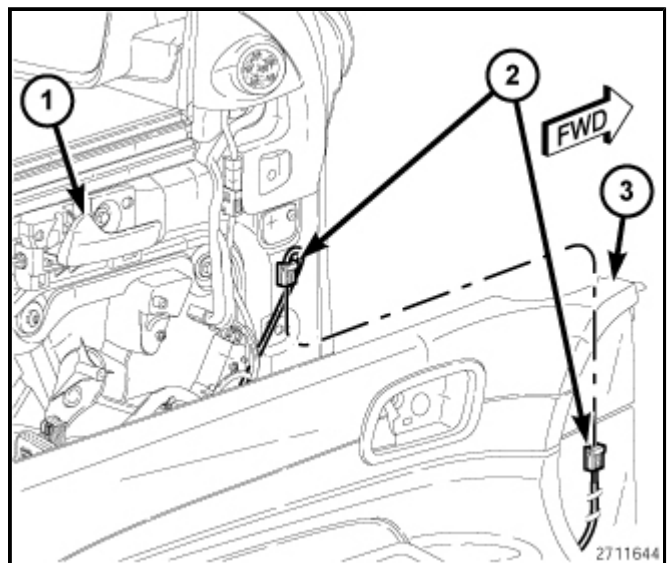




5. Using a trim stick C-4829A or equivalent, carefully pull the front door trim panel (2) away from the door far enough to release the plastic door trim panel retaining clips from the door.
6. Lift the rear of the panel upward slightly to disengage the interior door latch lock link and knob (1) from the rear of the door panel and the inner belt seal.

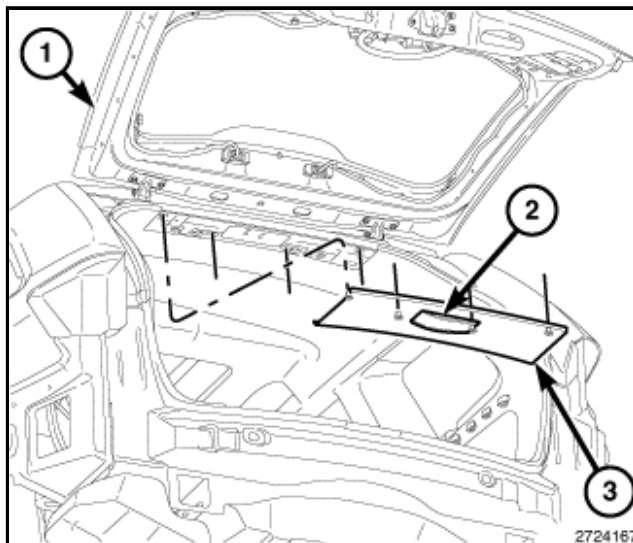


7. Position the front door trim panel (3) far enough away from the door to access the door wire harness connectors (2).
8. Disconnect the door wire harness.

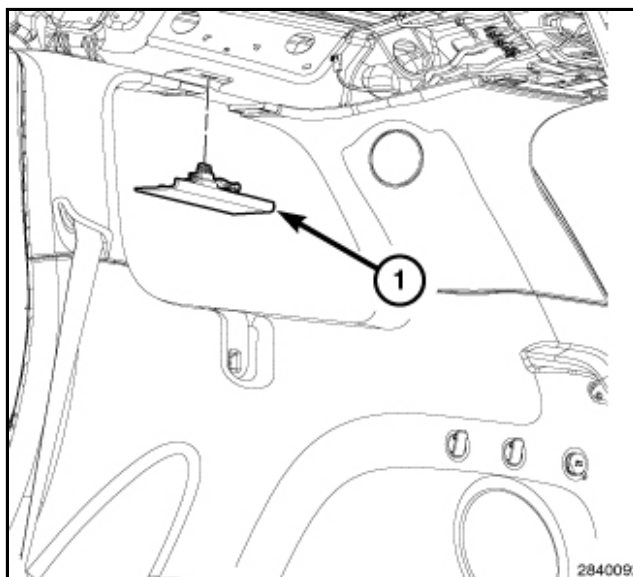


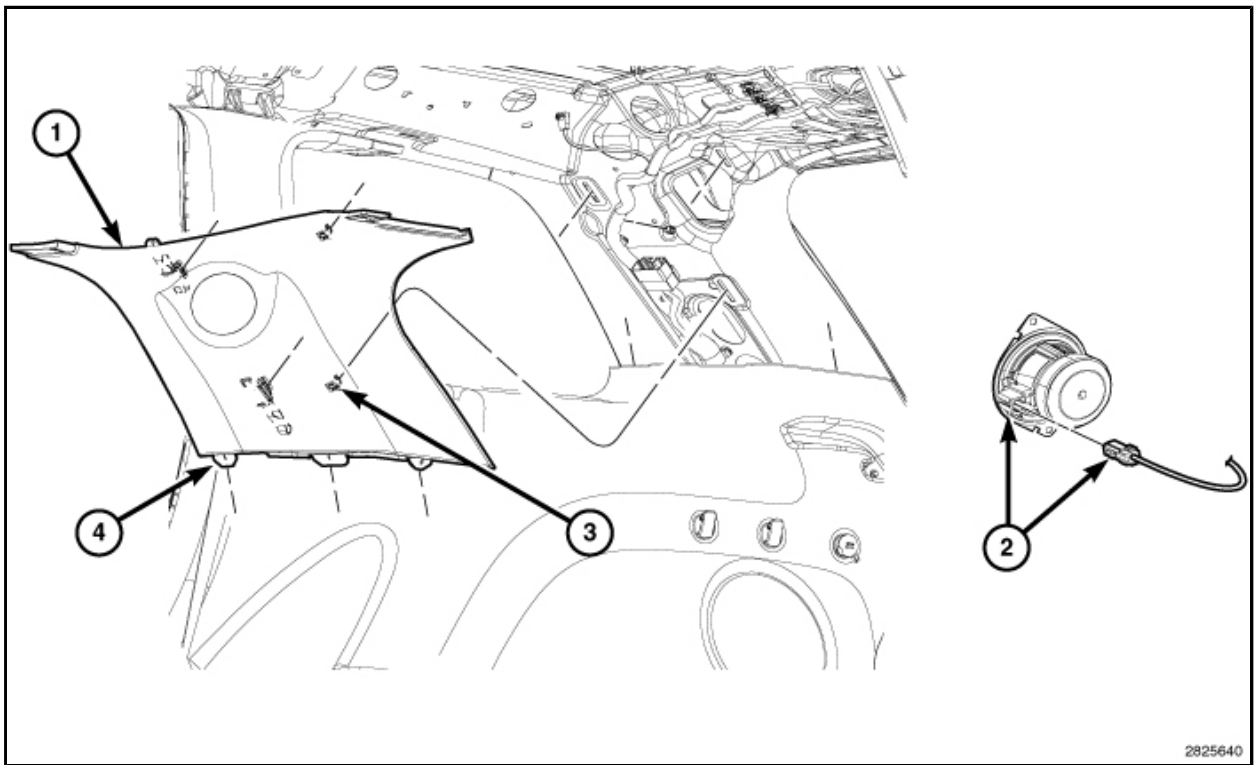
2014 WK - Body/Interior/PANEL, D-Pillar Trim/Removal

1. Remove the rear header trim panel (3).



2. Using a trim stick C-4755 or equivalent, disengage the retaining clips that secure the side upper trim (1) to the body.
3. Release the tether from the trim and remove the headliner trim.

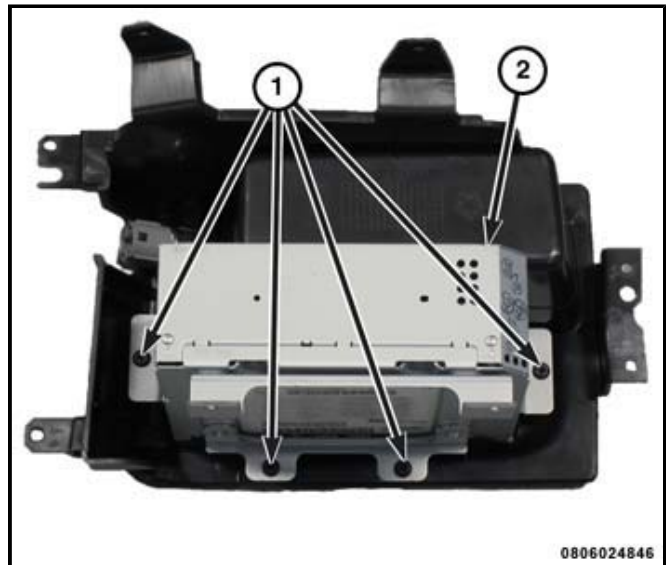




4. Using a trim stick [C-4755](#) or equivalent, release the retaining clips (2) and separate the trim from the pillar.
5. If equipped, disconnect the speaker electrical connector (2).
6. Release the two tethers from the trim and remove the trim.

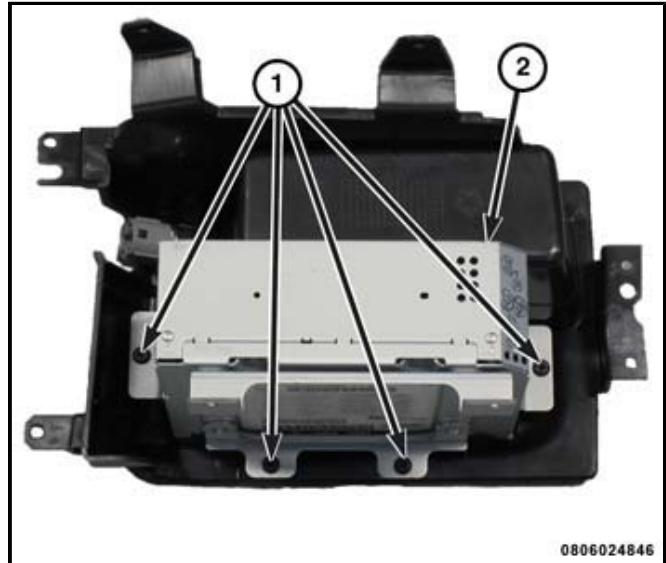
2014 WK - Electrical/8A - Audio/Video/Entertainment/Connectivity/PLAYER, DVD/Removal

1. Disconnect and isolate the battery negative cable.
2. Remove the floor console storage bin.
3. Remove the disc player (2) mounting fasteners (1).
4. Remove the disc player from the center console storage bin.



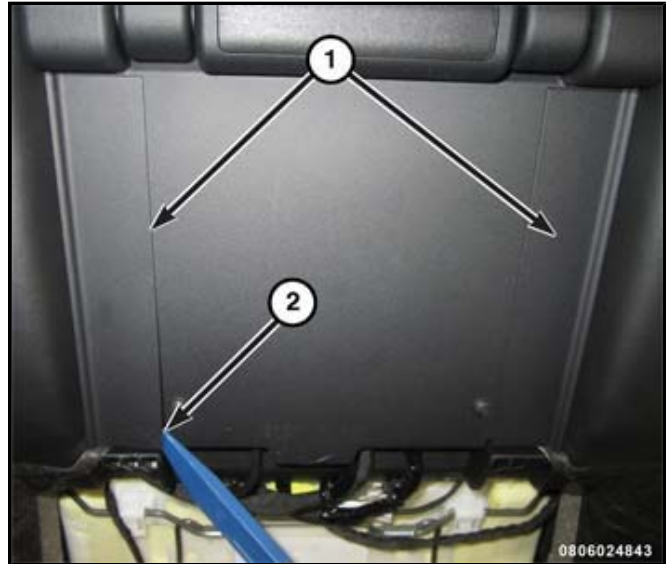
INSTALLATION

1. Place the disc player (2) onto the floor console bin.
2. Install mounting screws (1).
3. Install the floor console bin.
4. Connect the negative battery cable.



08 - Electrical/8A - Audio/Video/Entertainment/Connectivity/MONITOR, Media System/ Removal

1. Disconnect and isolate the negative battery cable.
2. Remove the front seat back cover.
3. Open the video screen to access the mounting fasteners.
4. Starting gently from the bottom (2), remove the mounting fastener trim covers (1).



5. Remove the four mounting fasteners (1).
6. Disconnect the video monitor connectors and remove the assembly from the vehicle.

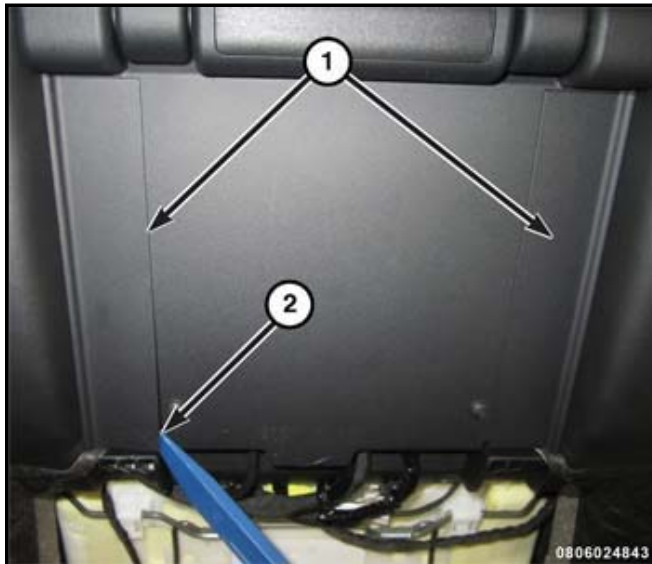


2014 WK - Electrical/8A - Audio/Video/Entertainment/Connectivity/MONITOR, Media System/ Installation

1. Connect the video monitor electrical connectors .
2. Install the four mounting fasteners (1).



3. Install the mounting fastener trim covers (1).
4. Install the front seat back cover.
5. Connect the negative battery cable.



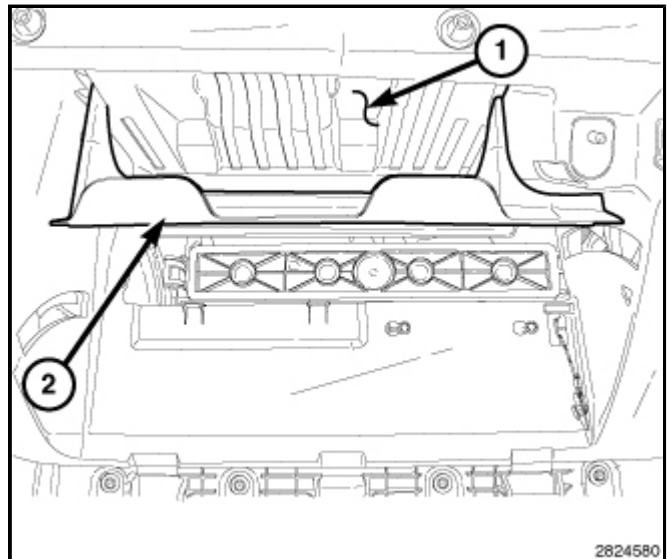
2014 WK - Heating and Air Conditioning/Distribution/FILTER, Cabin Air/Removal

WARNING: Disable the airbag system before attempting any steering wheel, steering column or instrument panel component diagnosis or service. Disconnect and isolate the negative battery (ground) cable, then wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to follow these instructions may result in accidental airbag deployment and possible serious or fatal injury.

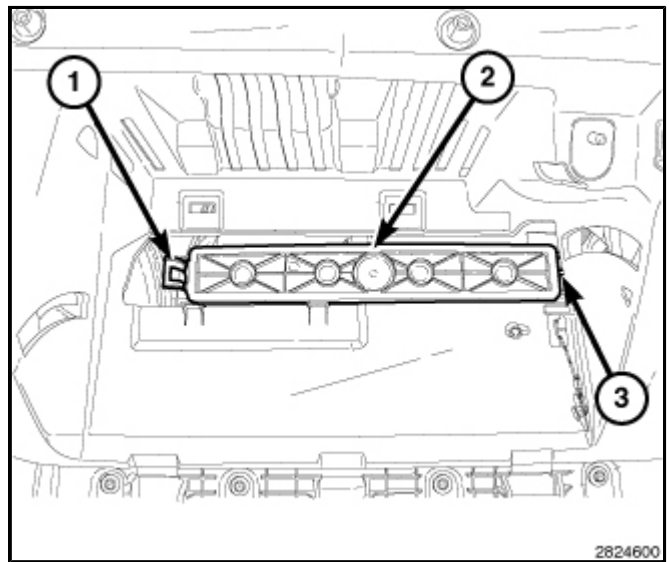
WARNING: Always make sure the A/C-heater system is turned off and that the ignition switch is in the OFF position prior to servicing the cabin air filter. Never place fingers or other objects into the filter opening of the HVAC housing. Failure to follow this warning may result in serious injury.

NOTE: LHD model shown in illustrations. RHD model similar.

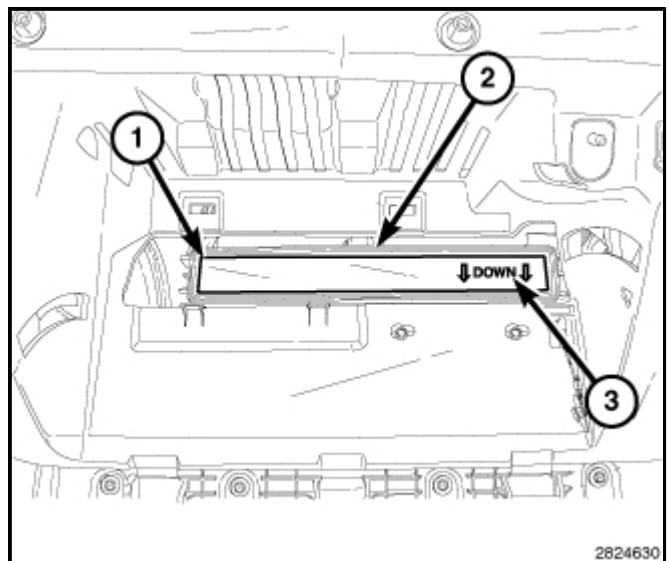
1. Remove the glove box bin
2. Remove the glove box shelf (2) from the instrument panel (1). Carefully pull the shelf rearward to disengage the four retainers.



3. Disengage the retaining tab (1) that secures the cabin air filter cover (2) to the HVAC housing.
4. Open the cabin air filter cover to disengage the hinge clips (3) and remove the cover.

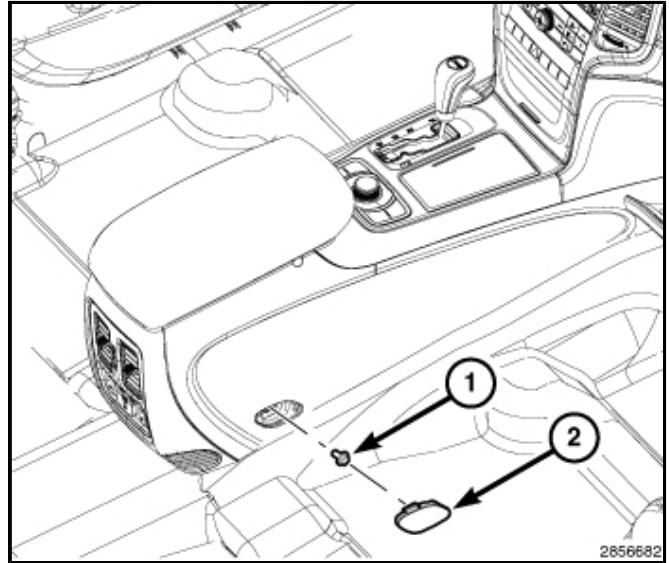


5. Remove the cabin air filter (1) from the HVAC housing (2) by pulling the filter element straight rearward, out of the housing.

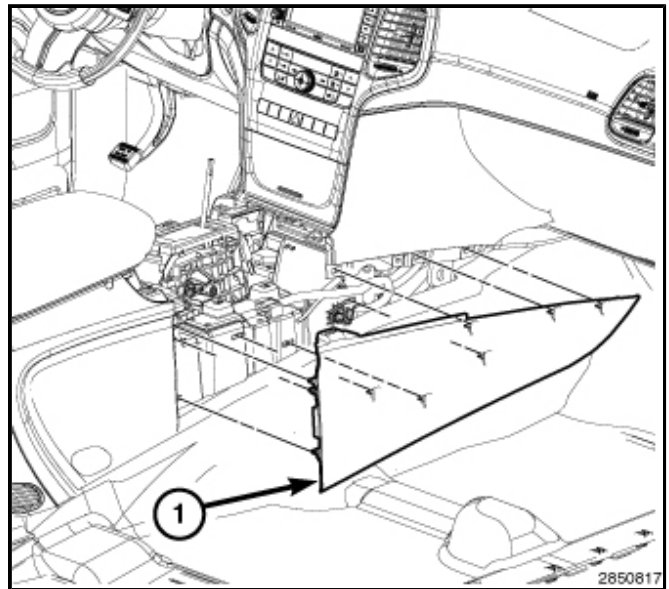


2014 WK - Body / Interior / CONSOLE, Floor/Removal

1. Remove the shift bezel.
2. Place the seats into the full forward positions.
3. Remove the screw covers (2) and remove the screws (1).

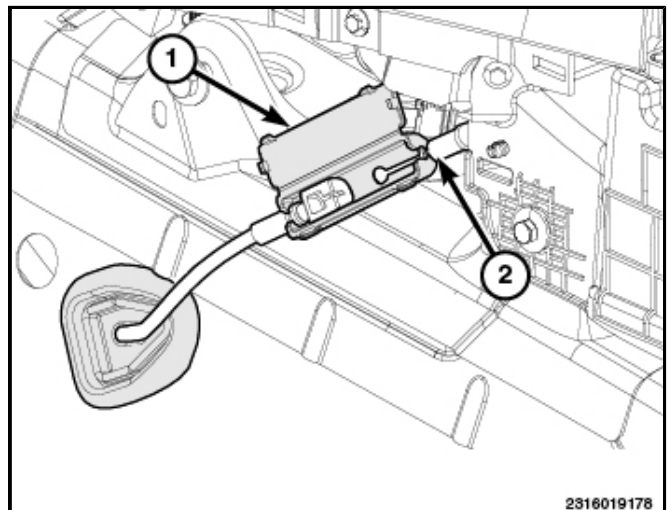
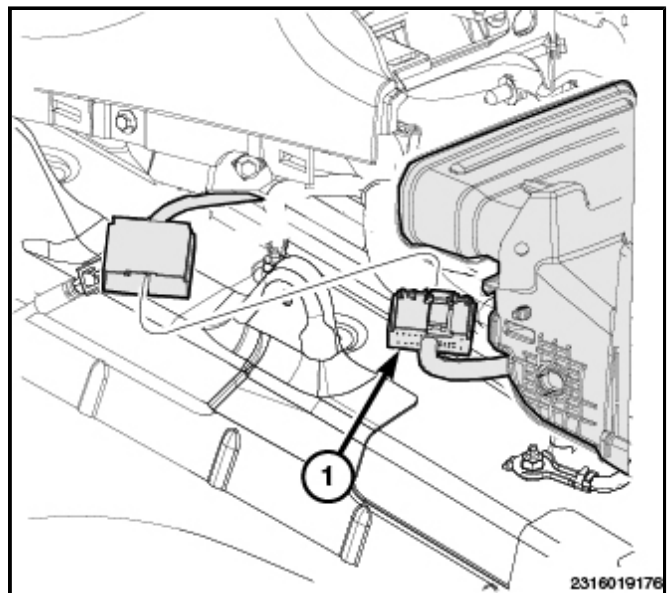
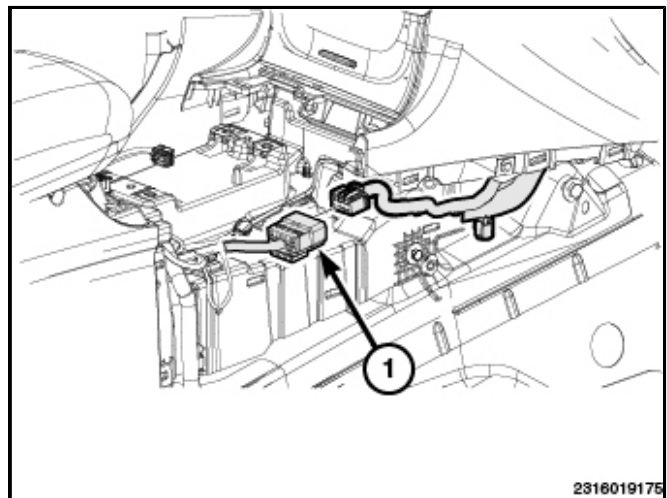


4. Place the seats into the full rearward position.
5. Using trim stick C-4755 or equivalent, release the clip fasteners and separate the side covers (1).



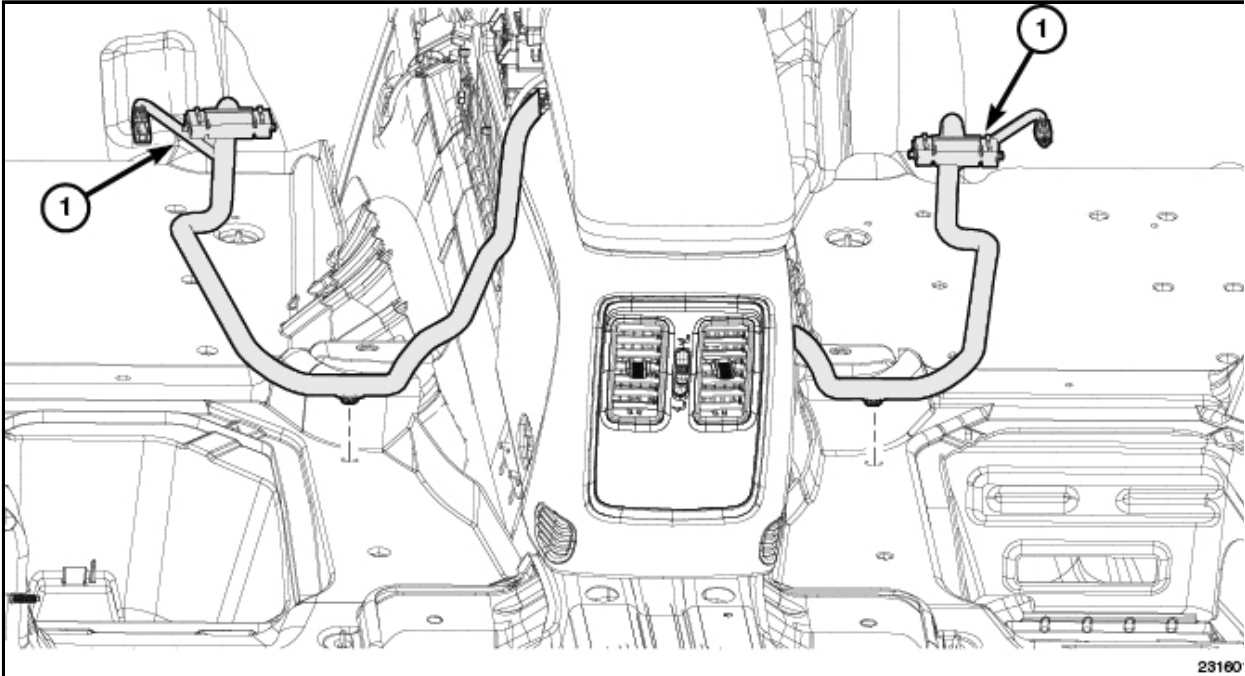
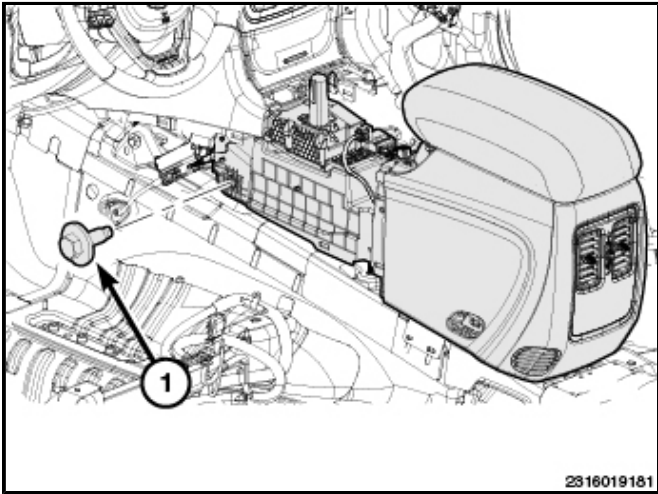
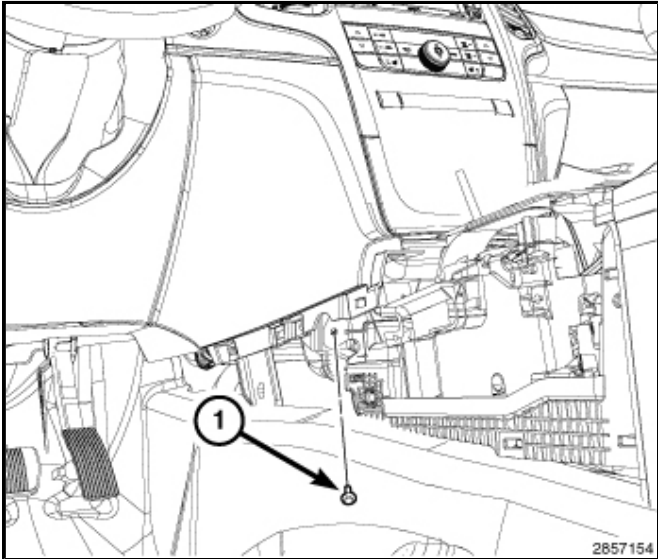
6. Disconnect the shifter electrical connectors (1).
7. Disconnect the front electrical connector (1).

8. Open the cable connector box lid (1) and disconnect the shifter cable (2).



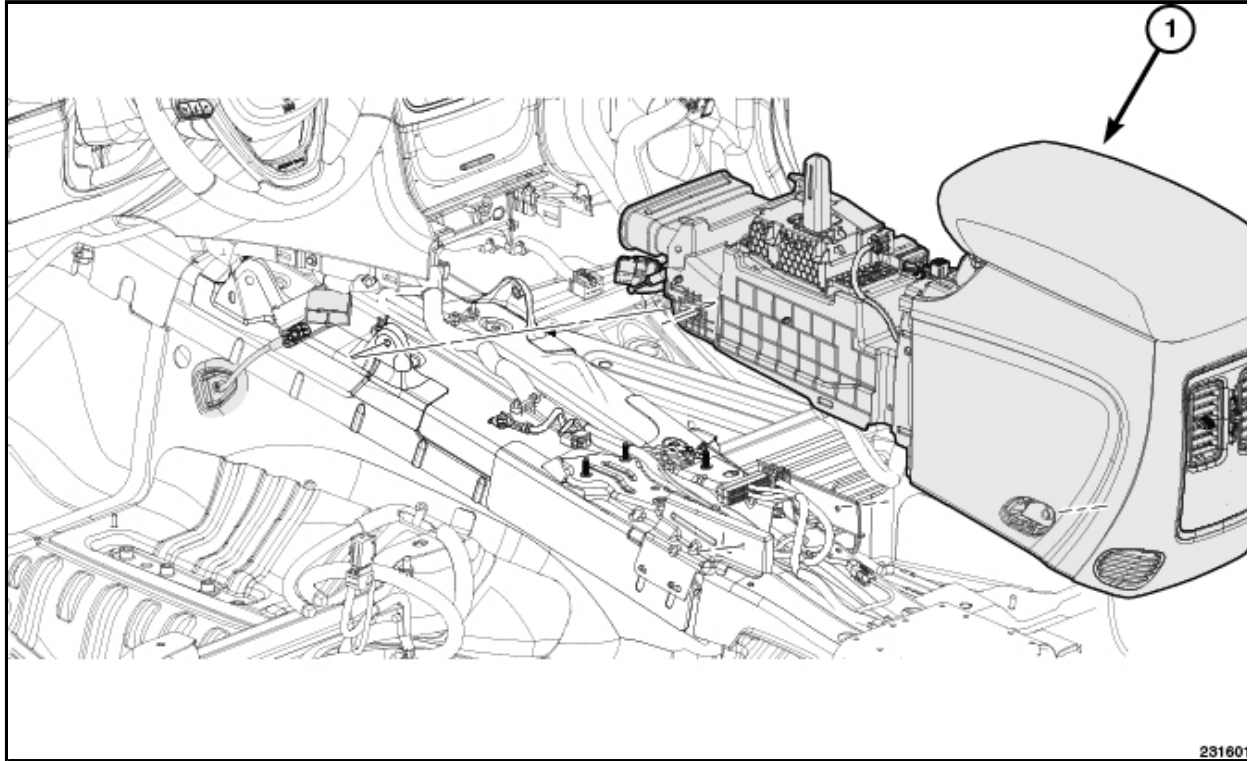
9. Remove the front screws (1).

10. Remove the side screws (1).



11. From under the seats disconnect the seat electrical connectors (1), if equipped, and pull the harness from under the carpet.

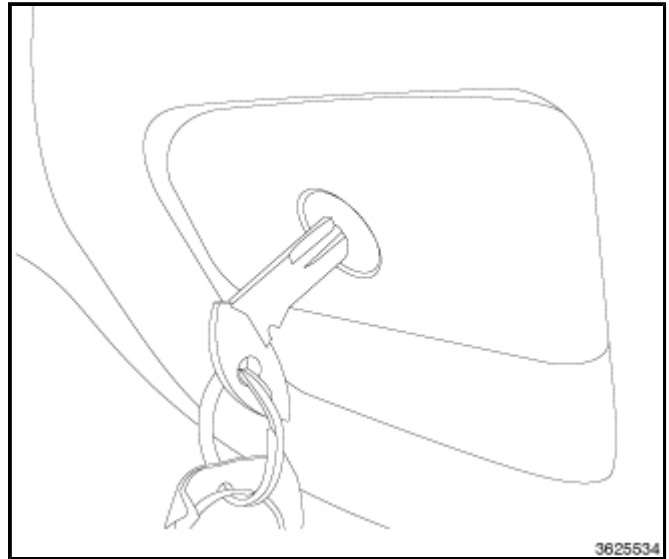
12.



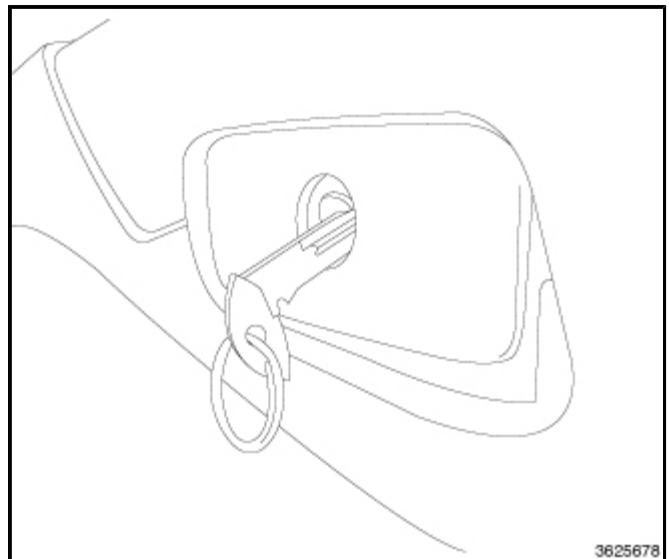
13. Remove the floor console (1).

2014 WK - Body/Instrument Panel/GLOVE BOX, Instrument Panel/Removal

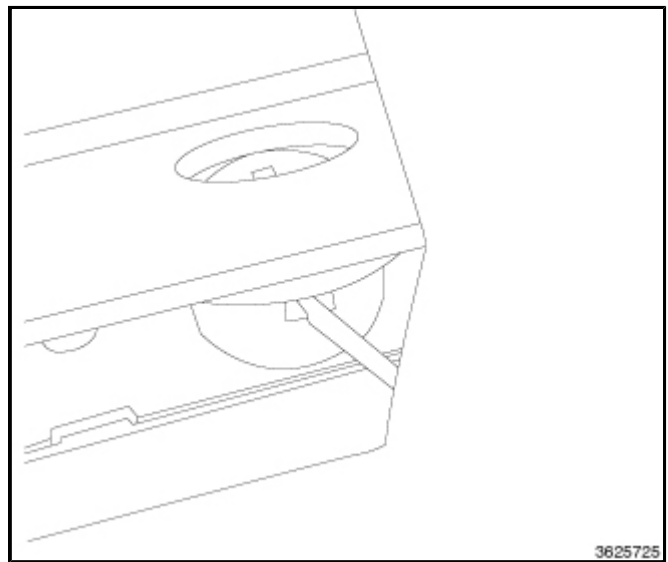
1. Insert the key, unlock the latch and leave the key in the cylinder.



2. Gently pull on latch handle to expose the inside back of the latch and release pin.

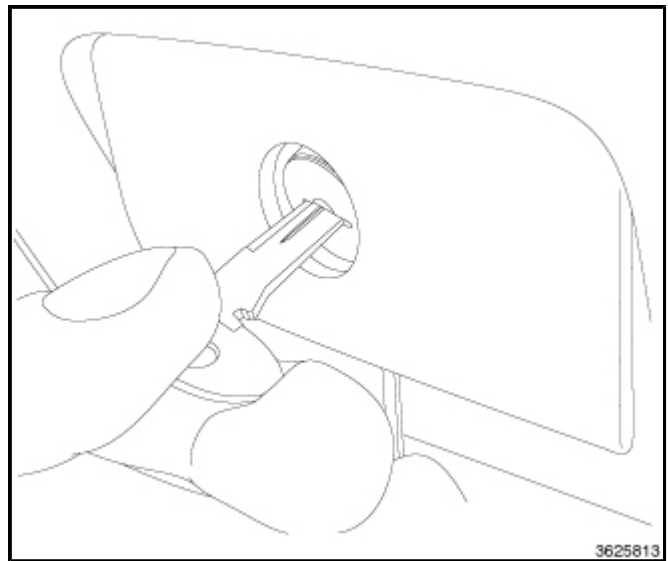


3. Using a small punch or equivalent, push the release tab upward.



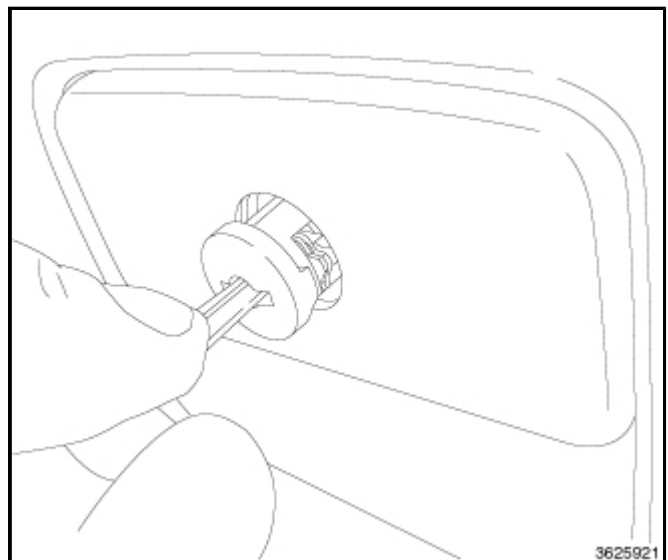
3625725

4. Turn the cylinder to the left (counter clockwise). Remove the punch tool and then continue to turn the key to the left until it reaches its full travel and comes to a stop.



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5. Pull the lock cylinder out of the latch.

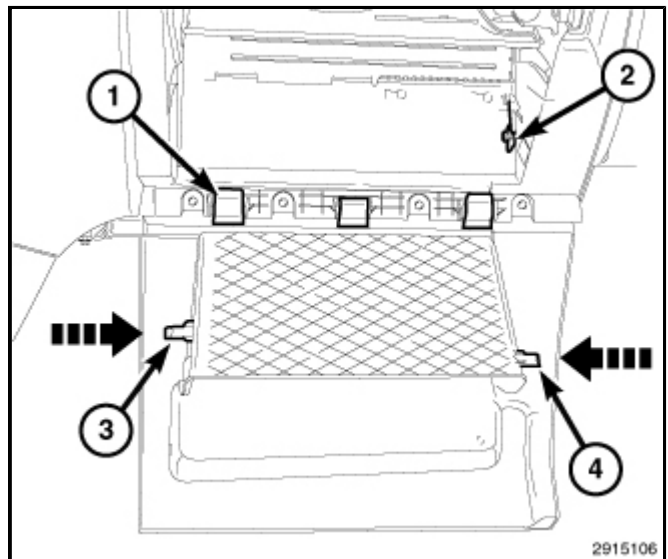


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6. Separate the glove box damper (2) from the glove box by sliding the clip towards the rear of the vehicle to release it from the bin.

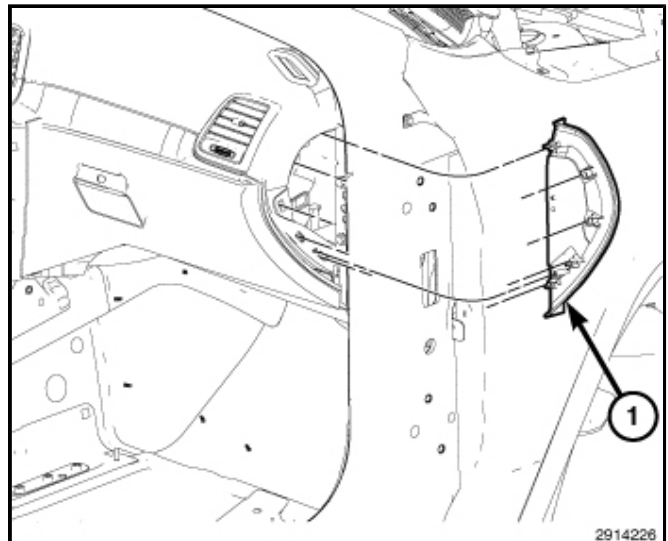
NOTE: A small prybar may be used to separate the tabs from the glove box housing.

7. Open the glove box and carefully squeeze the inboard open stop tab (3) inward and separate the tab from the glove box housing.
8. Squeeze the outboard open stop tab (4) inward and separate the tab from the glove box housing and allow the glove box to rotate toward the carpet.

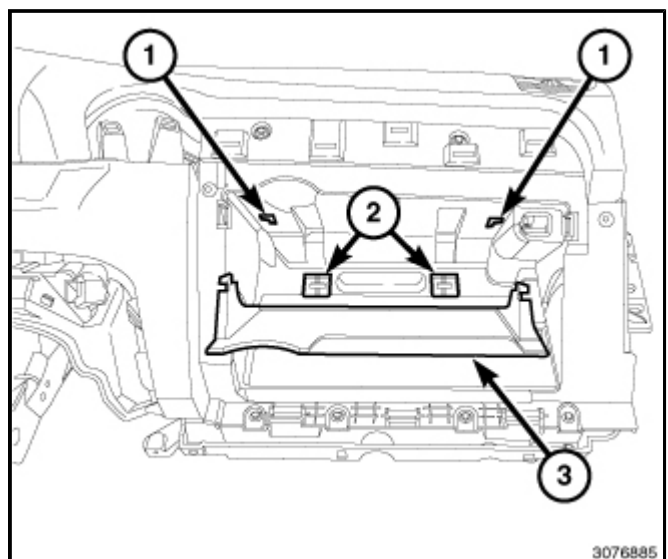


9. Rotate the box down and release the door hinges (1) at the bottom and remove the glove box.

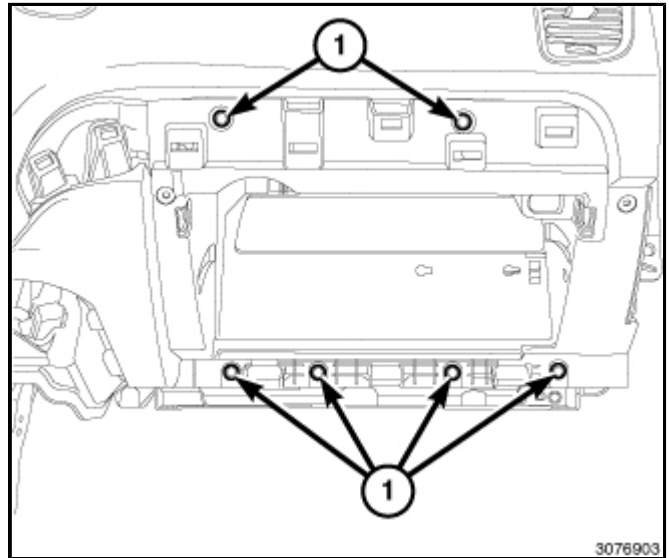
10. Using trim stick or equivalent, remove the passenger side end cap (1).



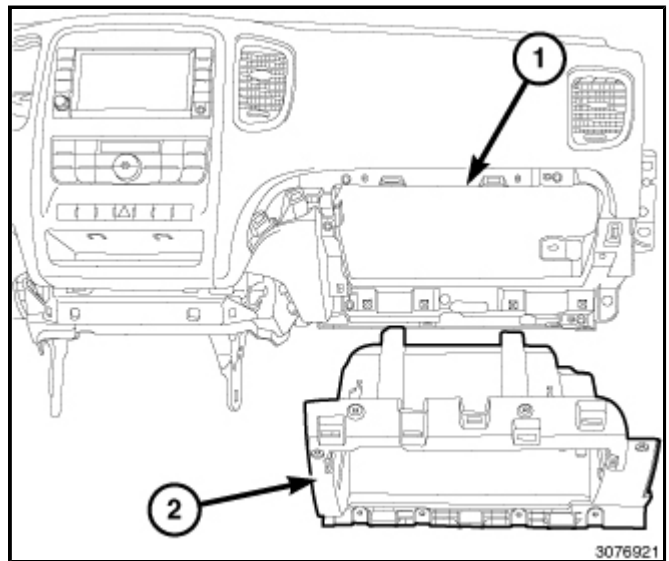
11. Using Trim Stick C-4755 or equivalent, release the two rear retaining clips (2).
12. Pull backwards on the owners guide shelf (3) and release the shelf legs from the glove box surround (1) and remove the shelf (3).



13. Remove the glove box surround screws (1).

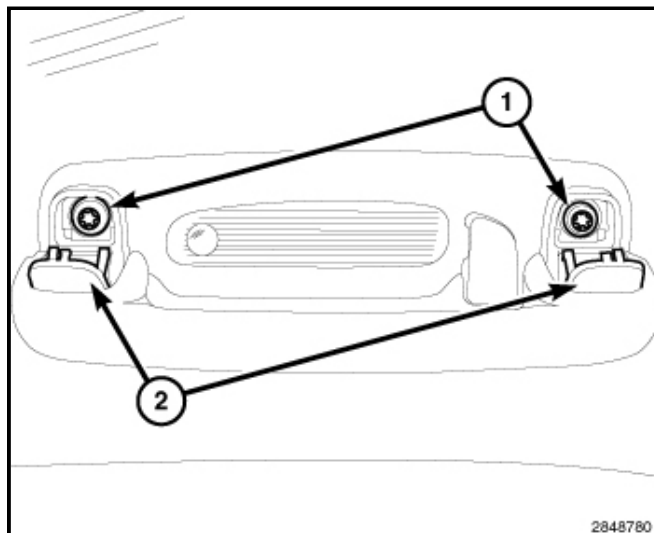


14. Remove the glove box surround (2) from the instrument panel opening (1).



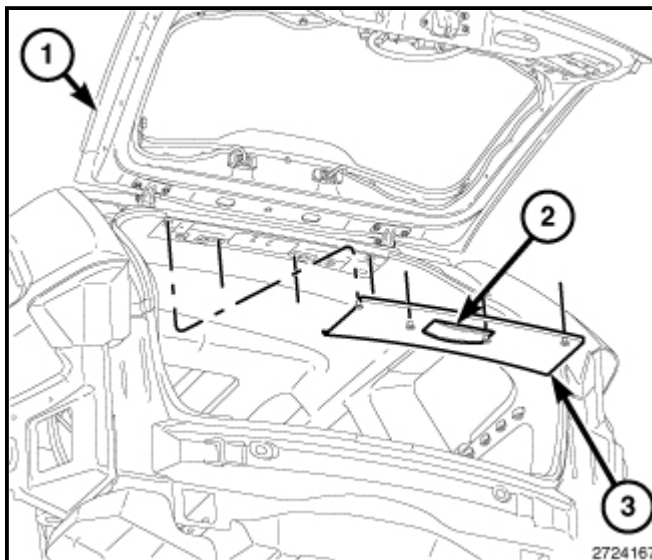
2014 WK - Body/Interior/HANDLE, Grab, Roof/Removal

1. Remove the grab handle screw covers (2).
2. Remove the screws (1) and remove the grab handle from the headliner.
3. Disconnect the electrical connector, if equipped.



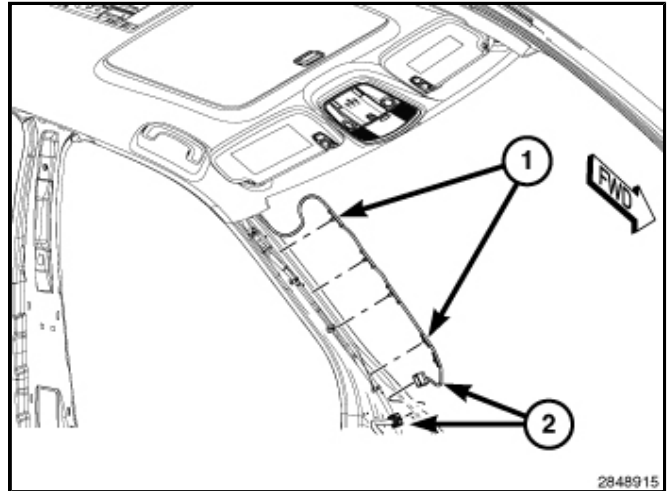
2014 WK - Body / Interior / PANEL, Header, Rear/Removal

1. Using a trim stick C-4755 or equivalent, disengage the retaining clips that secure the upper liftgate trim panel to the liftgate opening and remove the trim panel.
2. If equipped, disconnect the cargo lamp electrical connector.

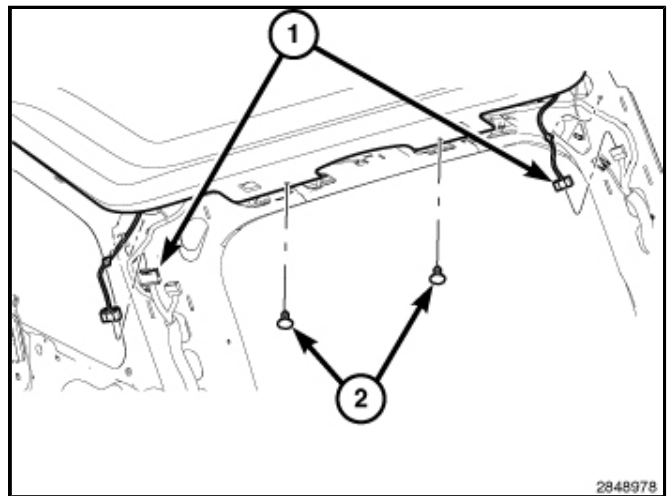


2014 WK - Body/Interior/HEADLINER/Removal

1. Remove the visors.
2. Disconnect the front electrical connector (2) and separate the wire harness (1) from the A-pillar.



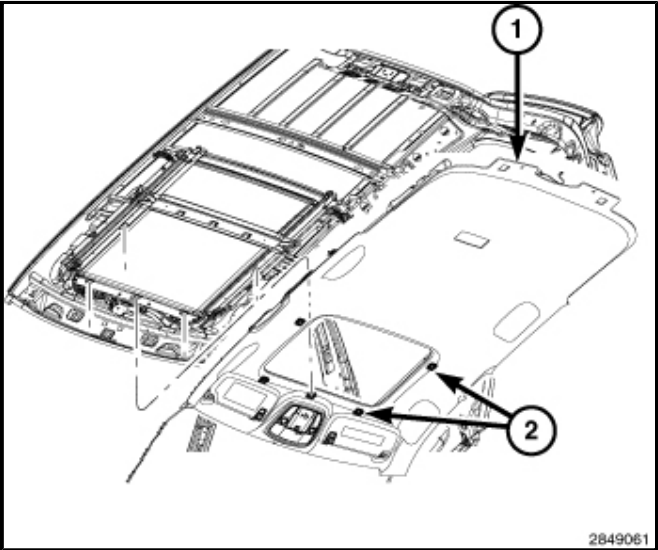
3. Remove the D-pillar trim panels.
4. Disconnect the rear electrical connectors (1).
5. Remove the two rear push pin fasteners (2).



6. For vehicles with a sunroof, separate the hook and loop fasteners (2) around the outside of the sunroof opening.

CAUTION: Be careful not to crease the headliner.

7. Remove the headliner through the liftgate opening.



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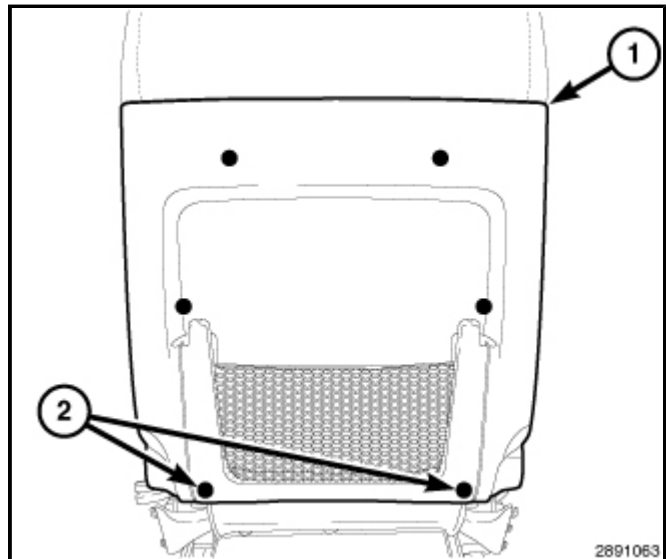
2014 WK - Body/Seats/HEADREST, Front/Removal

WARNING: Disable the airbag system before attempting any component diagnosis or service of the front seats, when equipped with front seat air bags. Disconnect and isolate the negative battery (ground) cable, then wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to take the proper precautions may result in accidental airbag deployment and possible serious or fatal injury.

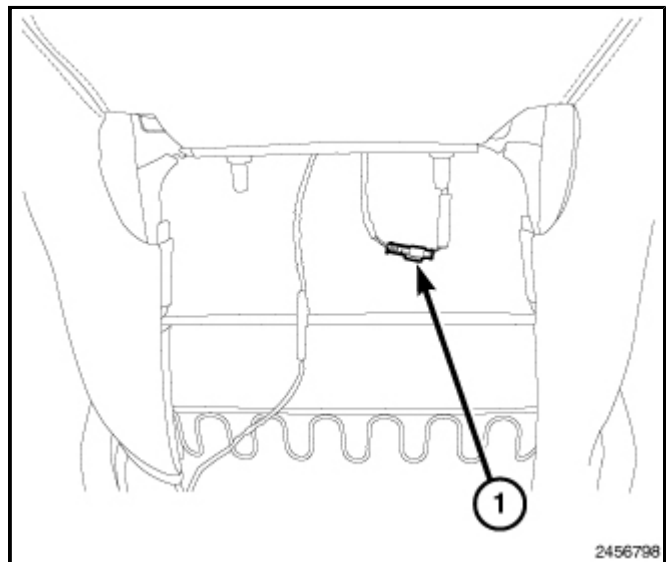
WARNING: Improper installation of the headrests may result in reduced protection of the occupants. If, after installation, the headrest can be removed, without simultaneously pressing the buttons on the master and slave guide sleeves, then the head restraint is installed incorrectly. Failure to follow these instructions may result in possible serious or fatal injury.

NOTE: For reset procedures, (Refer to headrest, front, reset .

1. Before proceeding with the following repair procedure, review all warnings and cautions.
2. Position the seat being serviced all the way forward.
3. Disconnect and isolate the negative battery cable.
4. Release the lower back panel retaining clips (4).
5. Lift the bottom of the back panel (2) up at the bottom and release the panel hooks (3) and upper hooks (1) and remove the back panel (2).



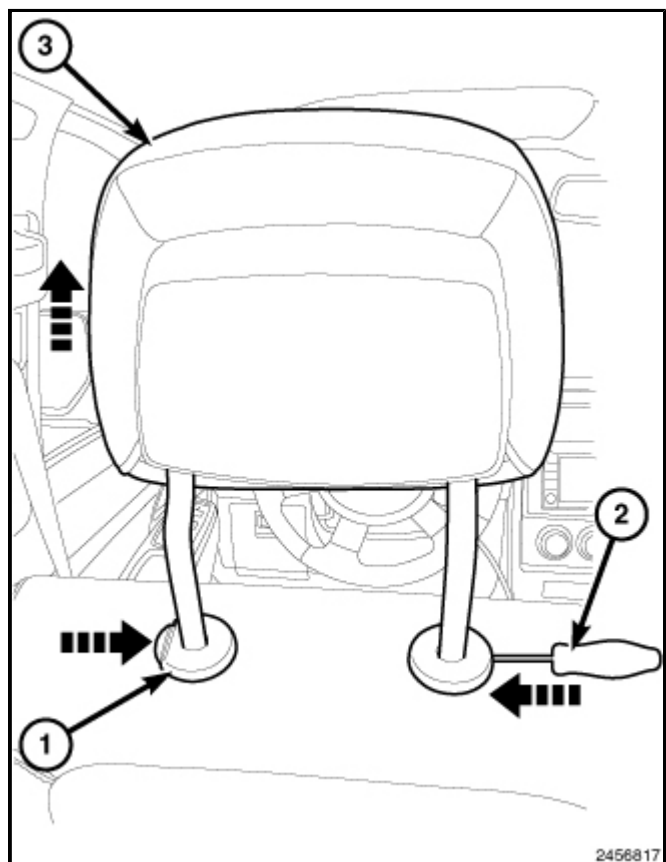
6. Disconnect the electrical connector (1).



7. Recline the seat to gain enough room to remove the AHR (3).
8. Press the release button (1) on the left side headrest master sleeve.
9. Using a thin wire type tool (2), press the hidden release button on the right side headrest slave sleeve.

CAUTION: Special care should be taken not to damage to the AHR connector.

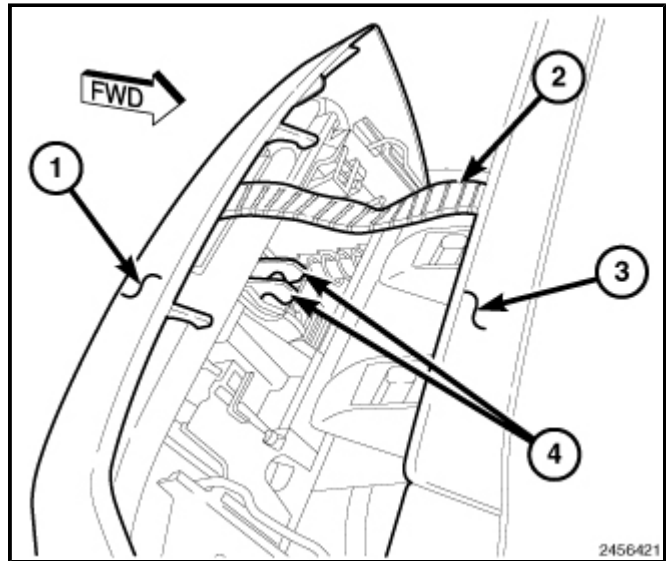
10. Slowly lift the AHR (3) up while pressing the buttons simultaneously.
11. Watch the connector as it reaches the bottom of the tube and guide the connector through.
12. Remove the AHR (3) fully.



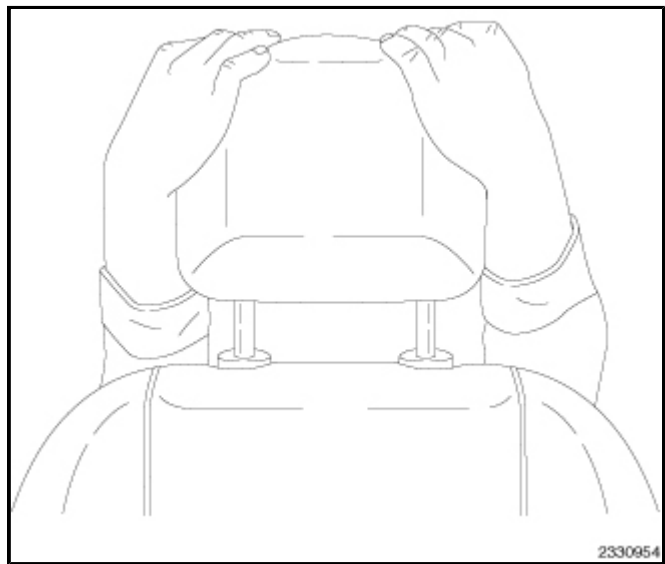
STANDARD PROCEDURE - ACTIVE HEAD RESTRAINT RESET

If the Active Head Restraint (AHR) units have been deployed, both the driver and passenger side units must be reset. You can recognize that an AHR has been deployed by the forward position of the head restraint cushion and the large spacing between the cushion and the AHR rear trim cover.

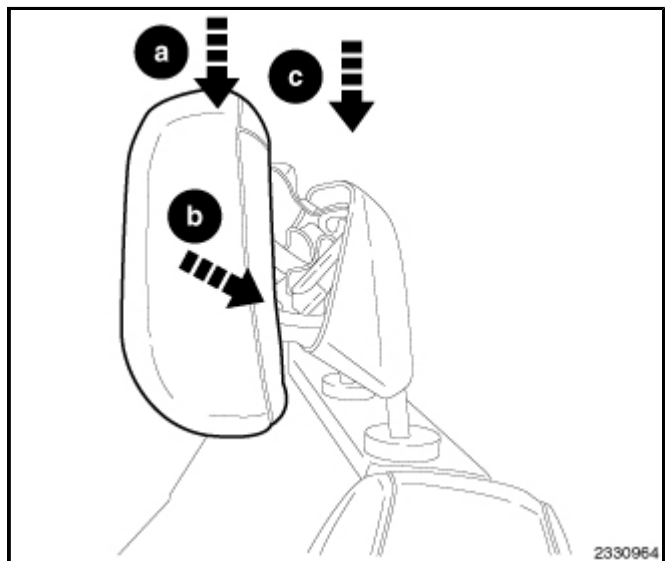
NOTE: Before attempting to reset, and after each unsuccessful attempt to reset an AHR, inspect the latch mechanism within the AHR rear trim cover (1) to be certain the latch is unlatched. This can be confirmed by placing a finger on the latch catches (4) and gently rocking them rearward and forward. The catches should move freely. If the catches do not move freely, they are in the latched position and the latch must be opened using the diagnostic scan tool. Follow the steps outlined for AHR - Activate Driver And Passenger Head Restraint under System Test for the Occupant Restraint Controller/ORC menu item. Each time this routine is performed, both the driver and passenger side AHR unit latches may be opened and both AHR units may have to be reset.



1. Be certain to pull the center of AHR tether strap (2) located between the rear trim cover and the cushion (3) upward as far as possible to prevent it from becoming trapped between the latch striker and the latch catches, which could interfere with successful latching of the striker.
2. Reaching from behind the seat and below the AHR, position both hands on the top of the AHR cushion as illustrated and brace your forearms or your upper torso against the upper seat back as needed for leverage.



3. Three separate and distinct physical actions must each be completed in their entirety to successfully reset and latch an AHR. It may help to memorize these actions before attempting the reset as: **DOWN, BACK** and **DOWN**. A short explanation of each action follows:

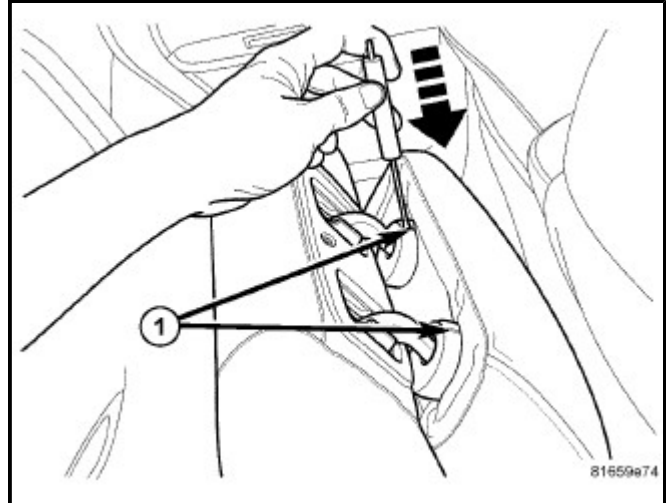


- a. **DOWN:** Pull the cushion downward (arrow a) far enough to allow the AHR linkage to drop out of its locked, deployed position to its neutral position. The cushion cannot be compressed against the rear trim cover until after the AHR linkage has been moved to its neutral position.
- b. **BACK:** Pull the cushion rearward (arrow b) firmly and evenly against the pressure of the deployment springs until it is flush against the rear trim cover.
- c. **DOWN:** Finally, while still holding the cushion tightly against the rear trim cover, pull the cushion downward (arrow c) once again far enough to fully engage the latch striker with the AHR latch mechanism. Listen for an audible click as the latch catches engage the striker.

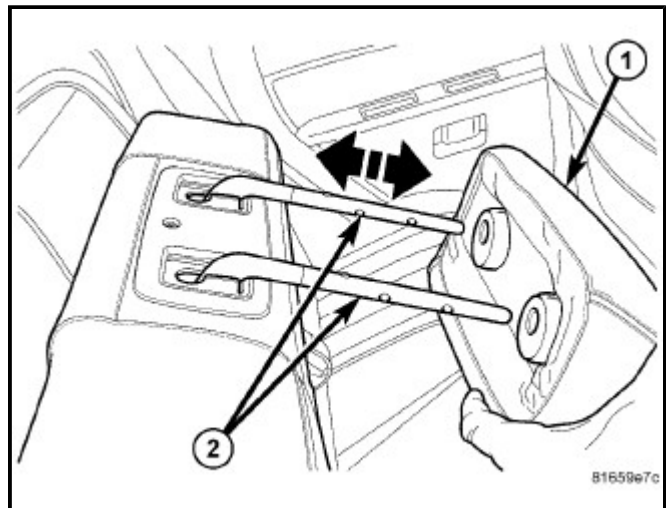
4. If the tether remains hanging out between the top of the cushion and the rear trim cover, simply use a finger to tuck it out of sight between the top of the rear trim cover and the cushion.
5. To confirm a successful reset, there should be no visually obvious space between the cushion and the rear trim cover; although, there may be enough space to physically insert your fingertips between them. Also, operation of the comfort tilt adjustment feature should be restored.

2014 WK - Body/Seats/HEADREST, Rear/Removal

1. Release the seat back and fold forward far enough to release the headrest.
2. Using a small flat bladed tool or equivalent, release the headrest by pressing the tool into the slots (1) on the trim caps.

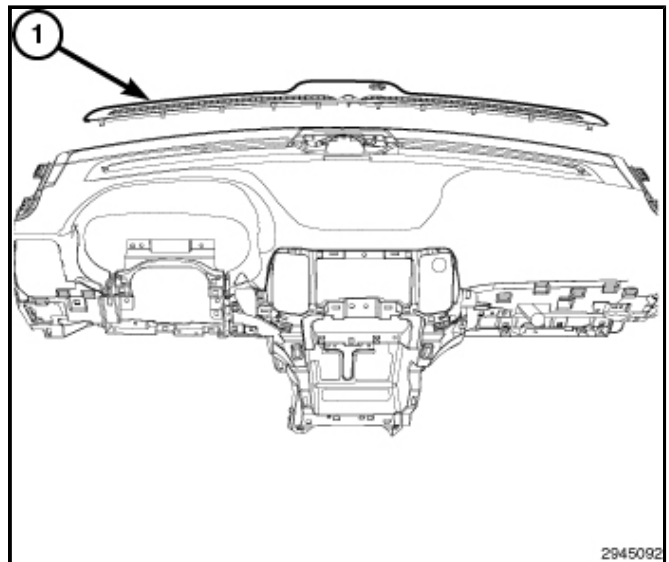


3. Remove the headrest (1) from the headrest bracket and hinge (2).

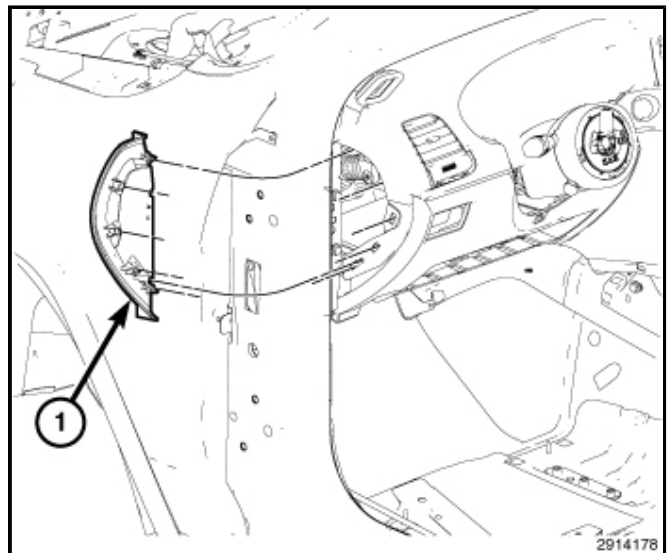


2014 WK - Body/Instrument Panel/COVER, Instrument Panel/Removal

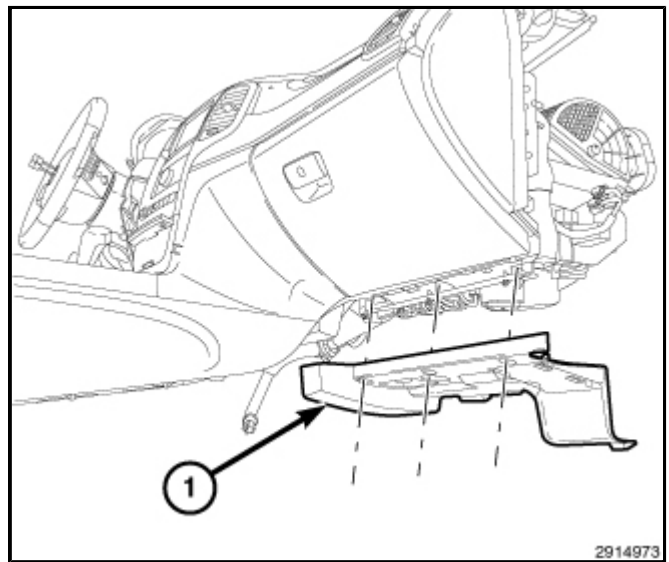
1. Remove the steering column.
2. Remove the ignition switch.
3. Remove the instrument cluster.
4. Remove the shifter assembly, according to the service information.
5. Remove the radio
6. Remove the A-pillar trim panels.
7. Using trim stick C-4755 or equivalent, separate the retaining clips and remove the defroster grille (1).
8. Disconnect the electrical connectors, if equipped.
9. Remove the glove box.



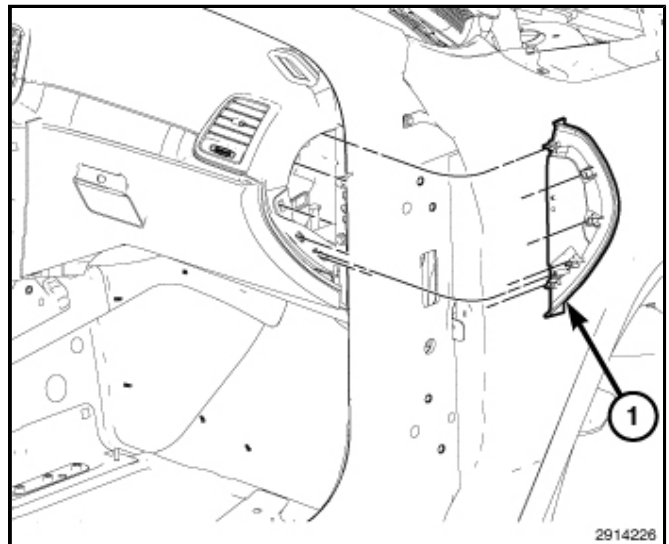
10. Remove the left end cap (1).
11. Remove the left cowl trim panel.



- 12. Remove the right silencer panel (1).
- 13. Remove the passenger side cowl trim panel.

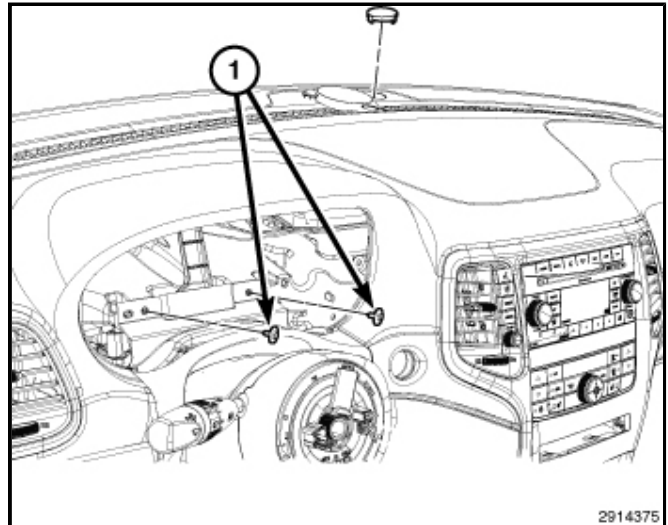


- 14. Remove the right end cap (1).
- 15. Remove the instrument panel cover screws and remove the instrument panel cover from the instrument panel reinforcement.
- 16. Remove parts from the cover as necessary.

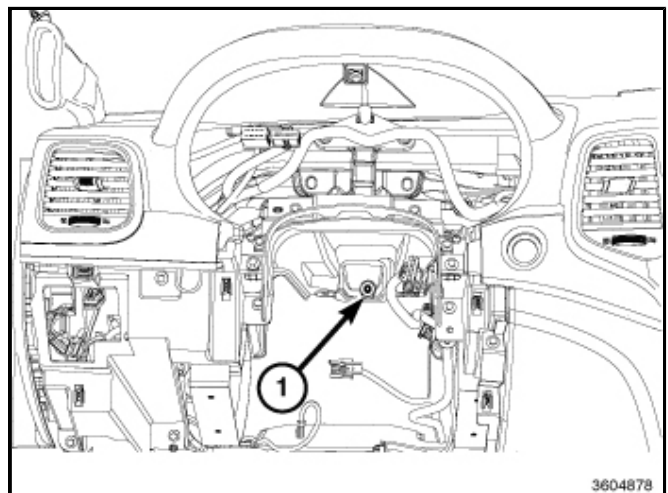


2014 WK - Body/Instrument Panel/PANEL, Instrument/Removal

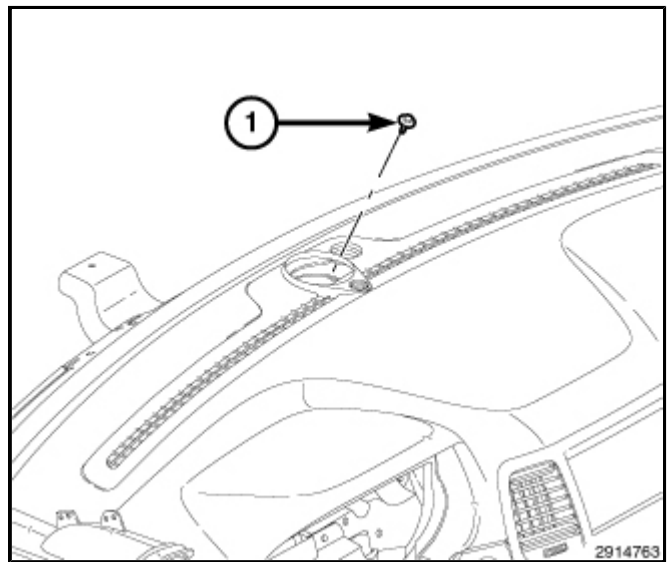
1. Remove the steering column.
2. Remove the ignition switch.
3. Remove the instrument cluster.
4. Remove the bolts (1) from behind the cluster.



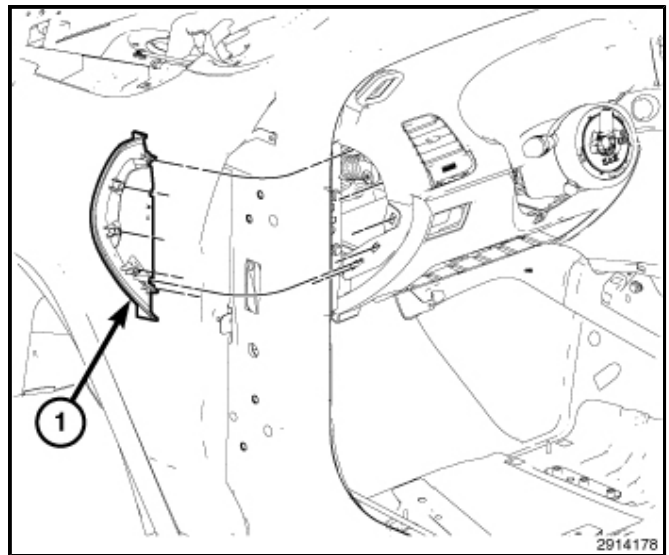
5. From inside the vehicle, remove the bolt (1) that secures the instrument panel support beam to the support bracket of the cowl panel.



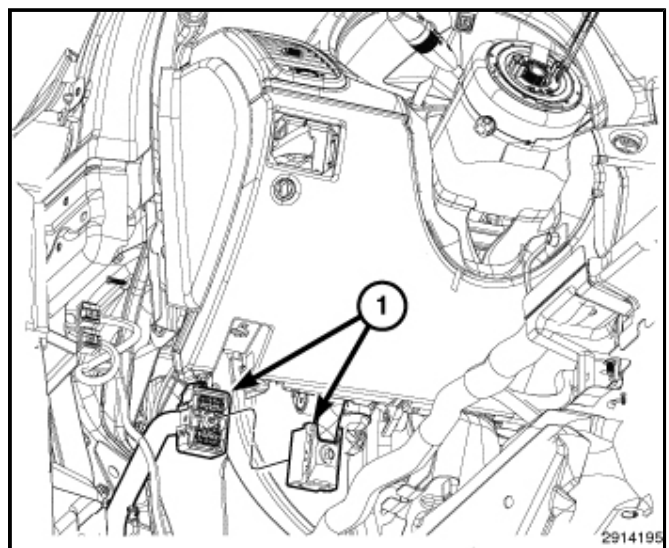
6. Remove the fenceline bolt (1).



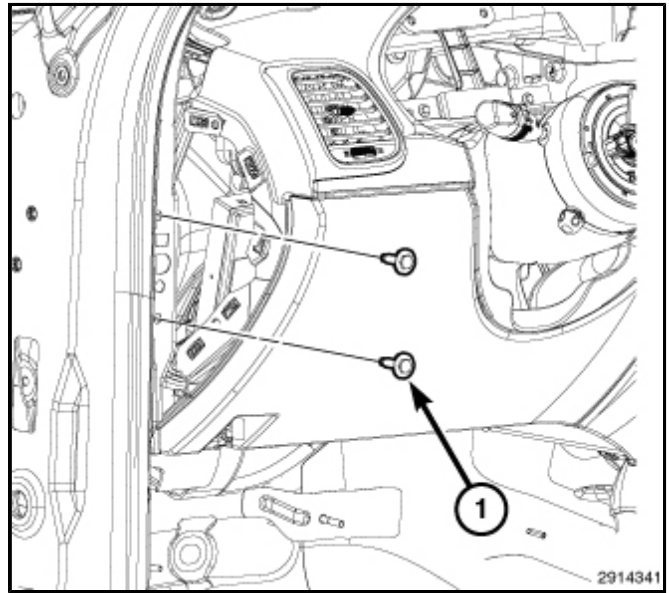
7. Remove the left end cap (1).
8. Remove the left cowl trim panel.



9. Remove the left A-pillar trim.
10. Disconnect the left wire harness (1).



11. Remove the left side retaining bolts (1).

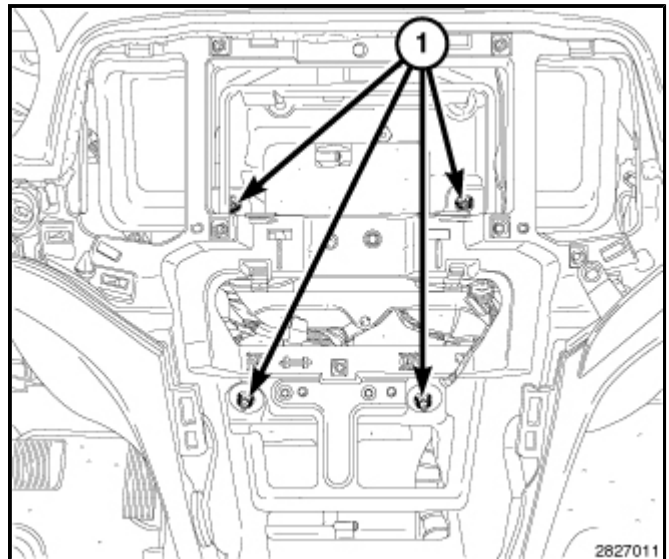


12. Remove the front floor console

13. Remove the radio.

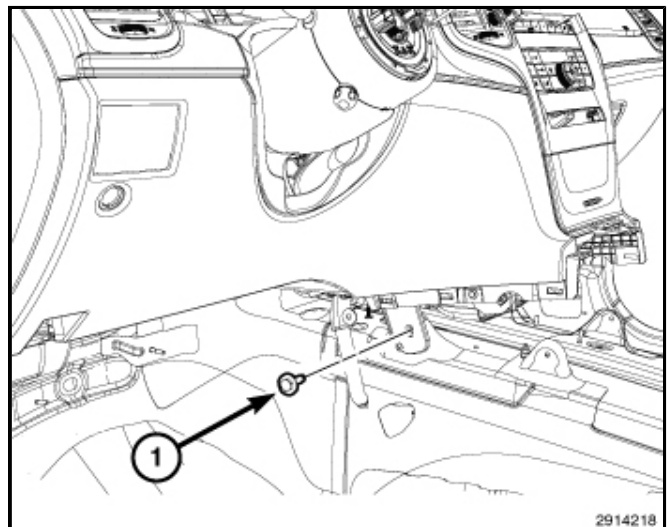
14. Remove the bin from the center of the instrument panel.

15. Remove the four nuts (1) that secure the HVAC housing to the center of the instrument panel support.

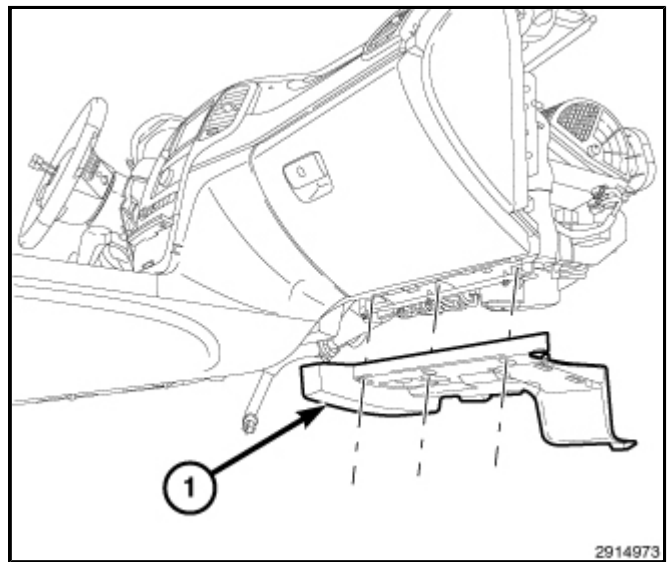


16. Remove the two center support bolts (1).

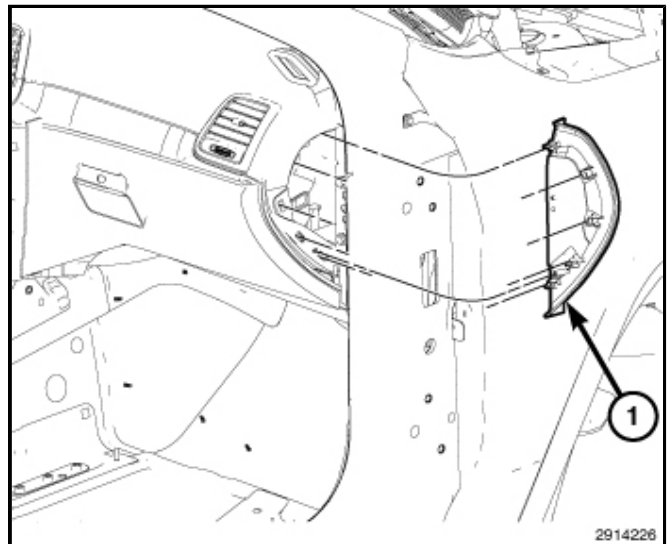
17. Remove the glove box.



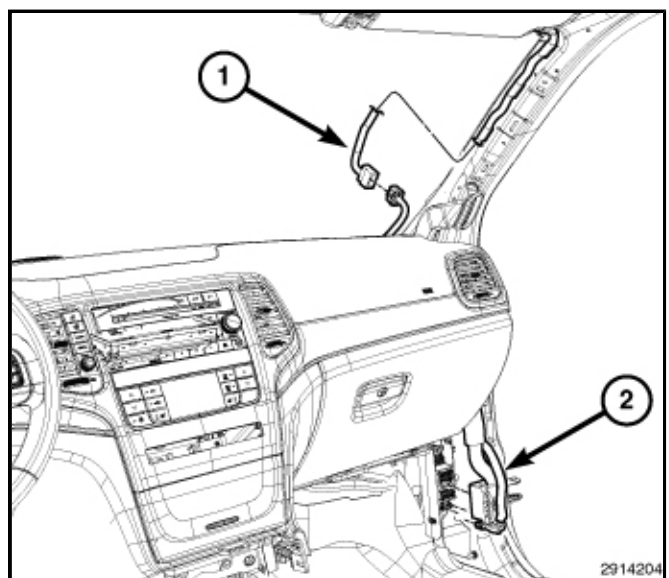
- 18. Remove the right silencer panel (1).
- 19. Remove the passenger side cowl trim panel.



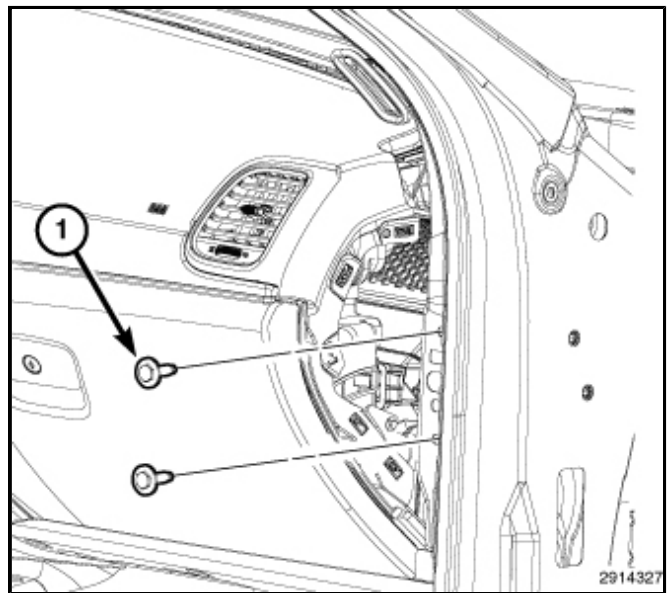
- 20. Remove the right end cap (1).



- 21. Remove the passenger side A-pillar trim.
- 22. Remove the defroster ducts.
- 23. Disconnect the right side wire harness (1 and 2).



24. Remove the right side support fasteners (1).

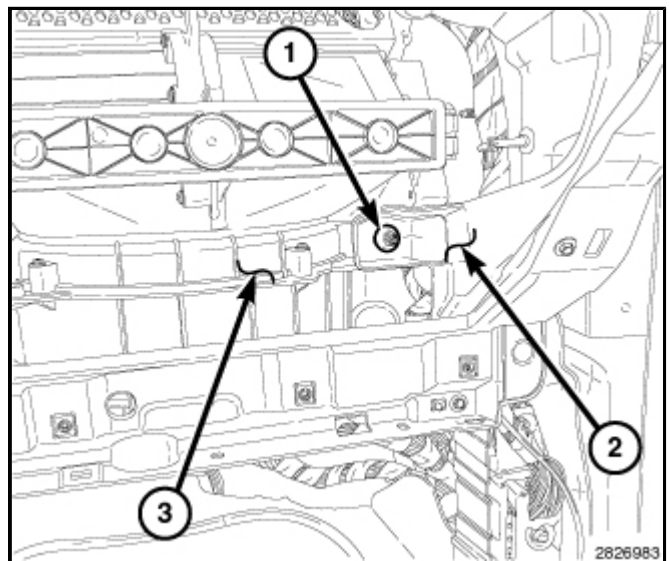


25. Remove the bolt to the right side HVAC.

26. Remove the center duct.

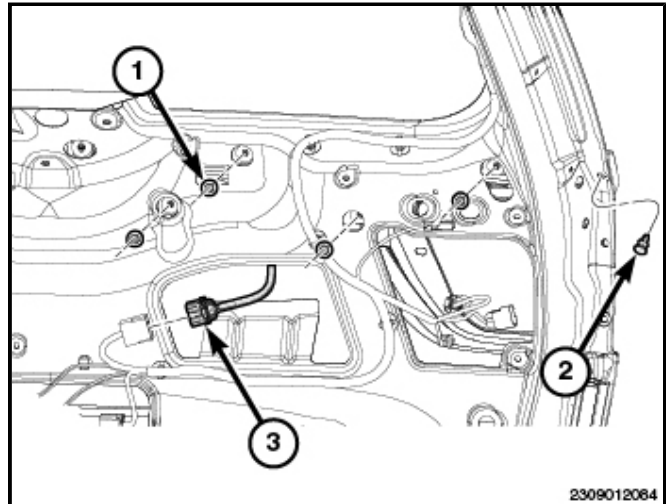
27. Disconnect the HVAC electrical connectors.

28. Remove the instrument panel assembly.

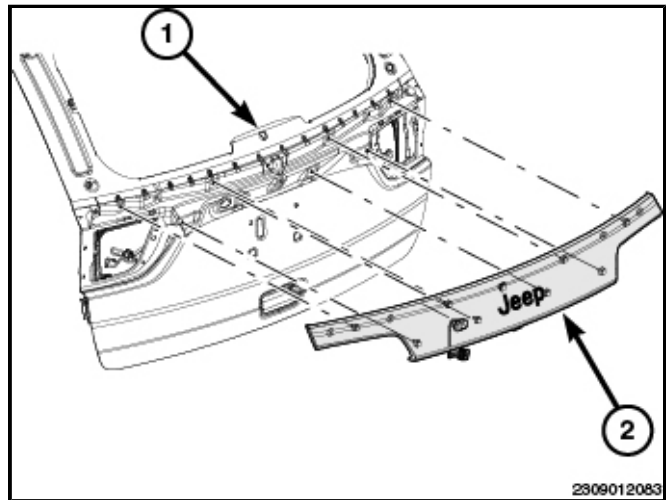


2014 WK - Body/Decklid/Hatch/Liftgate/Tailgate/LAMP BAR, Exterior Handle/Removal

1. Open liftgate and remove liftgate trim.
2. Remove the two outer push pin fasteners (2)
3. Locate and remove the eight (1) fasteners from the back of the light bar assembly.
4. Disconnect wiring harness (3).

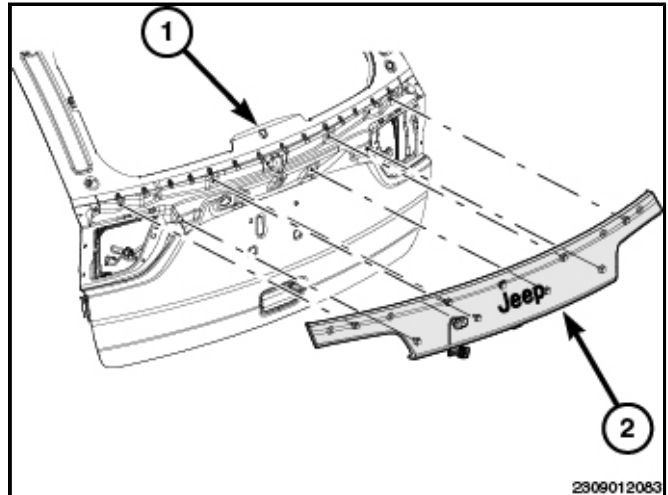


5. Remove light bar (2) from liftgate (1).

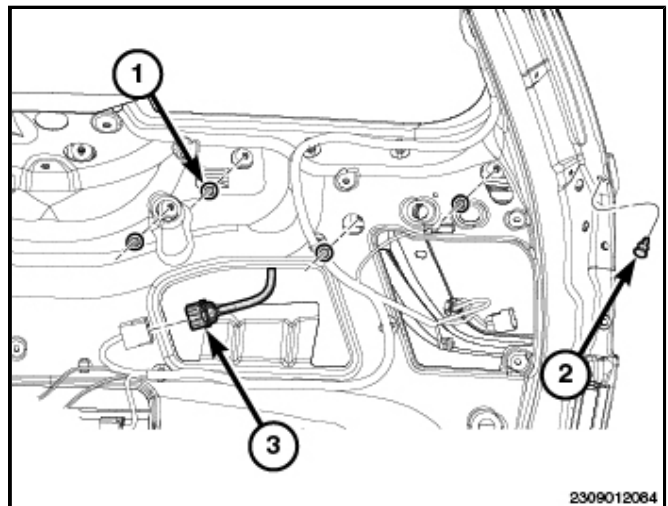


2014 WK - Body/Decklid/Hatch/Liftgate/Tailgate/LAMP BAR, Exterior Handle/Installation

1. Position the wire harness back through the liftgate.
2. Align light bar assembly (2) with holes in liftgate and insert into liftgate

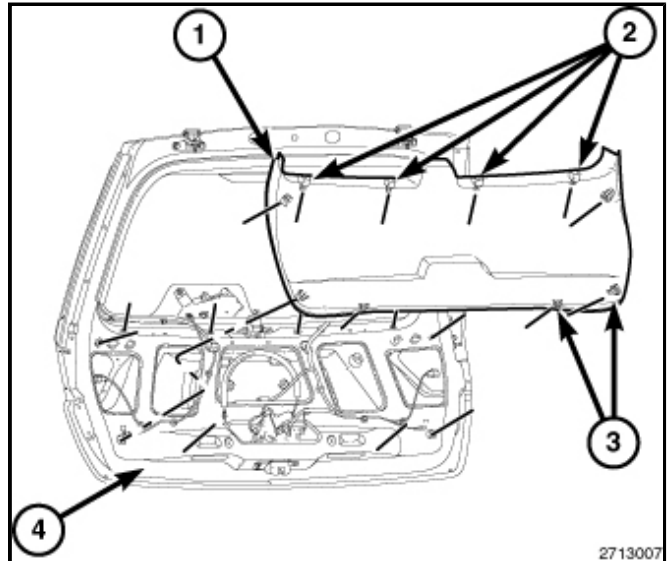


3. With liftgate in the open position, install the eight fasteners (1) to the inside of the liftgate.
4. Tighten the fasteners to 7.5 N·m (66 in. lbs.).
5. Install the two push pin fasteners (2).
6. Reconnect the wiring harnesses (3).
7. Install liftgate interior trim.

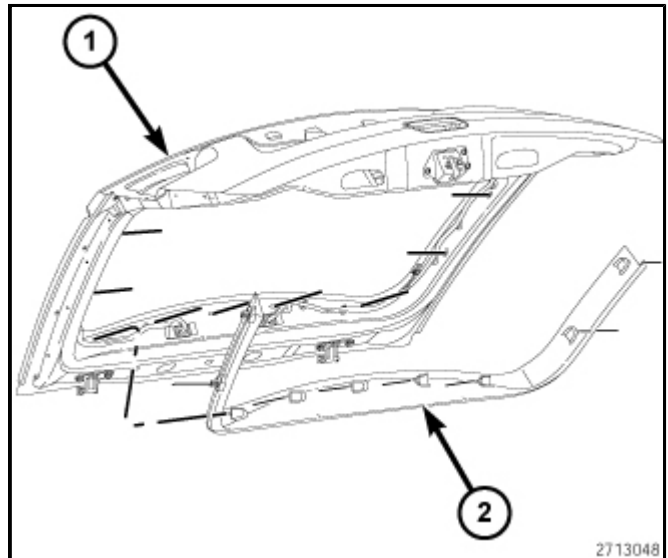


2014 WK - Body / Decklid/Hatch/Liftgate/Tailgate / PANEL, Trim/Removal

1. Disconnect and isolate the battery negative cable.
2. Using a trim stick or another suitable wide flat-bladed tool, release the six lower retaining clips (3) and carefully pry the trim panel (1) away from the inside of the liftgate (4).
3. Carefully release the upper retaining clips (2) and separate the trim panel completely from the liftgate.
4. Disconnect the trim panel lighting connectors.
5. Remove the liftgate lower trim panel from the vehicle.

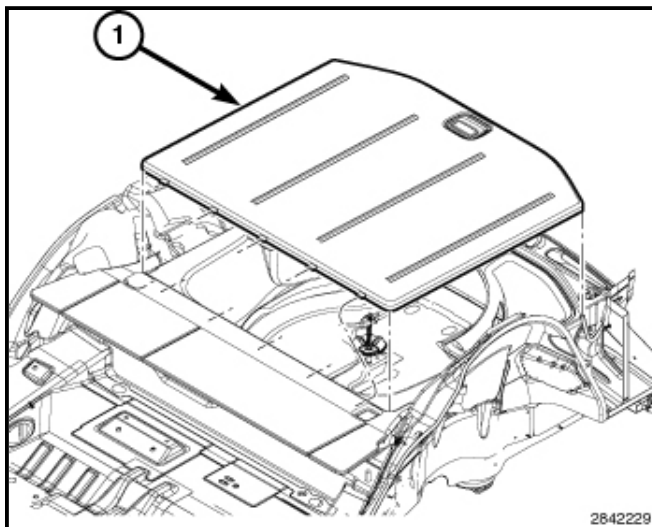


6. Remove flip glass weather strip.
7. Remove the upper trim panel (2) using a trim stick or another suitable wide flat-bladed tool, carefully pry the trim panel away from the inside of the liftgate (1) to release the fasteners that secure the panel to the liftgate.

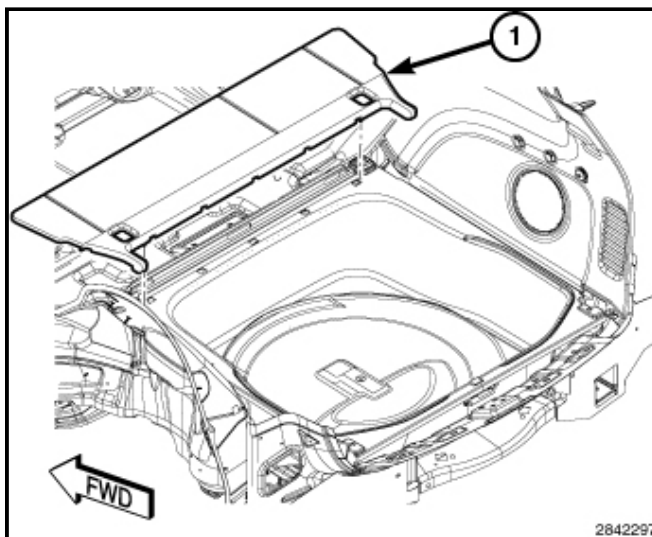


2014 WK - Body / Interior / LOAD FLOOR, Cargo/Removal

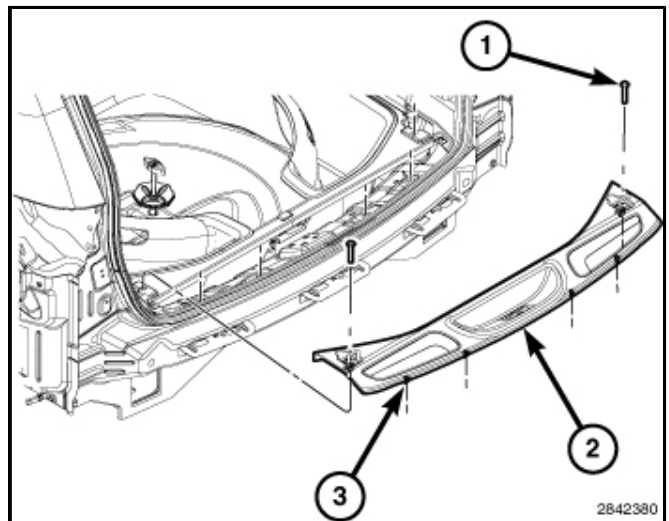
1. Open and remove the load floor lid (1).



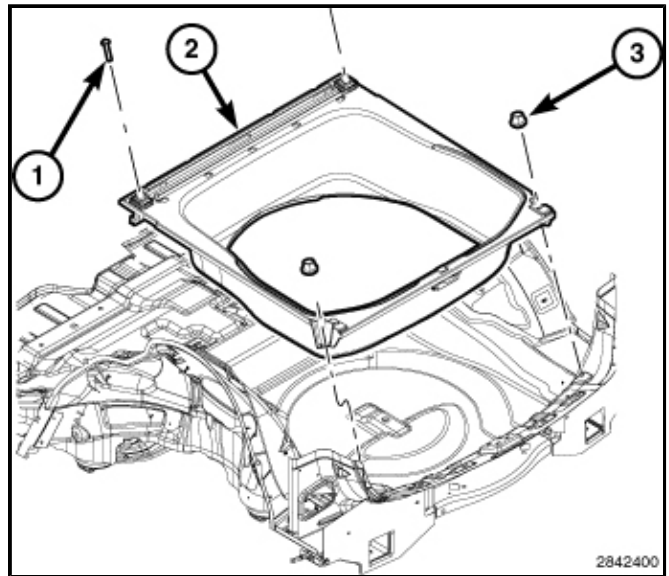
2. Using trim stick C-4755 or equivalent, remove the load floor gap hider (1).



3. Remove the screws (1).
4. Using trim stick C-4755 or equivalent, separate the retaining clips (3) and remove the liftgate scuff plate (2).

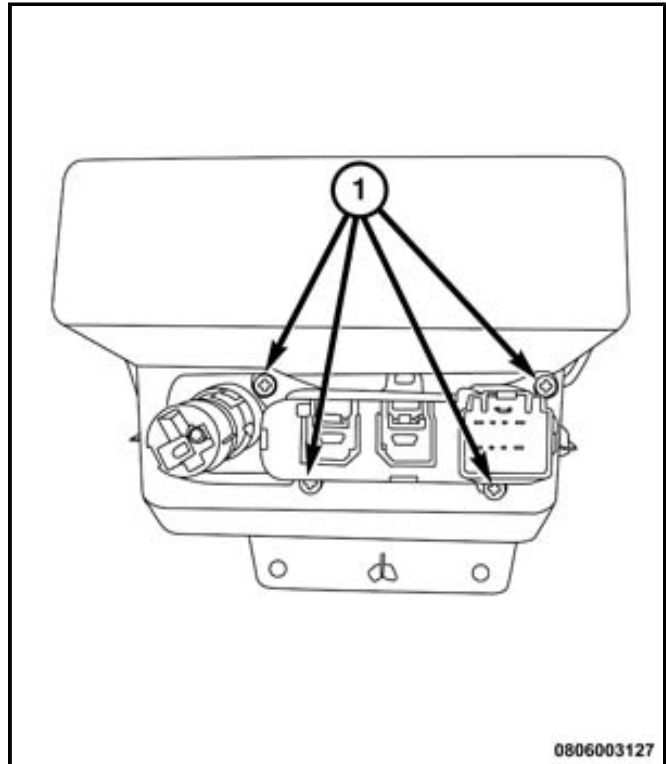


5. Remove the two front cargo loop screws (1).
6. Remove the rear nuts (3) and remove the load floor bin (2).



08 - Electrical/8A - Audio/Video/Entertainment/Connectivity/MEDIA HUB/Removal

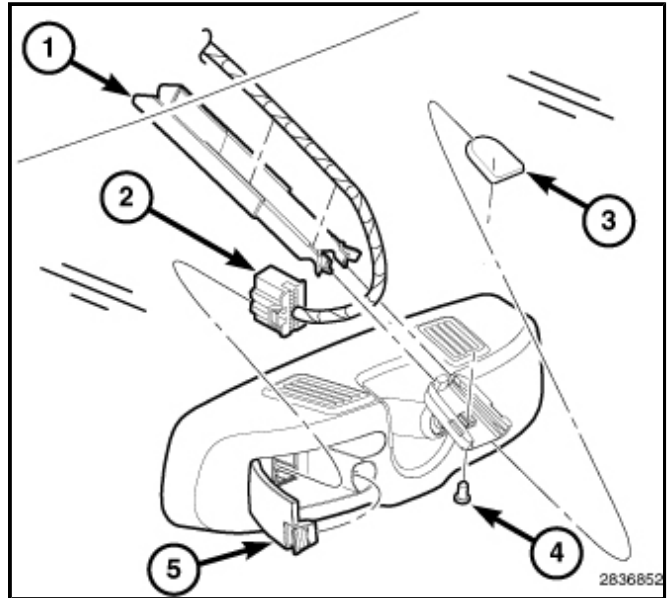
1. Disconnect and isolate the negative battery cable.
2. Remove the Instrument Panel Bin
3. Remove the four fasteners (1) securing the Media Hub to the Instrument Panel Bin.



2014 WK - Body/Interior/MIRROR, Rearview/Removal

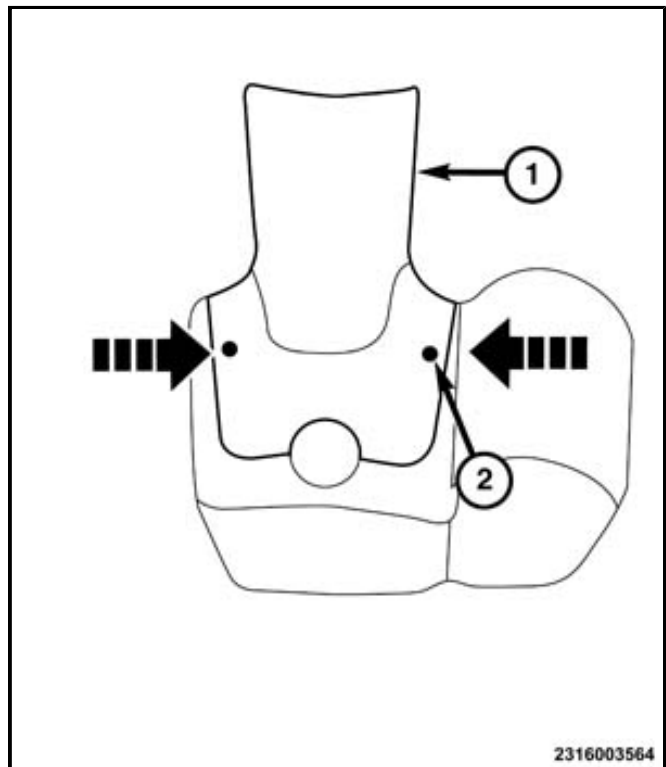
Without Smartbeam

1. If equipped, open the access panel (5) and disconnect the mirror harness connector (2).
2. Separate the harness cover (1) from the mirror base and position the harness aside.
3. Loosen the setscrew (4) that secures the mirror base to the bracket (3) on the windshield.
4. Slide the mirror base upward and off of the bracket (3).

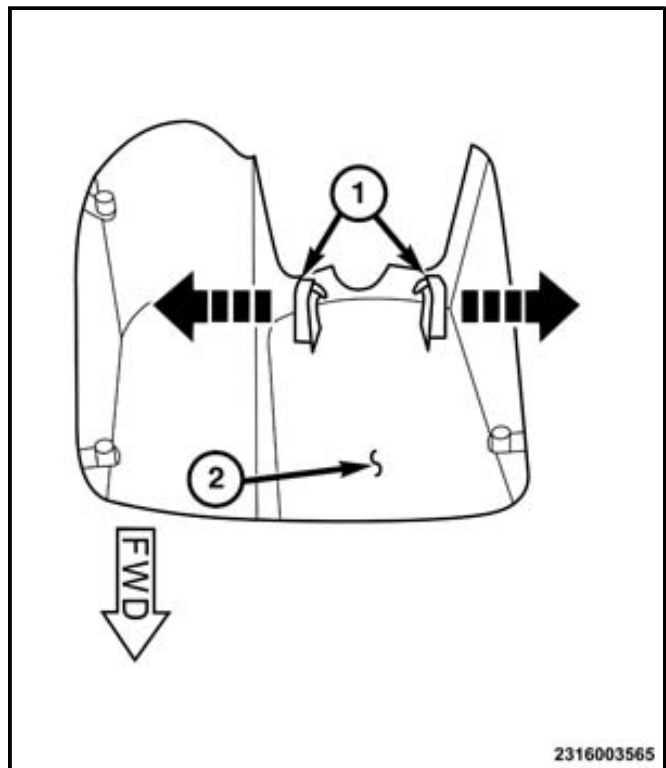


WITH SMARTBEAM

1. Using a [Trim Stick C-4755](#) or equivalent, squeeze the cover (1) together and release the mirror trim cover tabs (2) and release the cover (1).

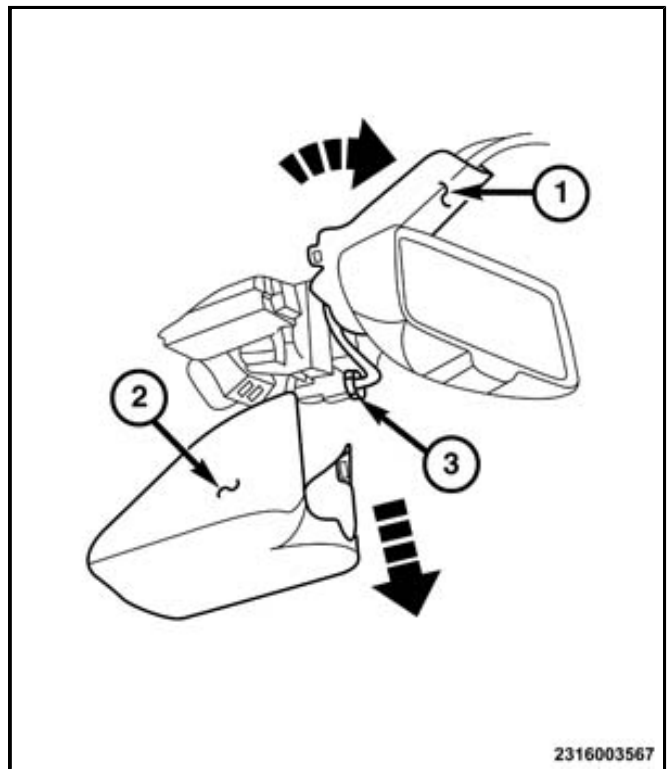


2. Using a [Trim Stick C-4755](#) or equivalent, release the mirror trim cover tabs (1) and release the cover (2).

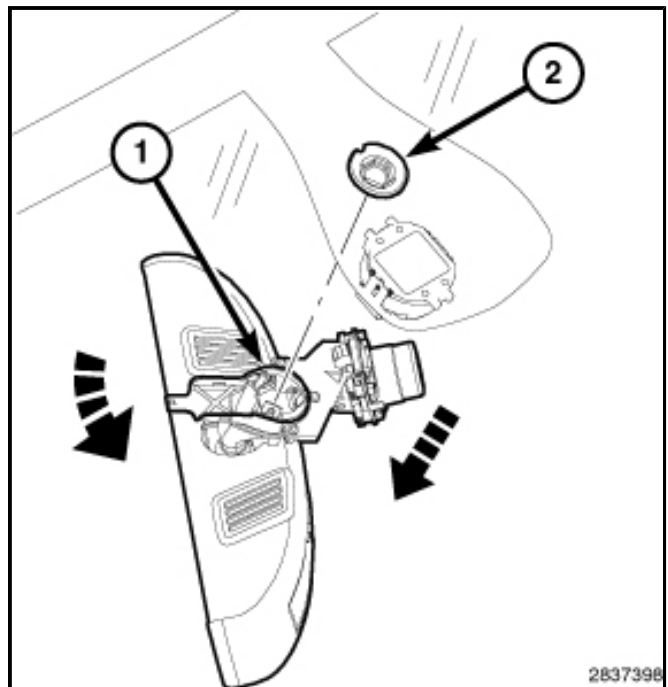


- 3.
4. Pull the rear cover (1) backwards and remove.
5. Pull the front cover (2) down and remove.

6. Disconnect the electrical connectors (3) and release the harness push pin fastener and position the wire harness aside.



7. Twist the mirror assembly (1) clockwise and release the mirror from the aluminum button (2) attached to the windshield.



2014 WK - Heating and Air Conditioning/Distribution/OUTLET, Air/Removal

WARNING: Disable the airbag system before attempting any steering wheel, steering column, or instrument panel component diagnosis or service. Disconnect and isolate the negative battery (ground) cable. Wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to take the proper precautions may result in accidental airbag deployment and possible serious or fatal injury.

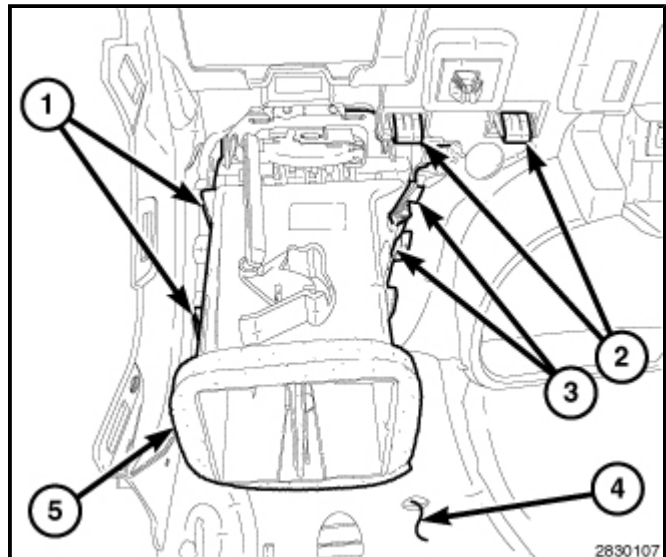
NOTE: LHD model shown in illustrations. RHD model similar.

OUTBOARD OUTLETS

NOTE: The outboard air outlets can be serviced without removing the instrument panel cover.

NOTE: Underside of instrument panel cover shown. Instrument panel duct removed from view for clarity.

1. Disconnect and isolate the negative battery cable.
2. When servicing the passenger side air outlet:
 - remove the passenger side instrument panel silencer
 - remove the glove box, glove box shelf and the trim panel, located behind the glove box.
3. When servicing the driver side air outlet:
 - remove the driver side instrument panel silencer
 - remove the knee blocker.



NOTE: The air outlet trim panels are serviced with the air outlets as an assembly.

4. Using Trim Stick [C-4755](#) or equivalent, disengage the retaining tabs (2) that secure the outboard air outlet trim panel to the face of the instrument panel cover (4).

5. Reach up behind the instrument panel and disengage the four retaining tabs (1 and 3) that secure each outboard air outlet (5) to the back of the instrument panel cover.

NOTE: If the foam seal on an air outlet is deformed or damaged, the seal must be replaced.

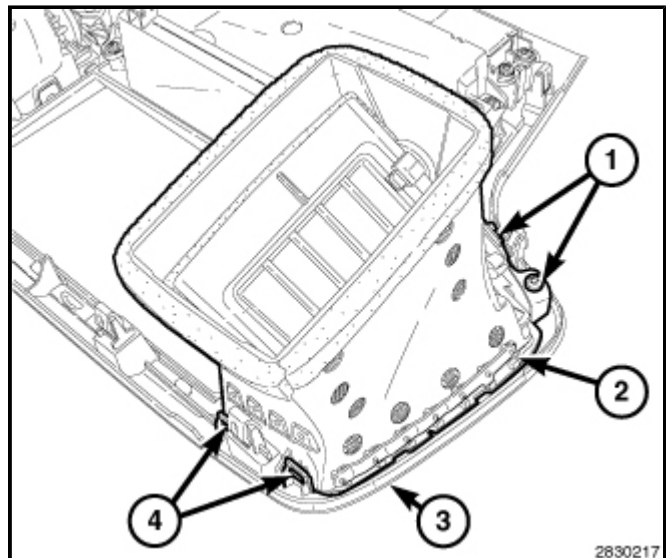
6. Remove the outboard air outlet(s) from the instrument panel cover.

INBOARD OUTLETS

NOTE: Take the proper precautions to protect the front face of the center bezel from cosmetic damage while performing this procedure.

1. Disconnect and isolate the negative battery cable.
2. Remove the instrument panel center bezel (3) and place it on a workbench.
3. Remove the two screws (1) that secure each air outlet (2) to the center bezel.
4. Using Trim Stick C-4755 or equivalent, gently disengage the two retaining tabs (4) that secure each air outlet to the center bezel.

NOTE: If the foam seal on an air outlet is deformed or damaged, the seal must be replaced.



5. Remove the inboard air outlet(s) from the center bezel.

FLOOR CONSOLE OUTLETS

NOTE: Take the proper precautions to protect the floor console rear trim panel from cosmetic damage while performing this procedure.

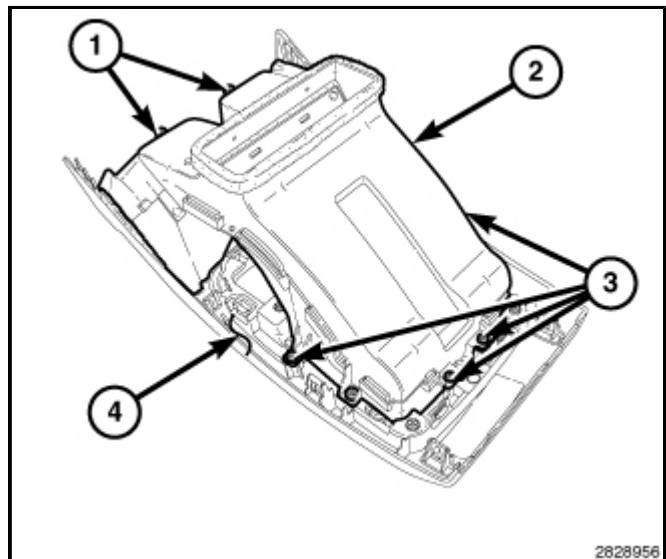
1. Disconnect and isolate the negative battery cable.
2. Remove the floor console rear trim panel (1) from the back of the floor console using Trim Stick C-

4755 or equivalent. Disconnect any necessary electrical connectors and place the trim panel on a workbench.

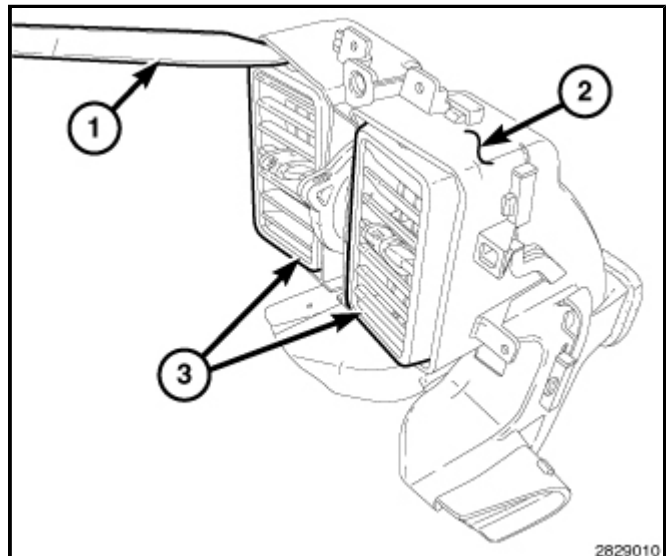
3. Remove the six screws (1 and 3) that secure floor console rear duct (2) to the floor console rear trim panel (4).

NOTE: If the foam seal on the console rear duct is deformed or damaged, the seal must be replaced.

4. Remove the floor console rear duct from the floor console rear trim panel.

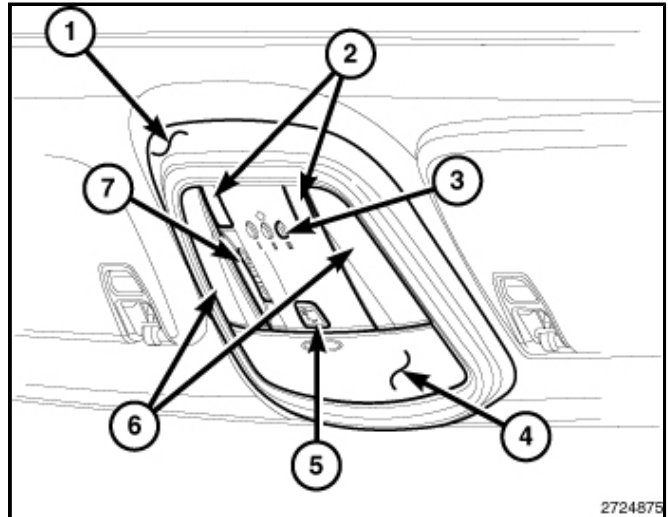


5. Using Trim Stick C-4755 (1) or equivalent, gently pry on the air outlet barrel(s) (3) until the barrel retainers release from the pivot shafts on the console rear duct (2). Rotate the air outlet barrel(s) as necessary.

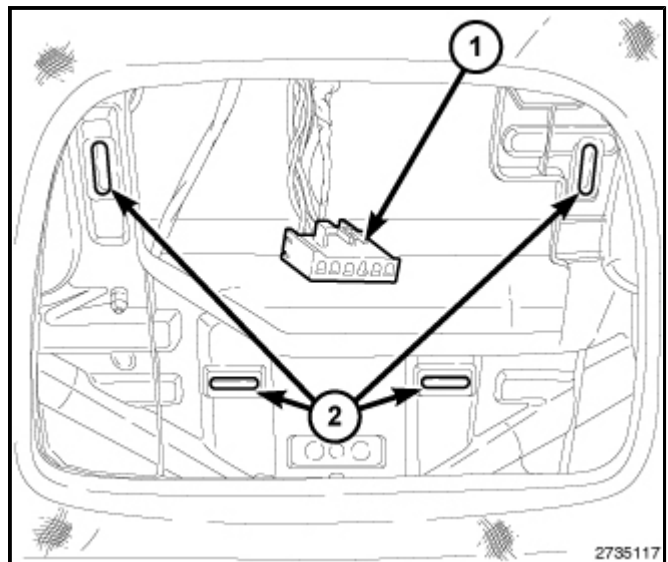


2014 WK - Body/Interior/CONSOLE, Overhead, Front/Removal

1. Disconnect and isolate the negative battery cable.
2. Pull downward on the sides of the overhead console housing firmly and evenly to disengage the snap clips from the overhead console bracket.

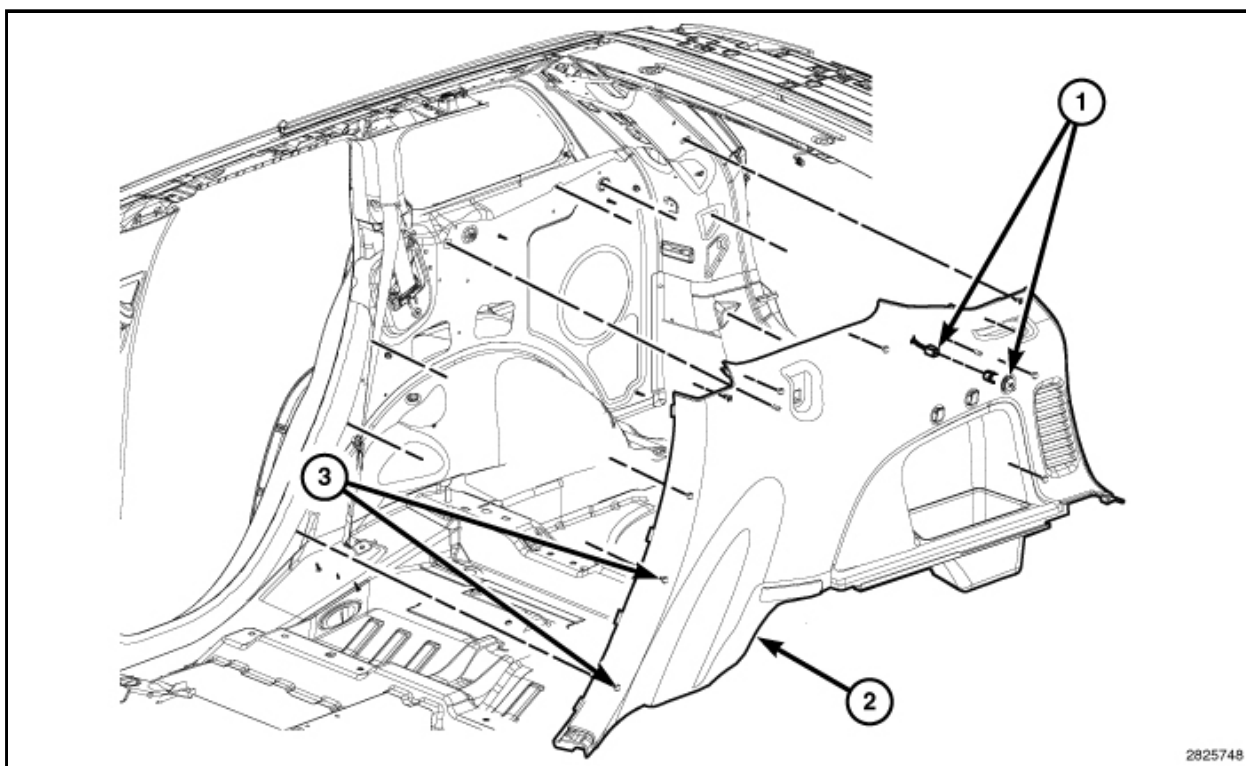
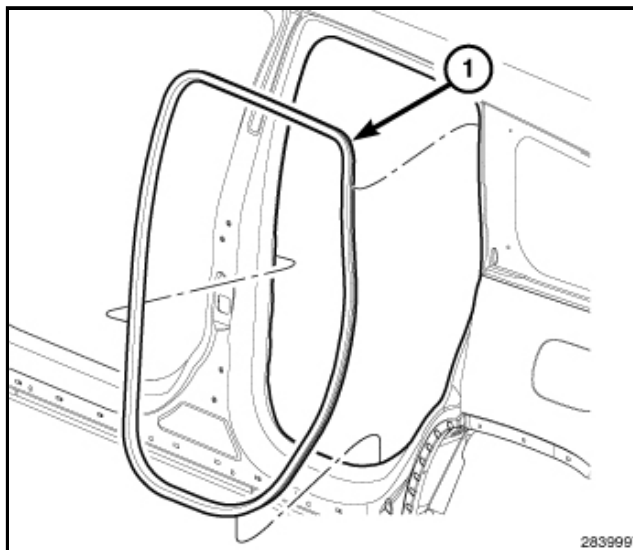


3. Lower the overhead console far enough to access the wire harness connectors (1).
4. Disconnect the roof wire harness connectors from the connector receptacles.
5. Remove the overhead console.



2014 WK - Body / Interior / PANEL, Quarter Trim/Removal

1. Remove the load floor.
2. Remove the D-pillar trim.
3. Remove the rear door scuff plate.
4. Position the door seal (1) aside.



NOTE: Right side shown, left side similar.

5. Using a trim stick [C-4755](#) or equivalent, disengage the retaining fasteners (3) that secure the quarter trim panel to the quarter panel.
6. Pull the quarter trim panel away from the quarter panel.
7. If equipped, disconnect the power outlet wire harness connector (1).
8. Remove the quarter trim panel (2).

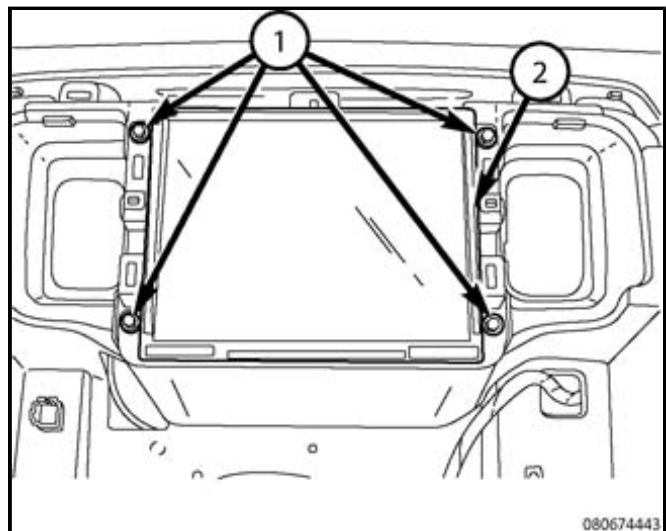
2014 WK - Electrical/8A - Audio/Video/Entertainment/Connectivity/RADIO/Removal

NOTE: For RA3 with Navigation activated and RA4 Radio Receiver Modules (RRM), if possible, the version of the map and Point Of Interest (POI) data should be noted before the original RRM is replaced with a new unit. If the version of the map and POI data found on the new RRM is not equal to or newer than the version that is found, updated data will need to be downloaded and installed to the new RRM at the expense of the dealer.

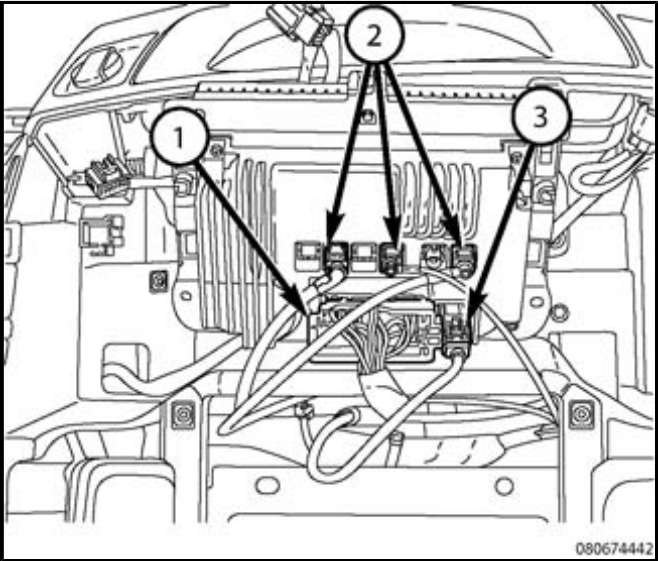
2. Disconnect the negative battery cable.
3. Remove the center trim bezel from the instrument panel.

CAUTION: Pulling the antenna cable straight out of the radio without pulling on the locking antenna connector could damage the cable or radio.

4. Remove the four fasteners (1) securing the Radio Receiver Module (RRM) (2) to the instrument panel.
5. Pull the RRM out far enough to access the back of the RRM.



6. Disconnect the antennas (2), and electrical connector (1).
7. If equipped, disconnect the USB connector (3).
8. Remove the RRM from the instrument panel.

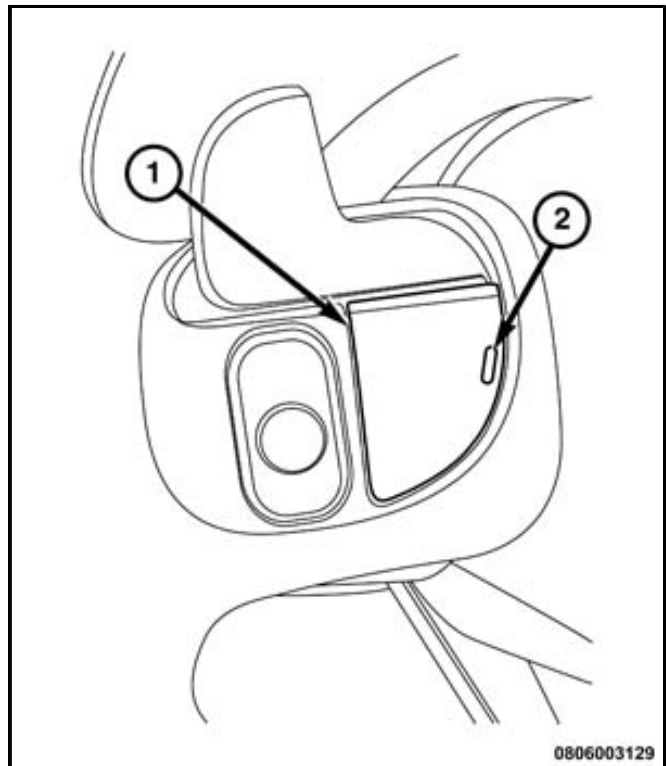


2014 WK - Electrical/8A - Audio/Video/Entertainment/Connectivity/SWITCH, Remote Radio/Removal

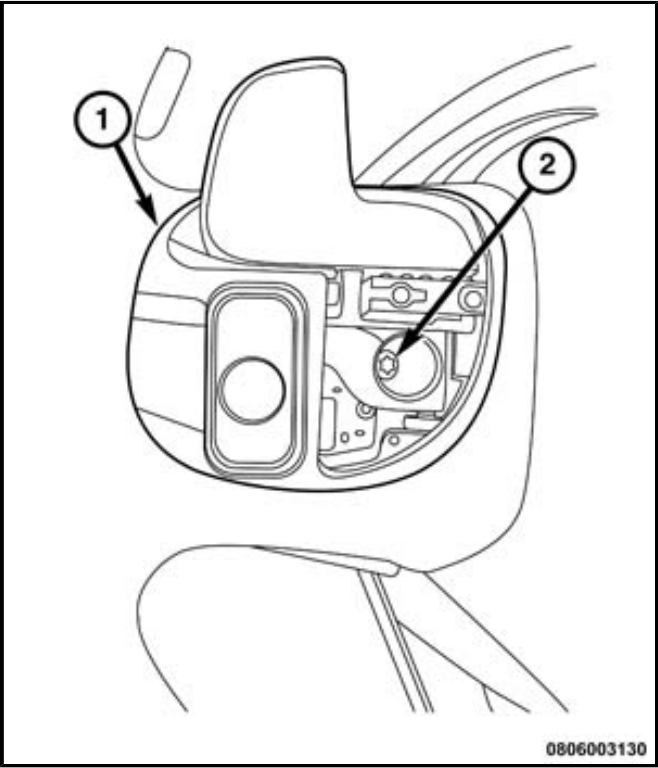
WARNING: To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

NOTE: With paddle shift shown, without paddle shift similar.

1. Disconnect and isolate the negative battery cable.
2. From the back of the steering wheel, remove the remote radio switch with paddle shift unit cover (1) by inserting a small flat screwdriver or equivalent into the slot (2) and prying outward.



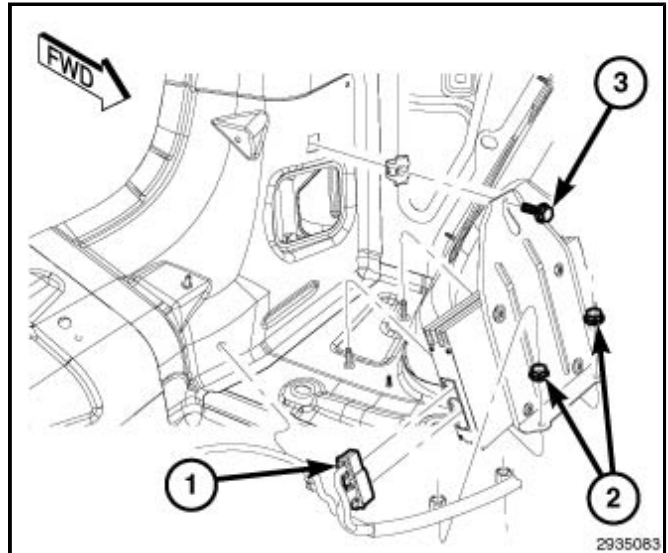
3. Remove the remote radio switch with paddle shift (1) unit retainer (2).
4. Gently remove the remote radio switch with paddle shift unit from the steering wheel.



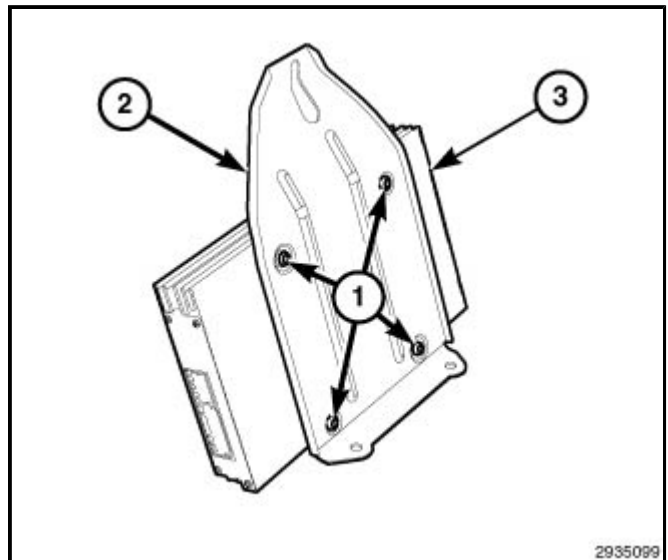
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2014 WK - Electrical/8A - Audio/Video/Entertainment/Connectivity/AMPLIFIER/Removal

1. Disconnect and isolate the battery negative cable.
2. Remove the left quarter trim panel .
3. Disconnect the two wire harness connectors (1) from the amplifier.
4. Remove the mounting fasteners (2) (3).
5. Remove the amplifier.



6. Remove the retainers (1) from the amplifier bracket (2).



2014 WK - Body / Seats/Warning

- WARNING:** To avoid serious or fatal injury on vehicles equipped with the Supplemental Restraint System (SRS), never attempt to repair the electrically conductive circuits or wiring components related to the SRS for which there is no MOPAR wiring repair kit. It is important to use ONLY the recommended splicing kit and procedure. For applicable and available MOPAR wiring repair kits, please visit the MOPAR Connector Web Site at the following address on the internet: (<http://dto.vftis.com/mopar/disclaimer.asp>). Inappropriate repairs can compromise the conductivity and current carrying capacity of those critical electrical circuits, which may cause SRS components not to deploy when required, or to deploy when not required. Only minor cuts or abrasions of wire and terminal insulation where the conductive material has not been damaged, or connector insulators where the integrity of the latching and locking mechanisms have not been compromised may be repaired using appropriate methods.
- WARNING:** To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog.
- WARNING:** To avoid serious or fatal injury on vehicles equipped with side curtain airbags, disable the Supplemental Restraint System (SRS) before attempting any Occupant Restraint Controller (ORC) diagnosis or service. The ORC contains a rollover sensor, which enables the system to deploy the side curtains in the event of a vehicle rollover event. If an ORC is accidentally rolled during service while still connected to battery power, the side curtain airbags will deploy. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.
- WARNING:** To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.
- WARNING:** To avoid potential physical injury or damage to sensitive electronic circuits and systems, always disconnect and isolate the battery negative (ground) cable and the positive cable, then ground the positive cable to discharge the Occupant Restraint Controller (ORC) capacitor before performing any welding operations on the vehicle. Failure to take the proper precautions could result in accidental airbag deployment, possible damage to the Supplemental Restraint System (SRS) circuits and components, and possible damage to other electronic circuits and components. Whenever a welding process is being performed within 12 inches (30 centimeters) of an electronic module or wiring harness, then that module or harness should be relocated out of the way, or disconnected. Always protect against component or vehicle damage from weld spatter by using weld blankets and

screens.

WARNING: To avoid serious or fatal injury, do not attempt to dismantle an airbag unit or tamper with its inflator. Do not puncture, incinerate or bring into contact with electricity. Do not store at temperatures exceeding 93° C (200° F). An airbag inflator unit may contain sodium azide and potassium nitrate. These materials are poisonous and extremely flammable. Contact with acid, water, or heavy metals may produce harmful and irritating gases (sodium hydroxide is formed in the presence of moisture) or combustible compounds. An airbag inflator unit may also contain a gas canister pressurized to over 17.24 kPa (2500 psi). Failure to follow these instructions may result in possible serious or fatal injury.

WARNING: To avoid serious or fatal injury when handling a seat belt tensioner retractor, proper care should be exercised to keep fingers out from under the retractor cover or buckle scabbard and away from the seat belt webbing where it exits from the retractor cover or buckle cable where it exits from the scabbard.

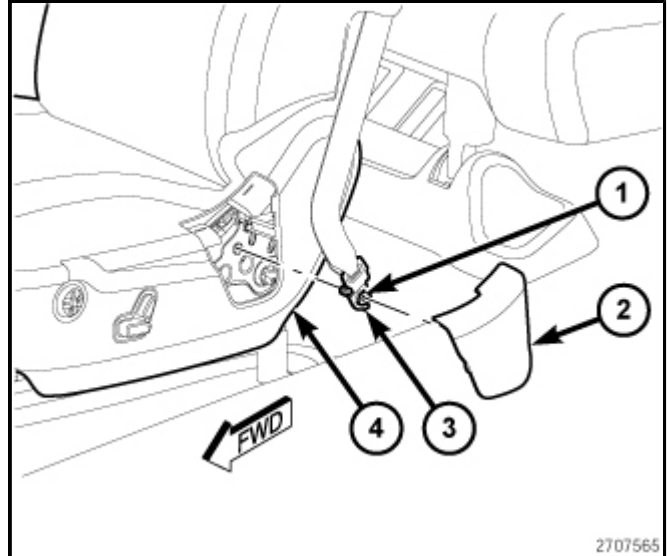
WARNING: To avoid serious or fatal injury, replace all Supplemental Restraint System (SRS) components only with parts specified in the Chrysler Mopar® Parts Catalog. Substitute parts may appear interchangeable, but internal differences may result in inferior occupant protection.

WARNING: To avoid serious or fatal injury, the fasteners, screws, and bolts originally used for the Supplemental Restraint System (SRS) components must never be replaced with any substitutes. These fasteners have special coatings and are specifically designed for the SRS. Any time a new fastener is needed, replace it with the correct fasteners provided in the service package or specified in the Chrysler Mopar® Parts Catalog.

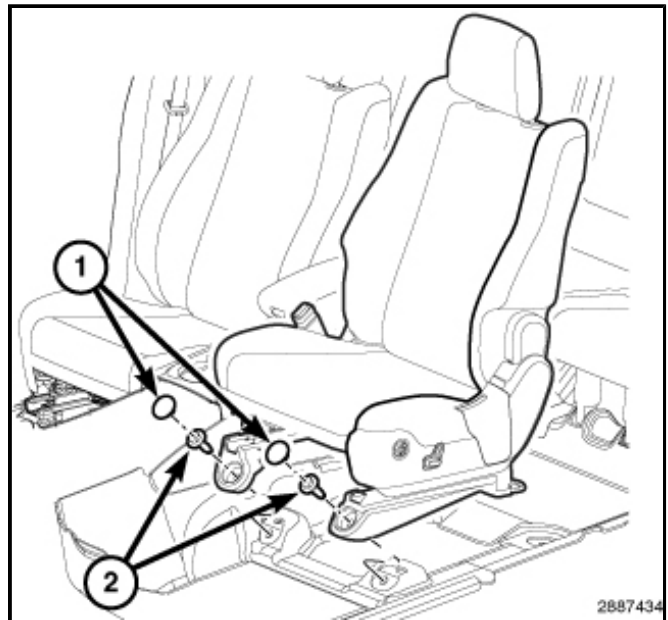
WARNING: To avoid serious or fatal injury when a steering column has an airbag unit attached, never place the column on the floor or any other surface with the steering wheel or airbag unit face down. Failure to follow these instructions may result in possible serious or fatal injury.

2014 WK - Body/Seats/SEAT, Front/Removal

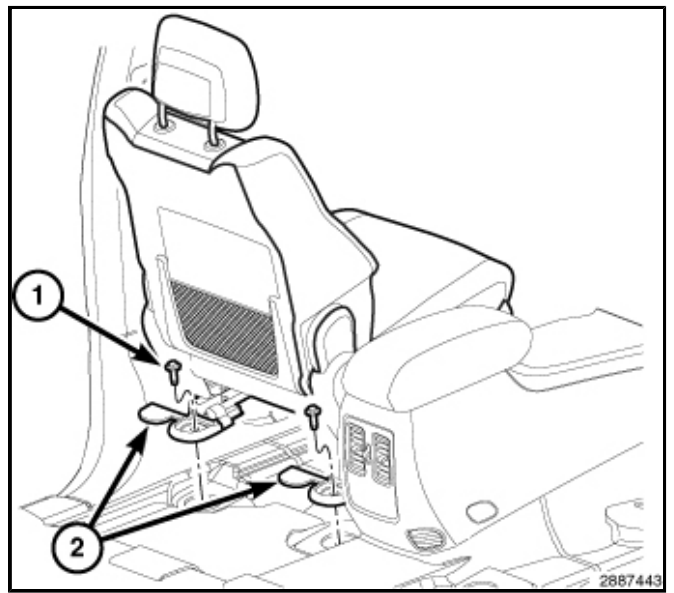
1. Before proceeding with the following repair procedure, review all warnings and cautions.
2. Adjust the front seat to its most forward position for easiest access to the front seat belt lower anchor cover (2) and the B-pillar trim.
3. Grasp the upper edge of the lower anchor cover and pull it carefully upward and outward to unsnap it from the front seat cushion outboard side shield (4).
4. Remove the screw (1) that secures the seat belt lower anchor (3) to the outboard side of the front seat cushion frame.



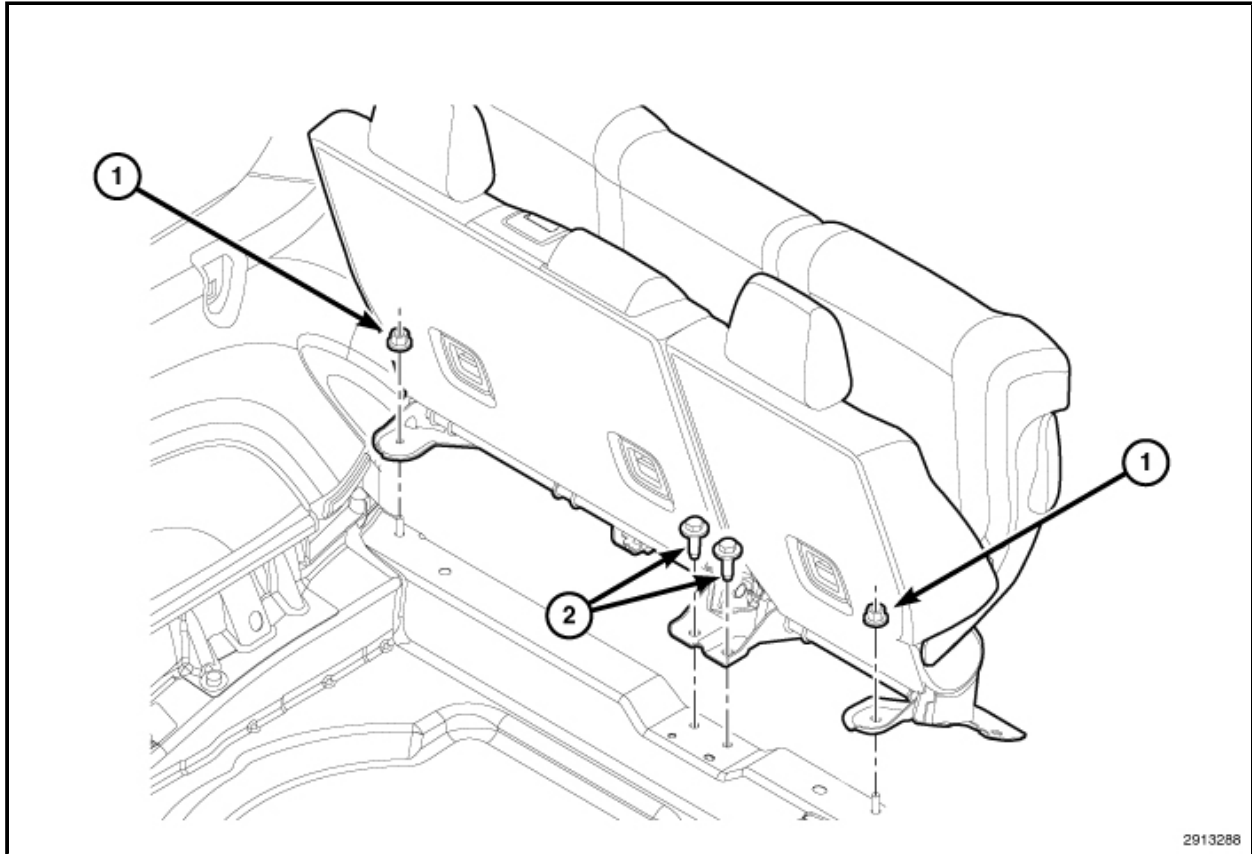
5. Move the seat back to gain access to the bolts (2).
6. Remove trim covers (1) and remove the two front bolts (2).



7. Open the trim covers (2) and remove the two rear bolts (1).
8. Disconnect and isolate battery negative cable.
9. Disconnect the electrical connectors, if equipped, and remove the seat from the vehicle.

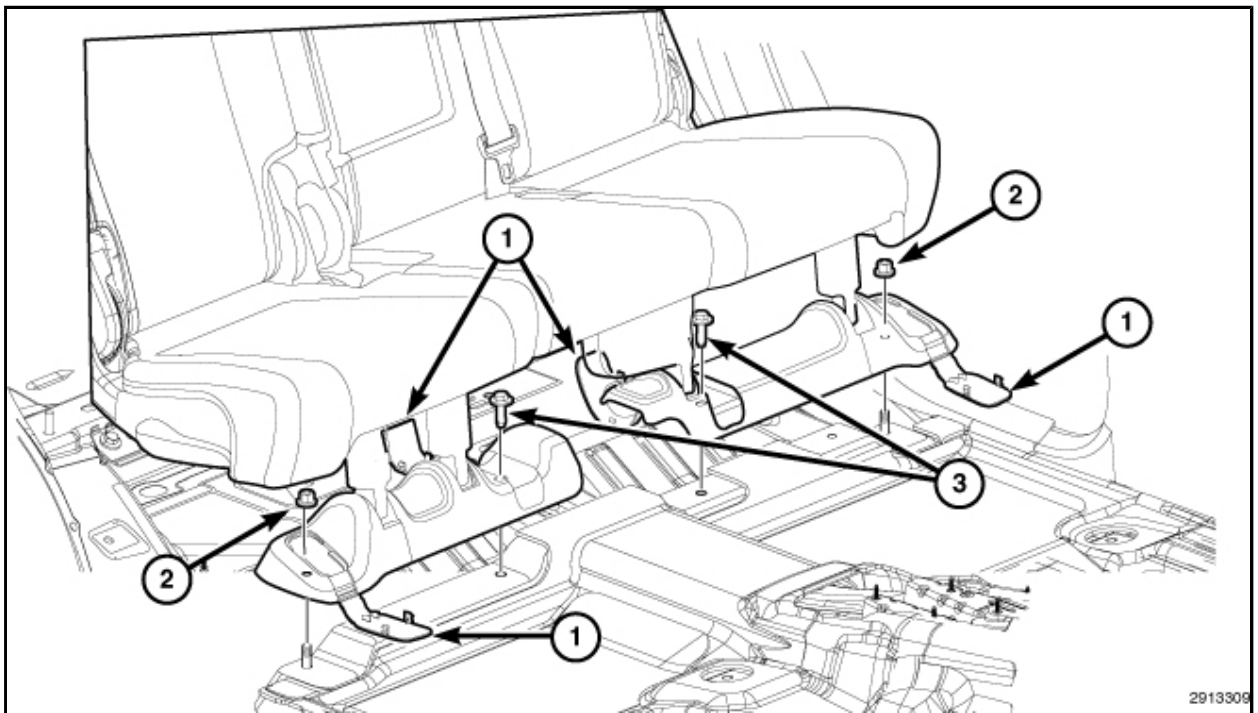


2014 WK - Body/Seats/SEAT, Rear/Removal

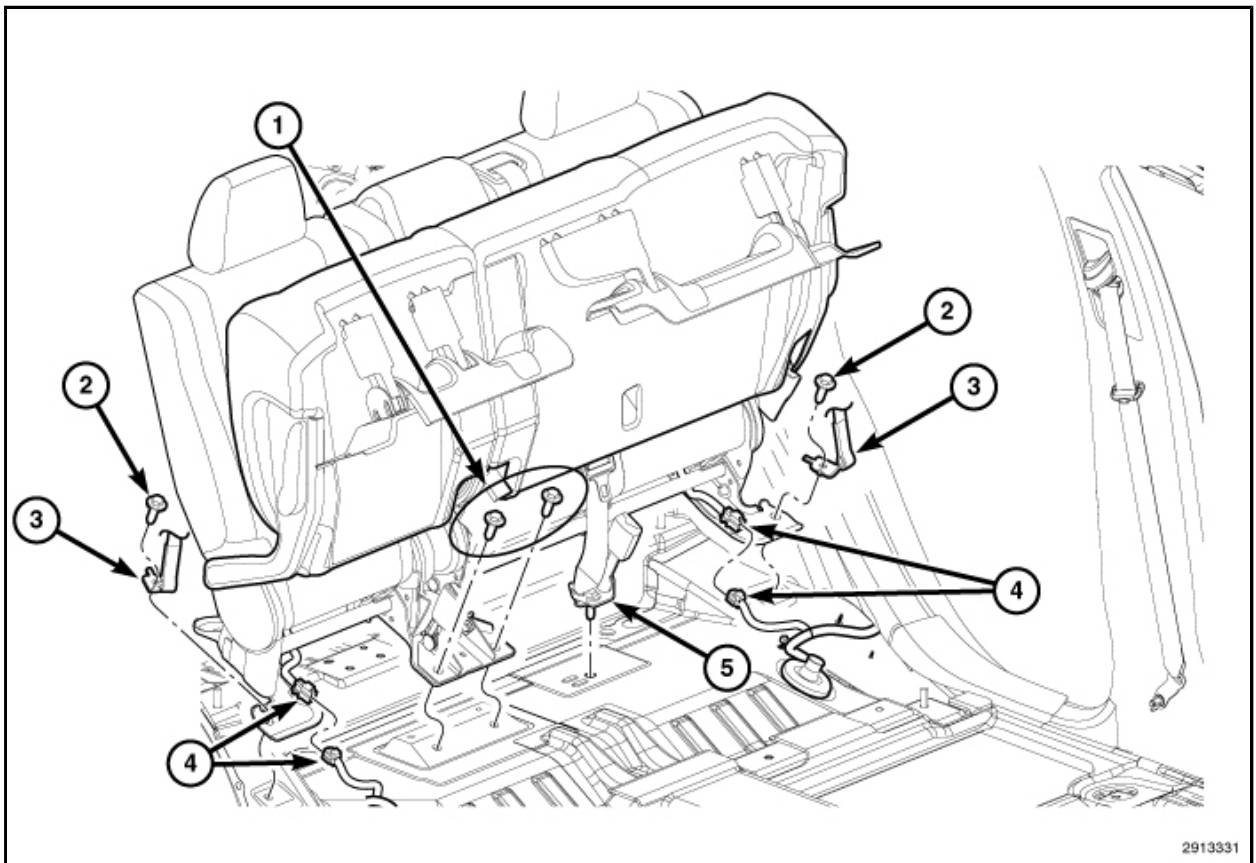


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1. Fold the rear seat backs down and remove the rear bolts (2) and nuts (1).



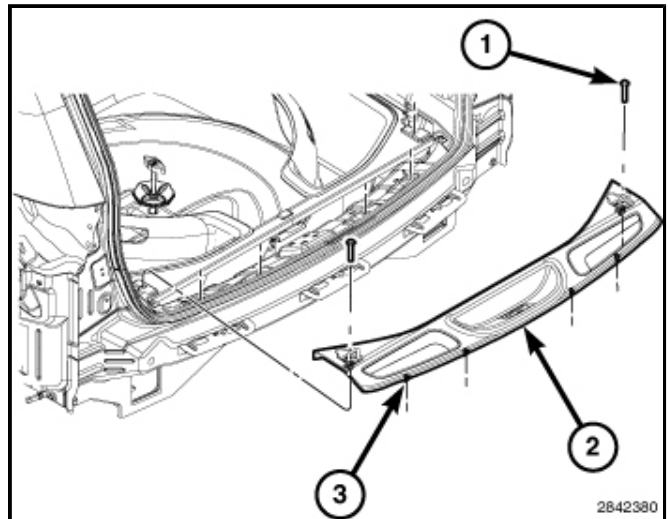
2. Fold the seat backs up.
3. Open the fasteners covers (1).
4. Remove the outer nuts (2) and inner bolts (3).



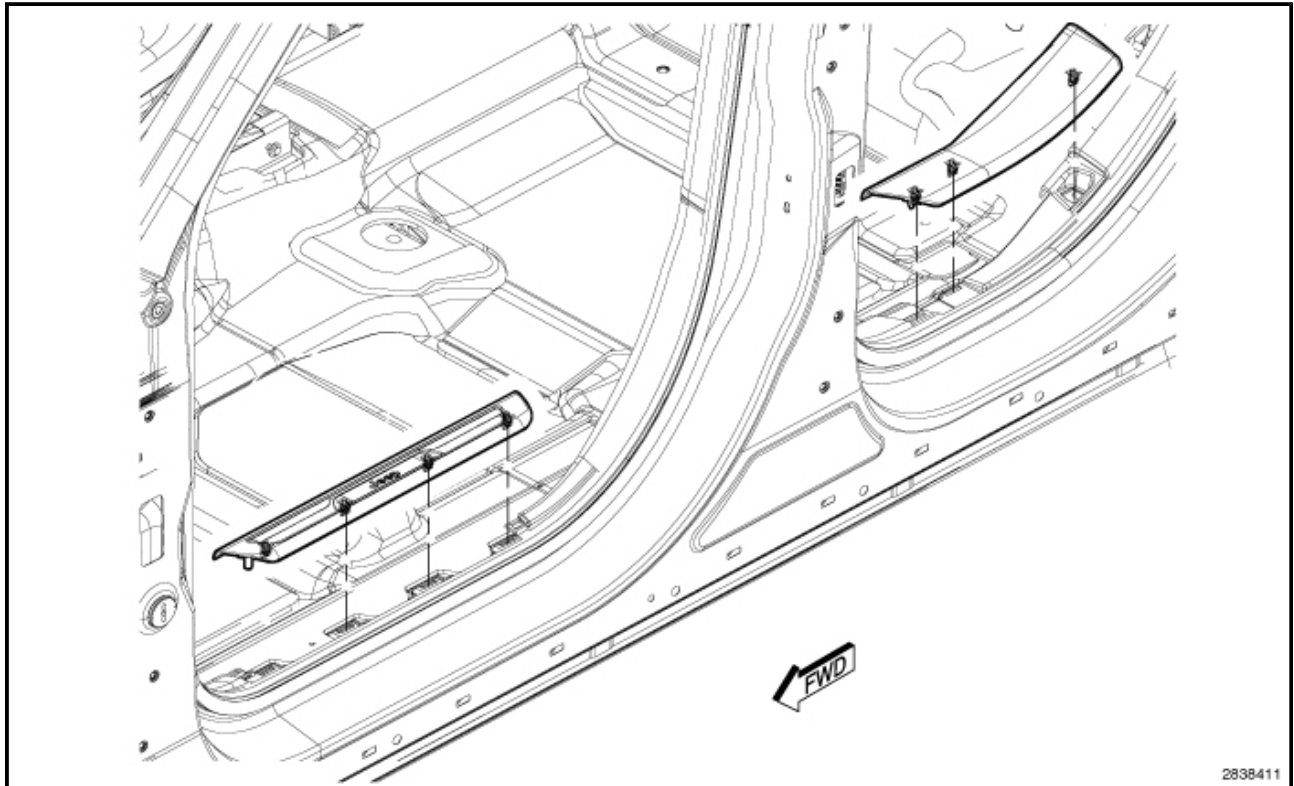
5. Lift the seat cushion assemblies up and disconnect the electrical connectors (4), if equipped.
6. Remove the inner bolts (1).
7. Remove the bolt and separate the center buckle assembly (5).
8. Remove the outer bolts (2) and remove the seat from the vehicle.

2014 WK - Body/Interior/PLATE, Scuff, Liftgate/Removal

1. Remove the screws (1).
2. Using trim stick C-4755 or equivalent, separate the retaining clips (3) and remove the liftgate scuff plate (2).



2014 WK - Body/Interior/PLATE, Scuff, Door/Removal

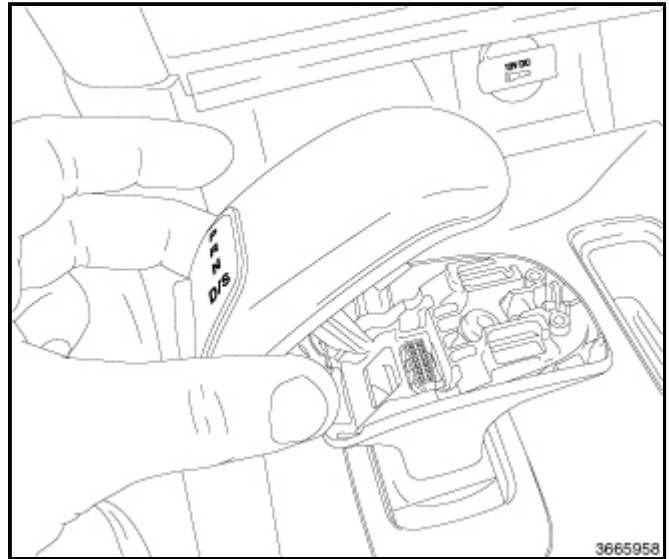


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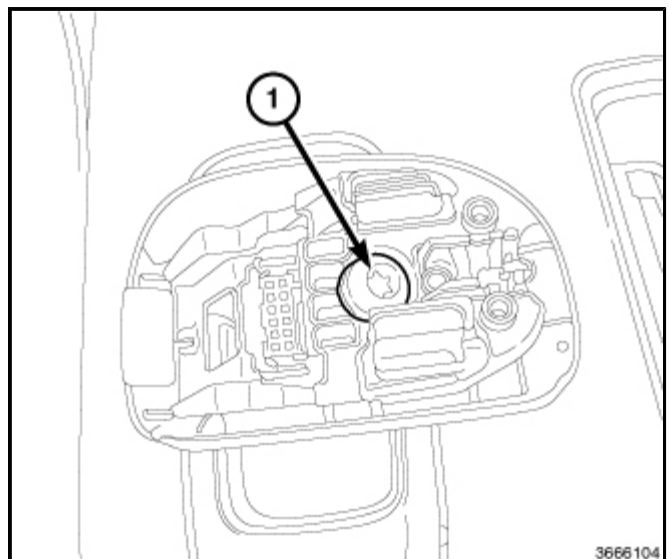
1. Using a trim stick C-4755 or equivalent, disengage the retaining tabs that secure the door sill scuff plate to the retaining clips in the door sill and remove the scuff plate.

2014 WK - Transmission / Automatic - 8HP70/SHIFTER, Removal

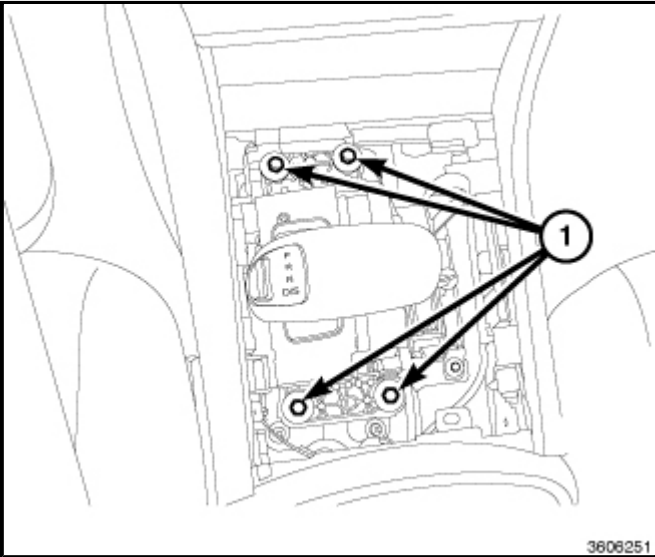
1. Disconnect the battery negative cable.
2. Remove the upper gear shift knob.



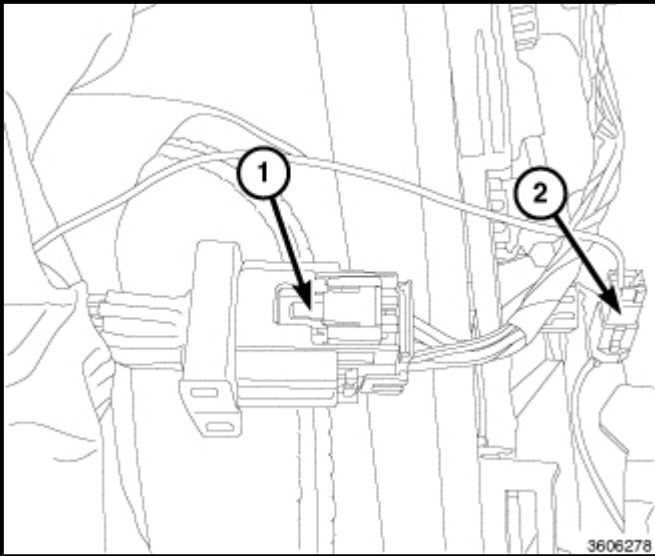
3. Remove the screw (1) then remove the lower knob/shroud.
4. Remove the shifter bezel.



5. Remove the shift mechanism bolts (1).

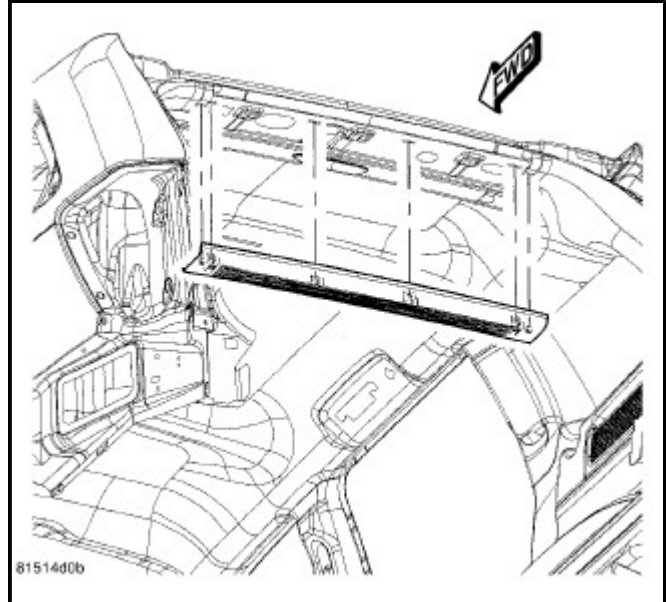


6. Disconnect the two electrical connections (1 & 2) prior to removing the shifter mechanism from the vehicle.

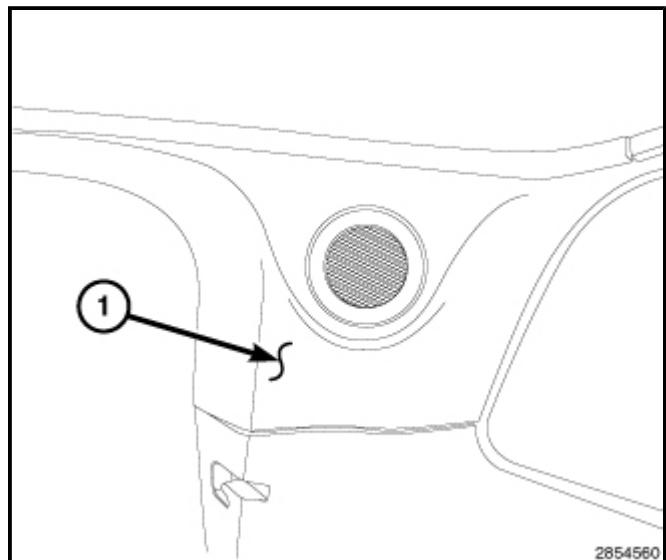


D-PILLAR

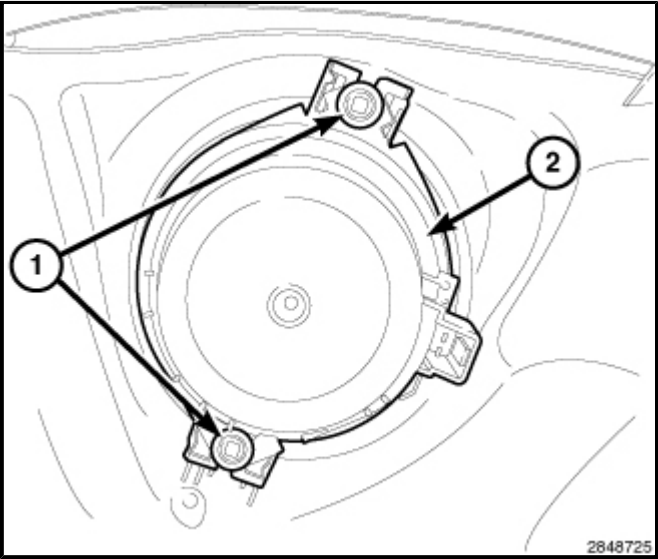
1. Remove the rear header panel.



2. Remove the D-Pillar trim panel (1)

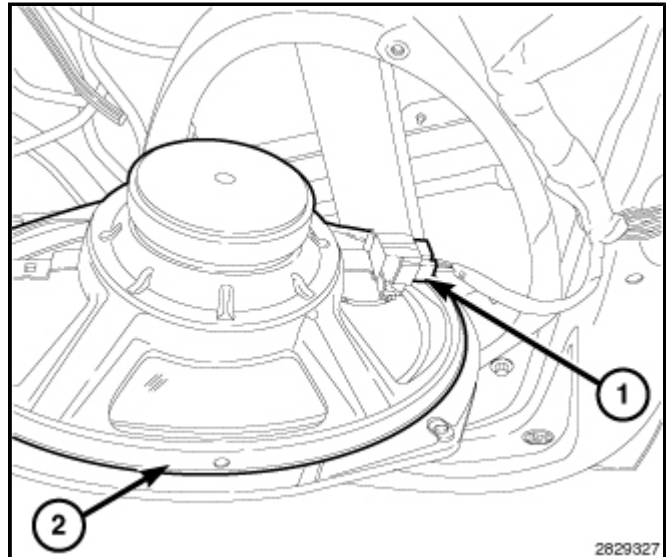


3. Remove the retainers (1) and remove the speaker (2).

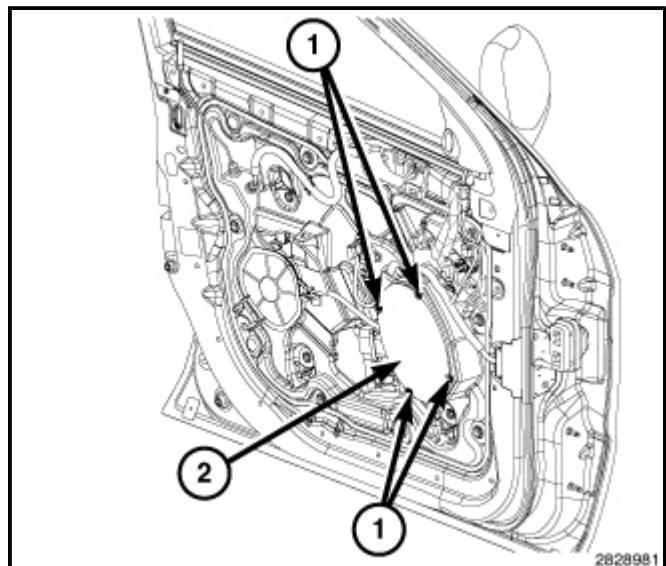


FRONT DOOR

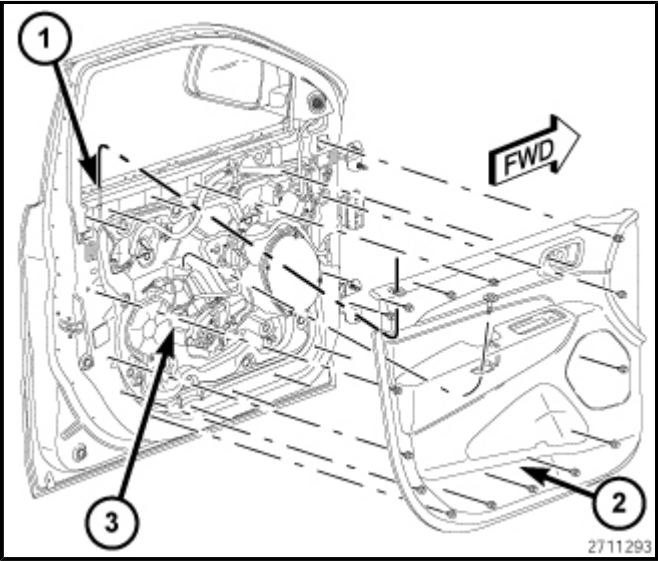
1. Connect the wire harness (1) connector to the speaker (2).



2. Position the speaker (2) to the door.
3. Install and tighten the mounting fasteners (2).



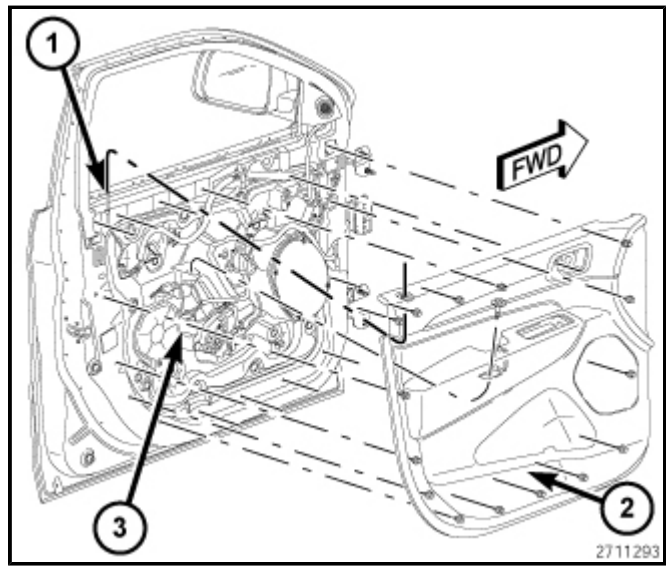
4. Install the front door trim panel
5. Connect the battery negative cable.



FRONT DOOR - SRT

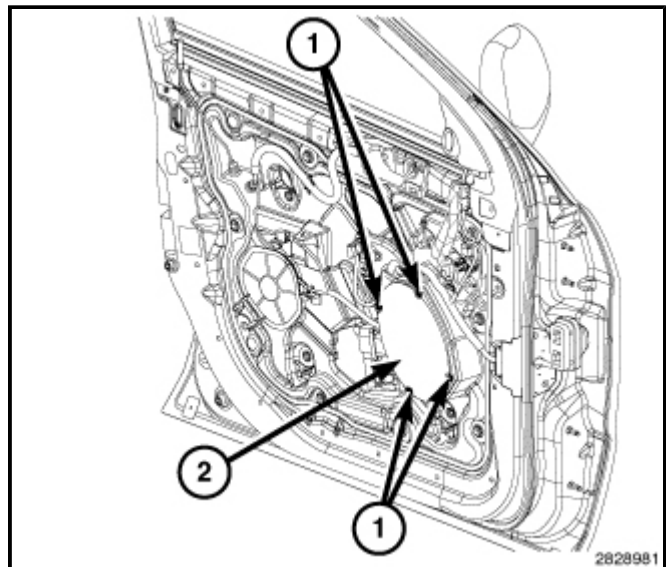
1. Disconnect and isolate the battery negative cable.

2. Remove the front door trim panel (2).

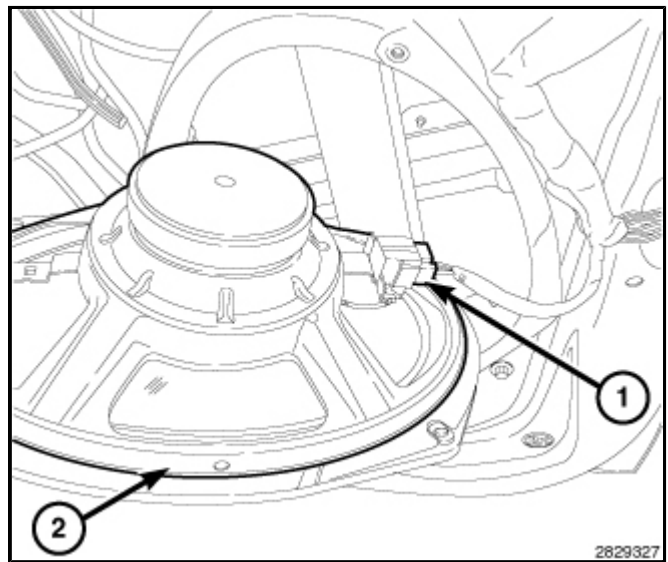


3. Remove the mounting fasteners (1).

4. Remove the speaker from the door.

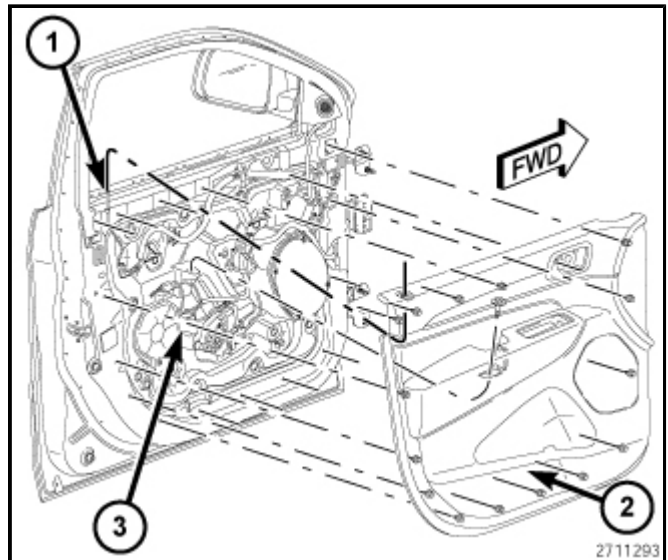


5. Disconnect the wire harness connector (1) from the speaker (2).



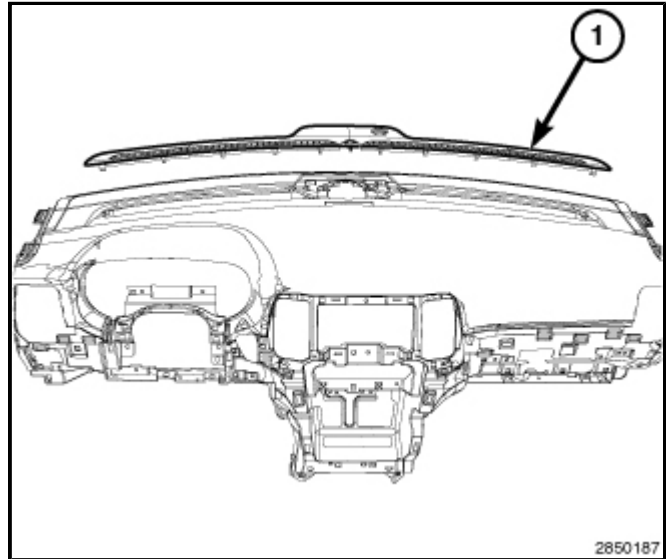
3.5" UNITY

1. Disconnect and isolate the battery negative cable.
2. Remove the front door trim panel (2).
3. Remove the retainers hold the unity speaker to the door trim panel.

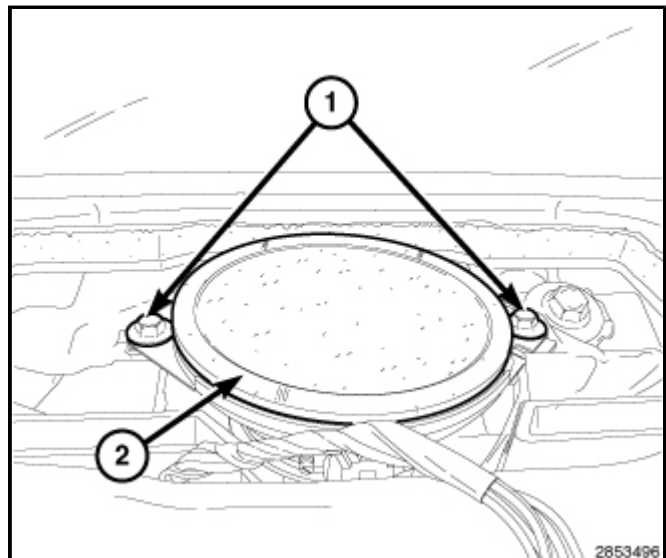


INSTRUMENT PANEL

1. Disconnect and isolate the battery negative cable.
2. Remove the defroster grille from the instrument panel (1).

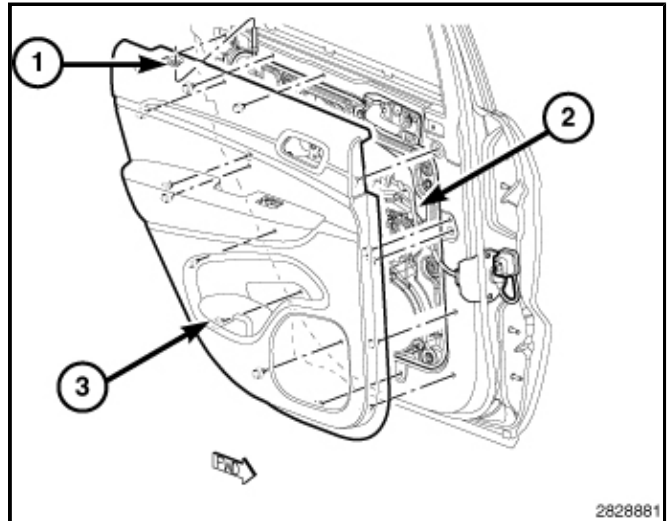


3. Remove the retainers (1) and remove the speaker (2) from the instrument panel.
4. Disconnect wire harness connector from the speaker.

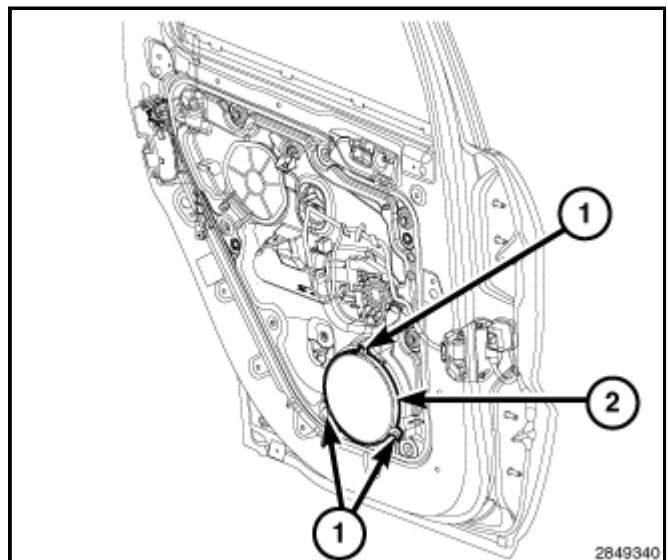


REAR DOOR

1. Disconnect and isolate the battery negative cable.
2. Remove the rear door trim panel (3).



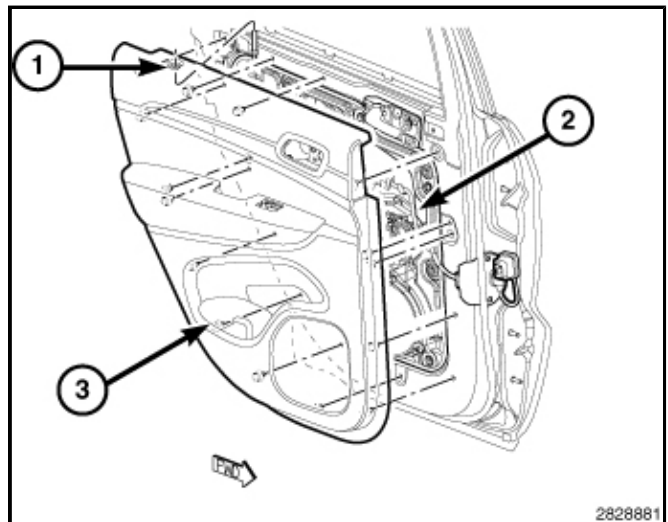
3. Remove the mounting fasteners (1).
4. Remove the speaker from door (2).
5. Disconnect wire harness connector from the speaker.



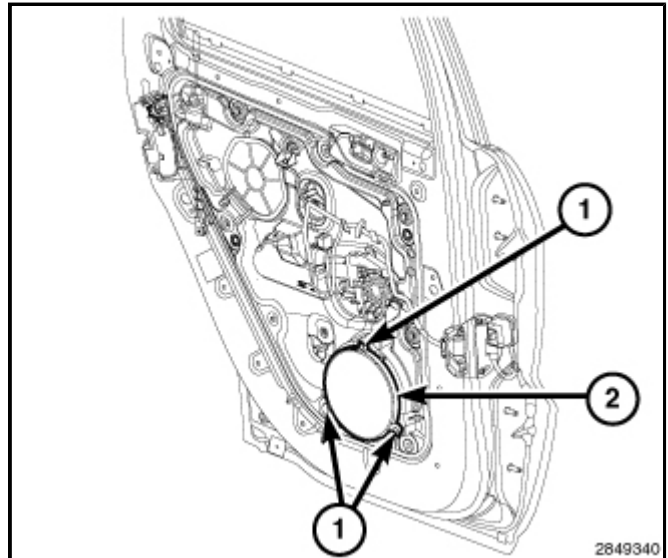
REAR DOOR - SRT

6.5"

1. Disconnect and isolate the battery negative cable.
2. Remove the rear door trim panel (3).



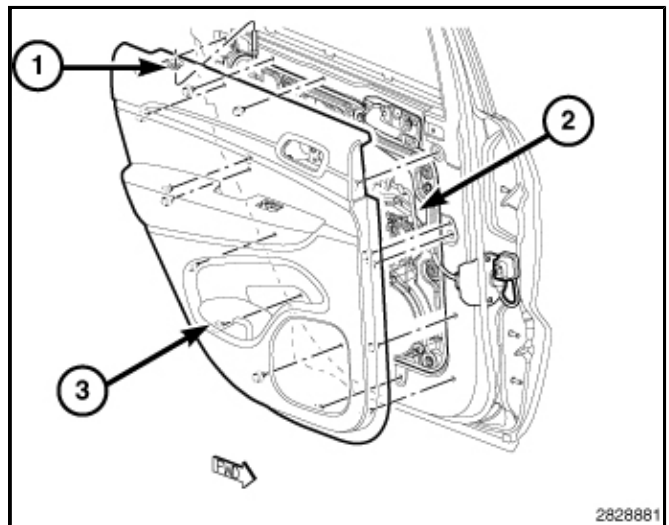
3. Remove the mounting fasteners (1).
4. Remove the speaker from door (2).
5. Disconnect wire harness connector from the speaker.



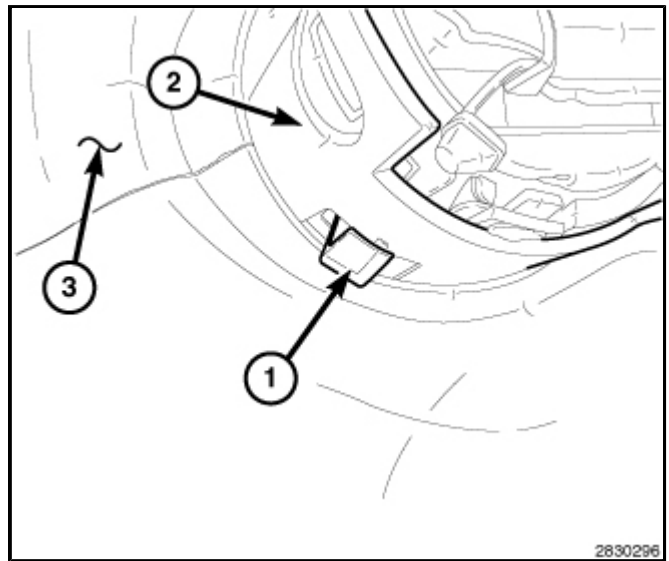
1" TWEETER

1. Disconnect and isolate the battery negative cable.

2. Remove the rear door trim panel (3).



3. Push in on the tweeter tabs (1) to release the tweeter (2) from the upper door trim panel.

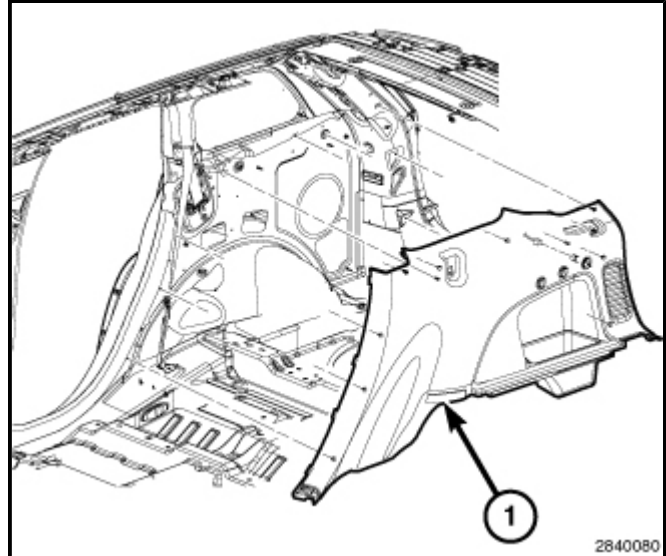


2104 WK - Electrical/8A - Audio/Video/Entertainment/Connectivity/SPEAKER/Removal

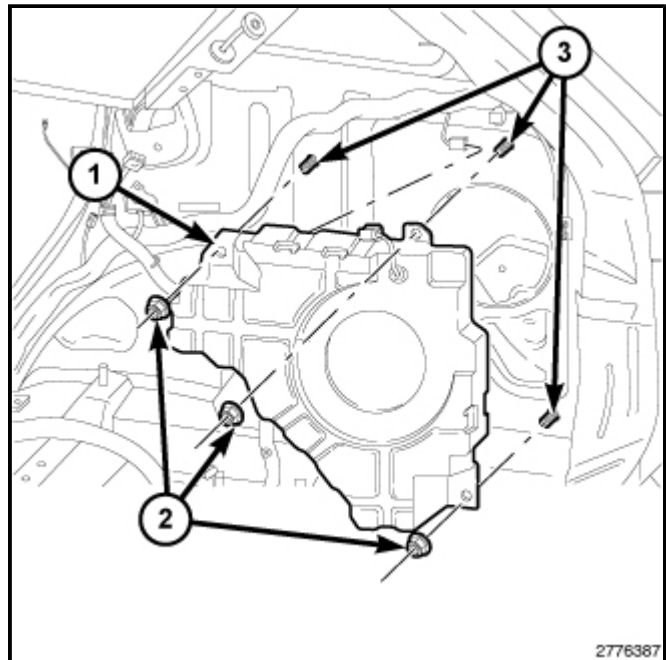
1. Disconnect the negative battery cable.

NOTE: Without subwoofer shown, with subwoofer similar.

2. Remove the passenger side quarter trim panel.

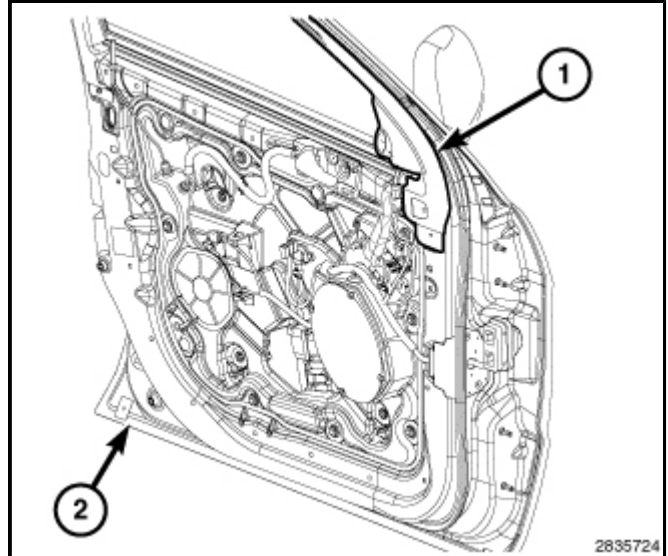


3. Disconnect the subwoofer electrical connector.
4. Remove the three subwoofer mounting retainers (2).
5. Remove the subwoofer (1).

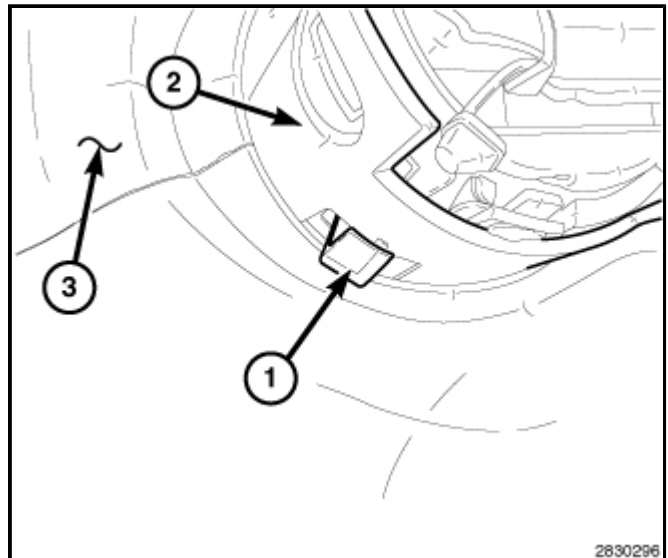


TWEETER

1. Disconnect and isolate the negative battery cable.
2. Remove the upper door trim panel (1).

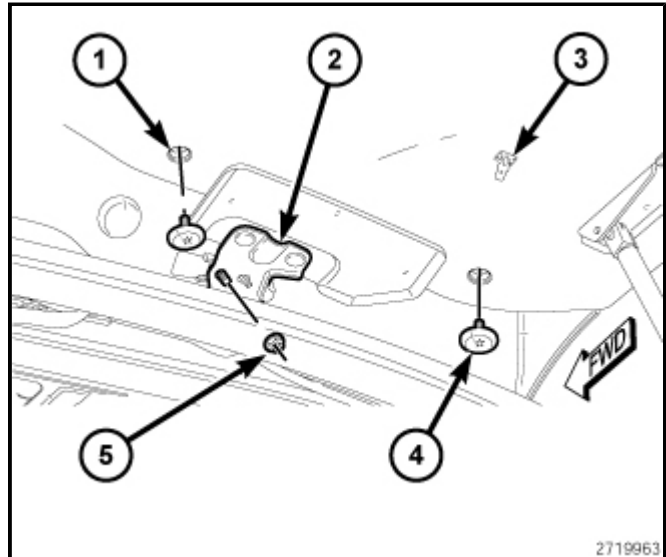


3. Push in on the tweeter tabs (1) to release the tweeter (2) from the upper door trim panel (3).
4. Remove the tweeter from the upper trim panel.

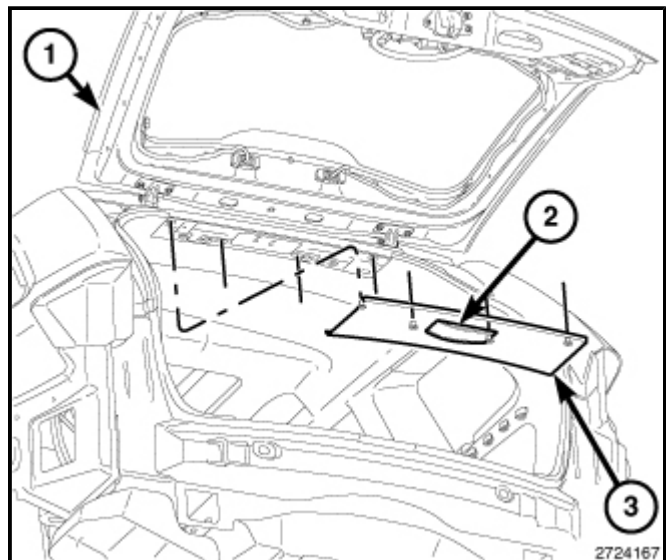


2014 WK - Body/Decklid/Hatch/Liftgate/Tailgate/SPOILER/Removal

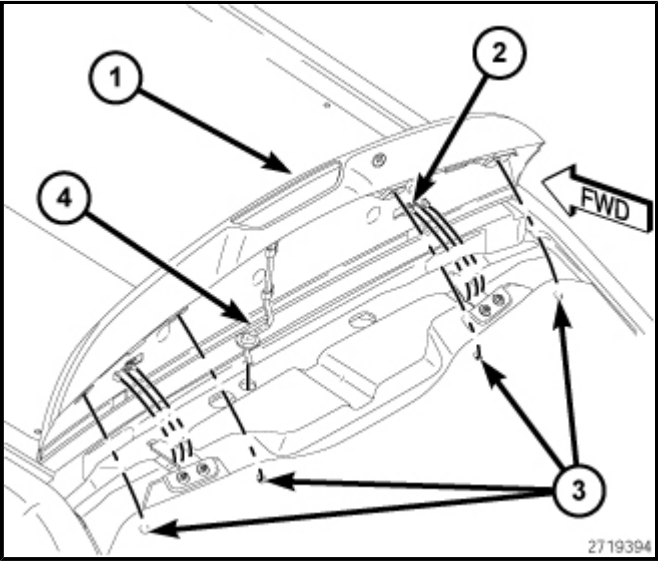
1. Open the liftgate.
2. Locate the four mounting screws (4) for the spoiler, through the glass and remove.
3. Remove the hinge nuts (5).



4. Remove the header trim (3).
5. Disconnect the electrical connector to the courtesy light (2).
6. Disconnect the washer solvent supply hose and the electrical connector.



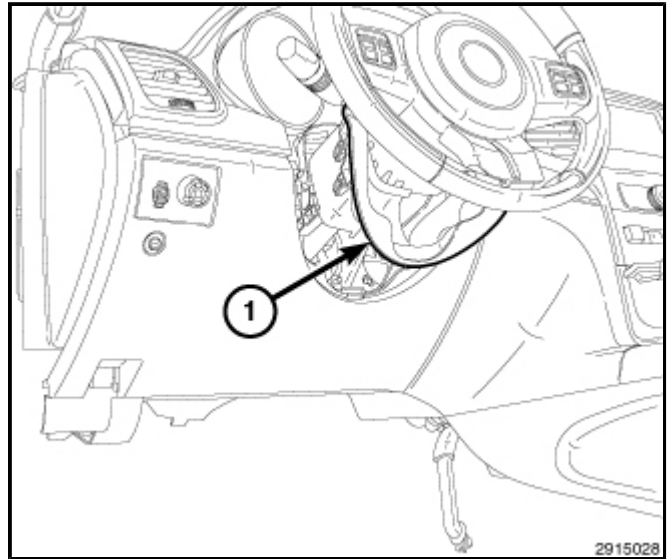
7. Lower the liftgate.
8. Pivot the spoiler (1) towards the front of the vehicle.
9. Remove the washer solvent grommet (4).
10. Remove spoiler from vehicle.



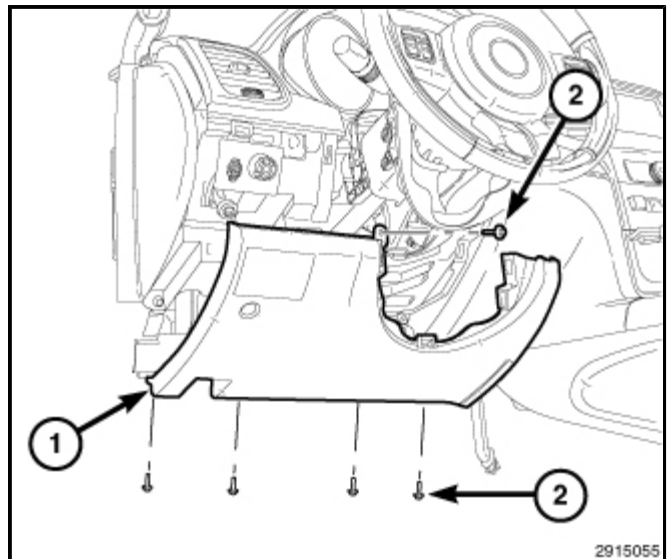
27 19394

2014 WK - Body/Instrument Panel/COVER, Steering Column Opening/Removal

1. Disconnect and isolate battery negative cable.
2. Using a trim stick C-4755 or equivalent, separate the steering column trim ring (1).



3. Remove the five cover screws (2).

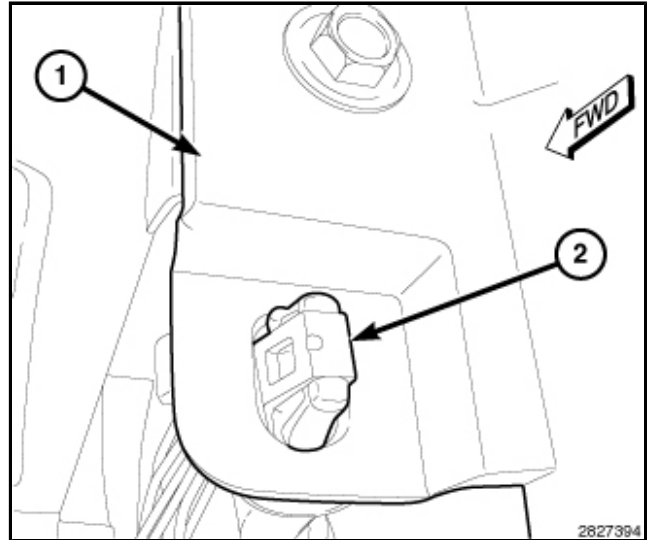


4. Using a trim stick C-4755 or equivalent, separate the retaining clips and remove the cover (1).

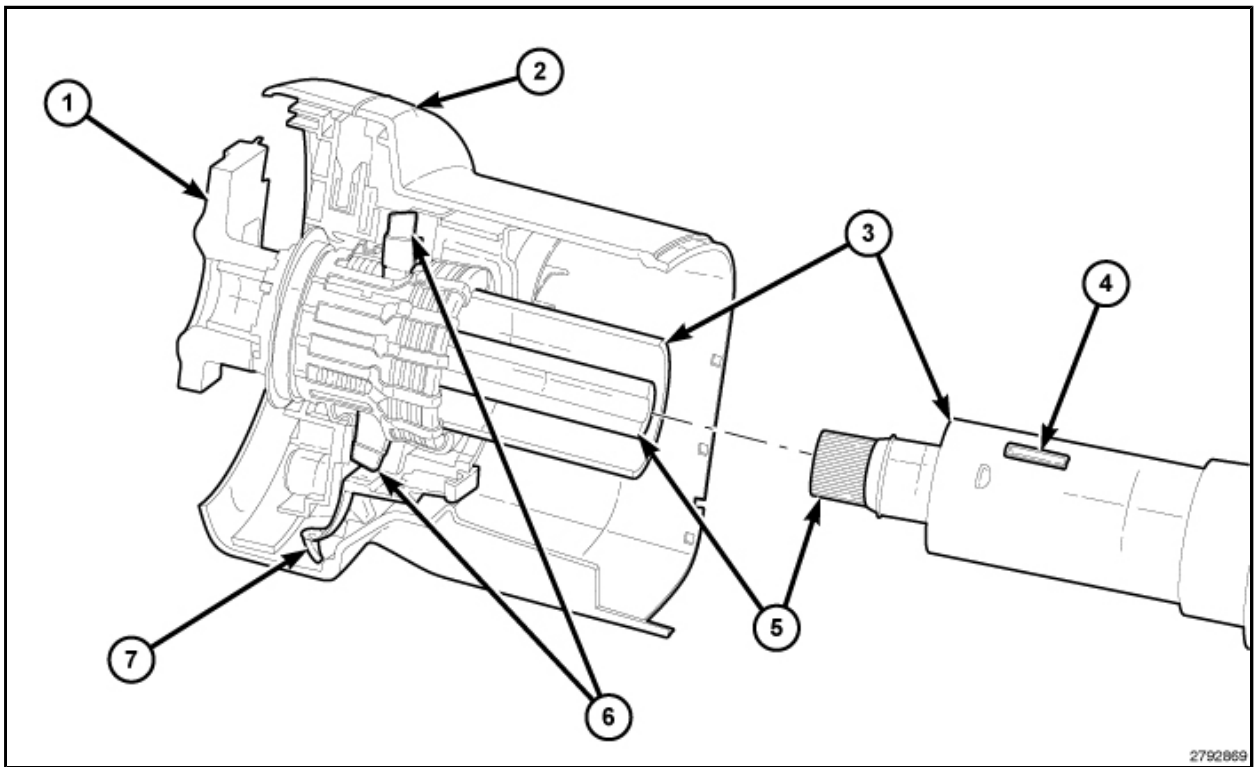
2014 WK - Electrical / 8E - Electronic Control Modules / MODULE, Steering Column/Removal

WARNING: To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

CAUTION: Always turn the steering wheel until the front wheels are in the straight-ahead position. Then, prior to disconnecting the steering column from the steering gear, lock the steering wheel to the steering column. If clockspring centering has been compromised for ANY reason, the entire Steering Column Control Module (SCCM) and clockspring unit **MUST** be replaced with a new unit.



1. Place the front wheels in the straight ahead position.
2. Disconnect and isolate the negative cable from the battery.
3. Remove the Driver AirBag (DAB) from the steering wheel.
4. Disconnect the steering wheel wire harness connectors from the upper Steering Column Control Module (SCCM) connector receptacles.
5. Remove the steering wheel from the upper steering column shaft.
6. Using a trim stick or another suitable wide flat-bladed tool, disengage the snap clips that secure the molded hard plastic outer edges of the steering column gap hider bezel to the instrument panel.
7. Pull the gap hider bezel up and away from the instrument panel far enough to access and disengage the retainer clip (2) of the service length of the instrument panel wire harness SCCM take out that secures it to the instrument panel base trim (1) on the right side of the steering column opening.



8. Firmly grasp each side of the SCCM shroud (2) on the edges nearest the instrument panel. Use a short, firm tug rearward on the shroud to disengage the spring-loaded upper and lower keystone (6) from the slots (4) in the top and bottom of the steering column jacket (3).
9. Pull the SCCM away from the top of the steering column far enough to reach through the back of the gap hider and shroud to access and disconnect the instrument panel wire harness connector from the lower SCCM connector receptacle.
10. Remove the SCCM from the vehicle.

2014 WK - Steering / Column/Removal

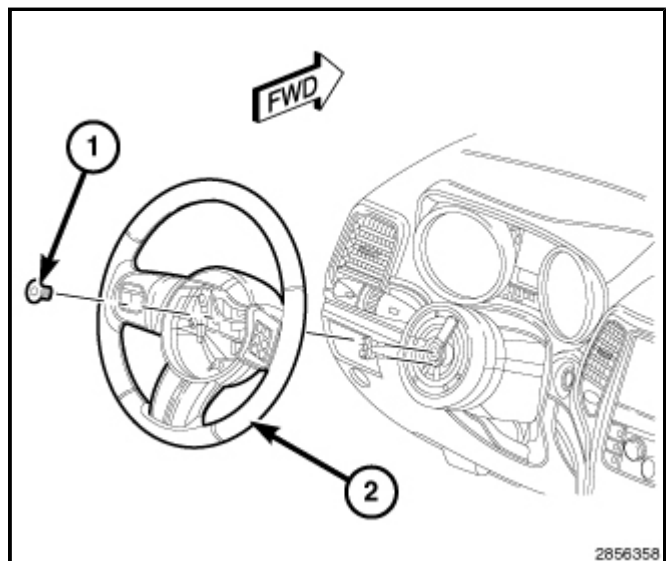
WARNING: Before servicing the steering column the airbag system must be disarmed. Failure to do so may result in accidental deployment of the airbag and possible personal injury..

(Refer to AIR BAG, Driver/Removal)

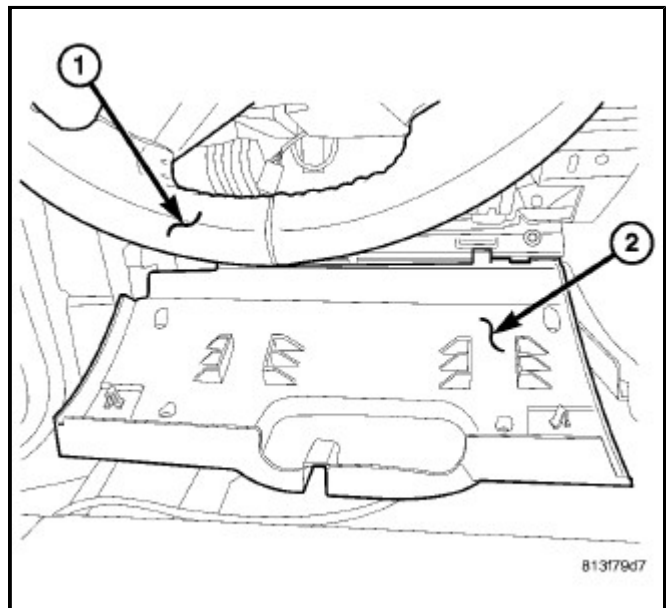
CAUTION: Steering column module is centered to the vehicles steering system. Failure to keep the system and steering column module centered and locked/inhibited from rotating can result in steering column module damage. .

(Refer to CLOCKSPRING

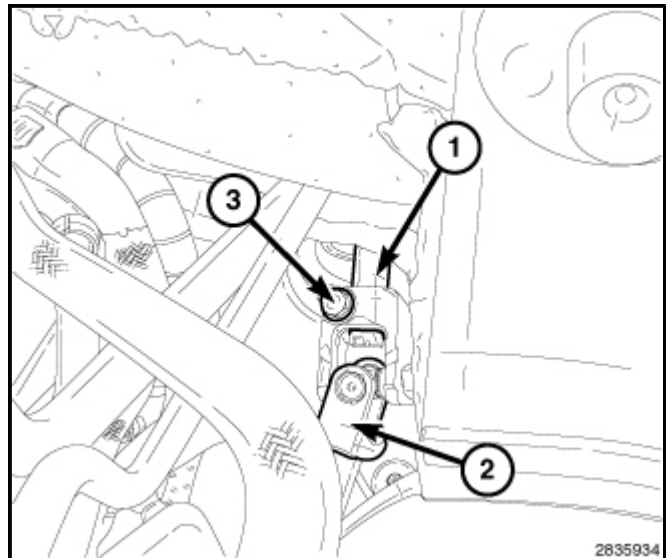
1. Position front wheels straight ahead.
2. Disconnect and isolate the negative (ground) cable from the battery.
3. Remove the airbag
4. Disconnect steering wheel electrical connectors and remove the steering wheel bolt (1).
5. Slide the steering wheel (2) off the steering column assembly.
6. Inhibit rotation of the steering column with adhesive tape/or strap.
7. Remove the steering column module)



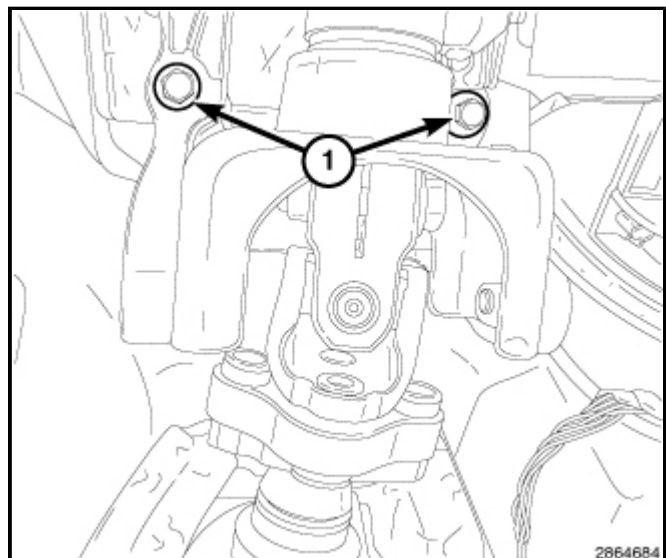
8. Remove the opening cover (2) and reinforcement; go to Section 23 - Body, Instrument Panel.
9. Remove the knee blocker (if equipped)



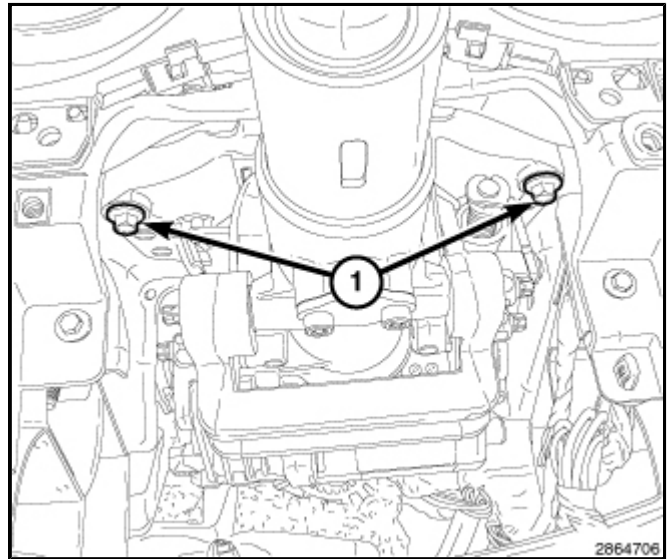
10. Remove the pinch bolt (3) at the upper intermediate shaft coupling. Separate shaft from coupler.



11. Remove front two column mounting bolts (1)



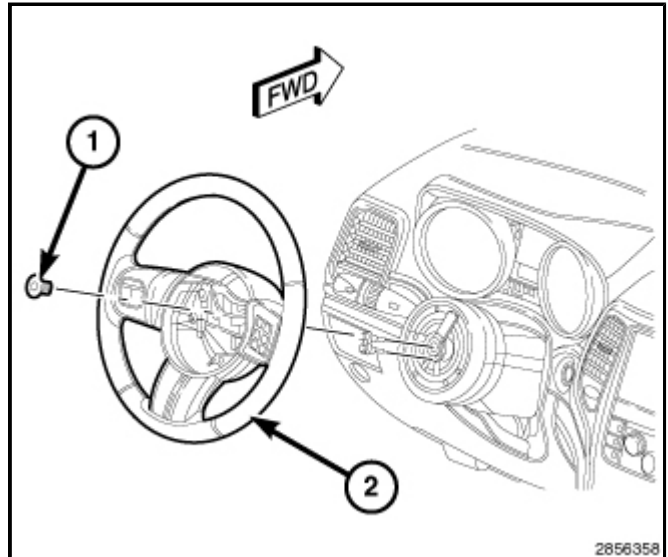
12. Support the column and remove the two remaining mounting bolts (1).
13. Disconnect electrical connectors for power tilt and telescope motors, if equipped.
14. Remove column from the vehicle.

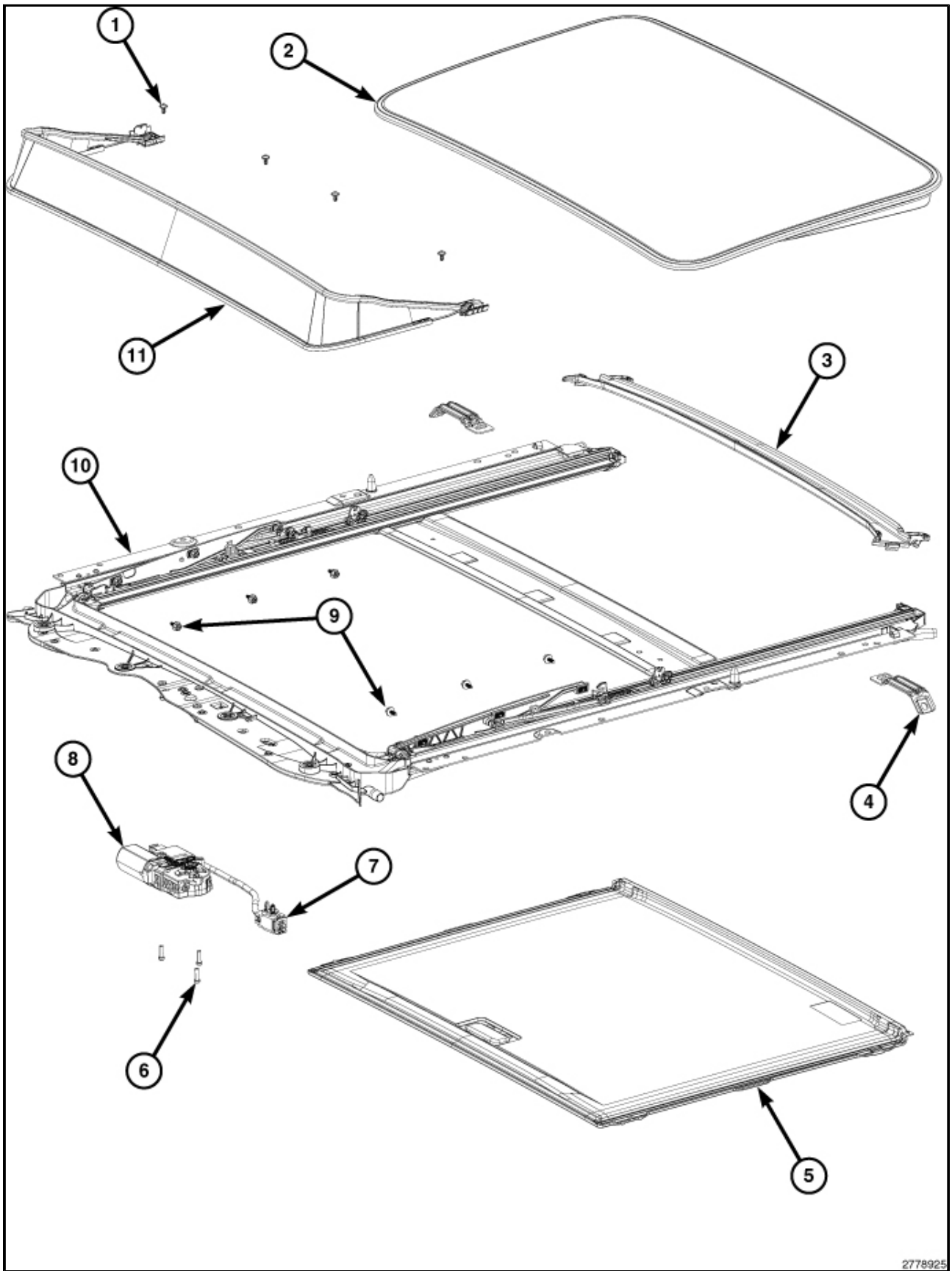


2014 WK - Steering/Column/WHEEL, Steering/Removal

WARNING: Before servicing the steering column the airbag system must be disarmed. Failure to do so may result in accidental deployment of the airbag and possible personal injury..

1. Position front wheels straight ahead.
2. Disconnect and isolate the negative (ground) cable from the battery.
3. Disable and remove the drivers side airbag.
4. Disconnect all electrical connectors.
5. Remove the steering wheel bolt (1).
6. Remove steering wheel damper, if equipped.
7. Slide the steering wheel (2) off the steering column assembly.





2779925

GLOBAL SUNROOF

- 1 - WIND DEFLECTOR SCREWS (4) (1.8 N·m 16 in. lbs.)
 - 2 - GLASS ASSEMBLY
 - 3 - WATER CHANNEL
 - 4 - ATTACHMENT BRACKETS (2)
 - 5 - SUNSHADE
 - 6 - MOTOR SCREWS (3) (3 N·m 27 in. lbs.)
 - 7 - WIRE HARNESS
 - 8 - MOTOR
 - 9 - GLASS SCREWS (6) (4 N·m 35 in. lbs.)
 - 10 - RAIL KIT
 - 11 - WIND DEFLECTOR
-

WARNING: Keep fingers and other body parts out of sunroof opening at all times.

The sun roof features consists of:

- Sun roof glass
- Sun roof sun shade

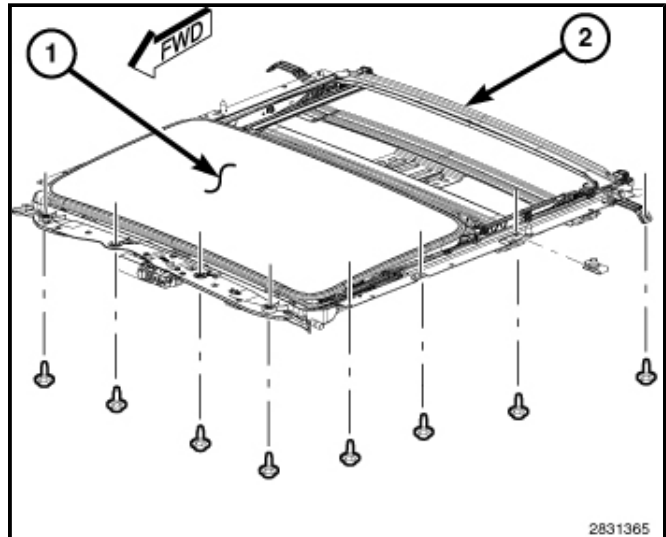
The sunroof power sliding glass panel and sunshade can be positioned anywhere along its travel, rearward of glass panel front edge.

The sunroof is electrically operated from a switch located in the overhead console. To operate the sunroof the ignition switch must be in the ACCESSORY or ON/RUN position. The open/close switch is a rocker style design that opens or closes the sunroof; the vent switch is a push-button design. The 'express-open' function of the motor is triggered by a single quick press-and-release of the 'open' button. This causes the glass panel to retract to the open position. The wind deflector will deploy as the glass panel retracts. The operator can control the position of the glass panel by pressing and holding the open button until the glass panel has reached the desired position. Both the close and vent buttons also have 'express' functionality. The sunroof will also operate after the ignition key is turned off and the doors remain closed for customer comfort and convenience while parking.

2014 WK - Body/Sunroof, Single Pane/Removal

NOTE: After installation the sunroof motor will need to be re- initialized.

1. Move glass panel (1) to the fully closed position.
2. Disconnect and isolate the battery negative cable.
3. Remove headliner.
4. Disconnect the four drain tubes from sunroof housing.
5. Disconnect the sunroof wire harness electrical connector.
6. Loosen fasteners attaching sunroof assembly.
7. With the help of an assistant, support the sunroof and remove the fasteners attaching sunroof assembly to roof panel.
8. Remove the sunroof assembly from vehicle,, through the liftgate opening.



2014 WK - Body/Sunroof, Dual Pane/Description

DESCRIPTION

The power sunroof system allows the sunroof to be opened, closed or placed in the vent position electrically by actuating a switch in the overhead console. The sunroof system receives battery feed through a fuse in the Power Distribution Center (PDC). The sunroof will operate normally with the key in any position while the Accessory Delay system is active.

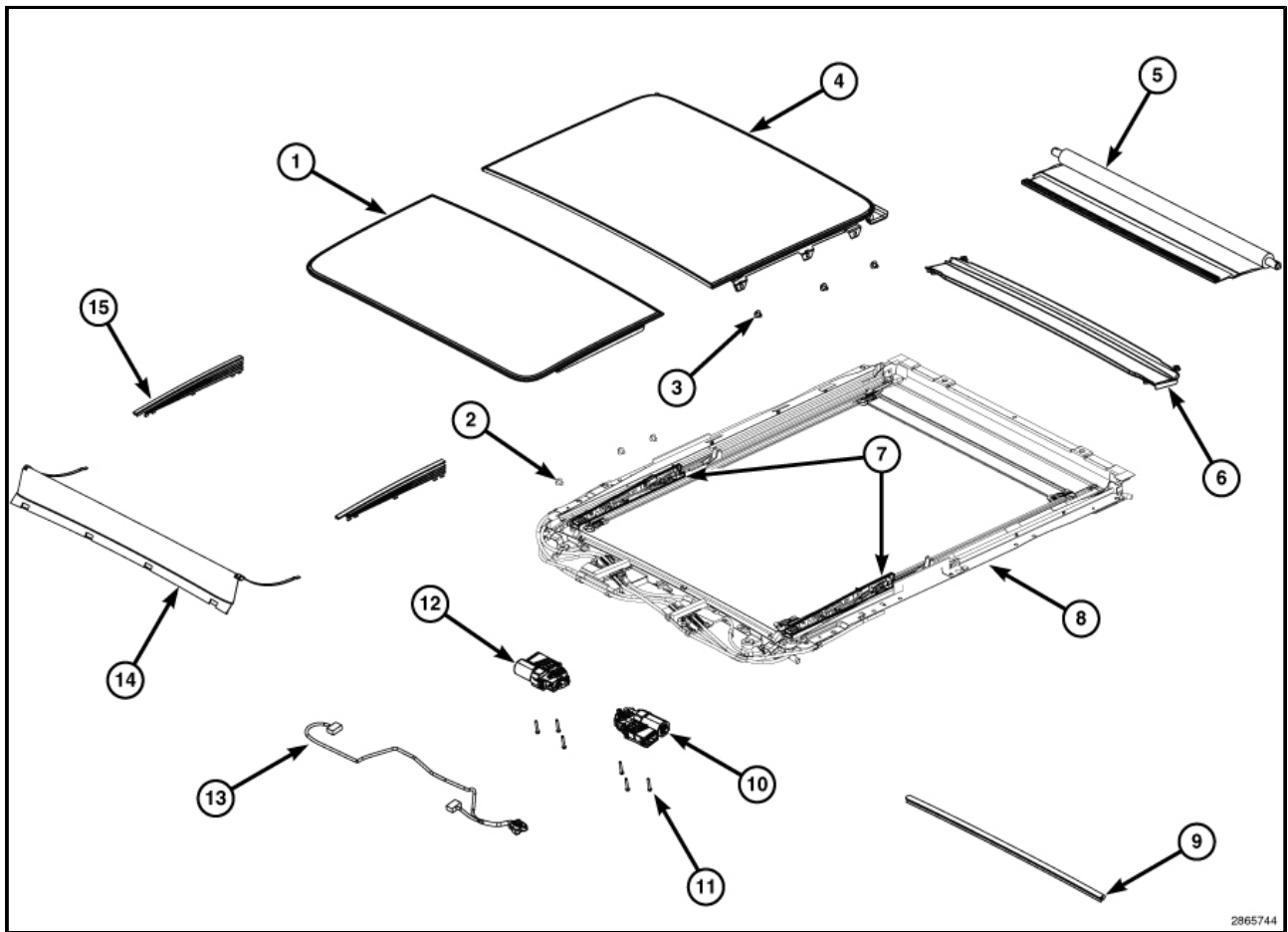
The front sunroof glass panel tilts upward at the rear for ventilation and slides rearward under the fixed rear glass panel when open. The panel seals flush with the roof in the closed position to eliminate wind noise. The sunroof includes an electric rolling sunshade to cover the deep-tinted glass panel.

In addition to the standard power sunroof operation, this vehicle offers several additional features. There is an express (one-touch) opening and closing feature as well as Excessive Force Limitation (EFL). The EFL function detects obstacles trapped between the glass and the vehicle roof during a closing motion. Upon sensing an obstacle the EFL function will reverse direction of the glass to allow removal of the obstacle.

The main components of the power sunroof system are:

- The motor/module assembly
- The power sunroof glass and frame assembly
- The power sunroof switch
- The electric rolling sunshade

Parts List



2865744

1 - FRONT GLASS PANEL

2 - FRONT GLASS FASTENERS (6) 4.5 N-m (40 in. lbs.)

3 - REAR GLASS FASTENERS (6) 4.5 N-m (40 in. lbs.)

4 - REAR GLASS PANEL

5 - ROLLO SUNSHADE

6 - DRAIN CHANNEL

7 - GLASS GUIDES

8 - SUNROOF ASSEMBLY

9 - SEAL

10 - FRONT GLASS MOTOR

11 - MOTOR SCREWS 4 N-m (35 in. lbs.)

12 - SUNSHADE MOTOR

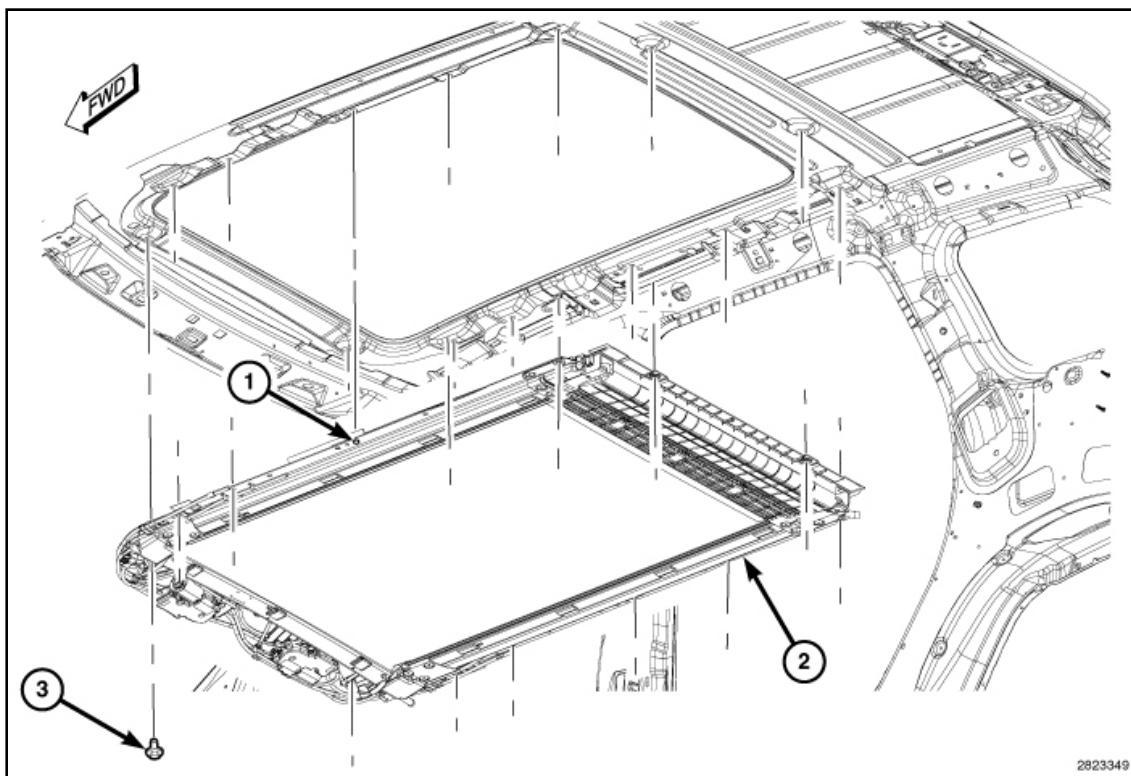
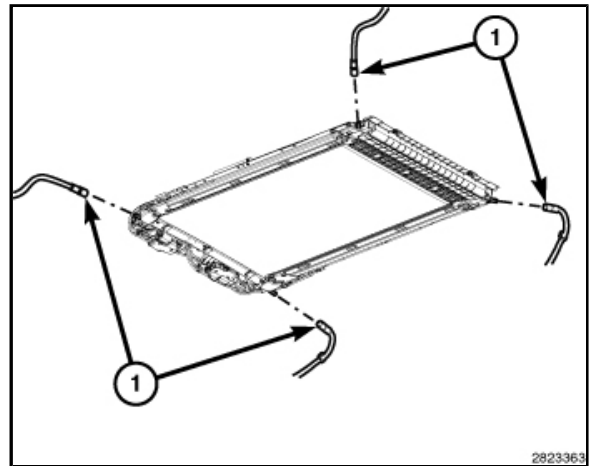
13 - WIRE HARNESS

14 - WIND DEFLECTOR

15 - MECHANISM COVERS

2014 WK - Body/Sunroof, Dual Pane/Removal

1. Move glass panel to the fully closed position.
2. Disconnect and isolate the battery negative cable.
3. Lower the headliner in the vehicle enough to gain access to the sunroof assembly.
4. Disconnect the four drain tubes (1) from sunroof housing.
5. Disconnect the sunroof wire harness electrical connector.



6. Loosen the 14 bolts (3) attaching sunroof assembly.
7. With the help of an assistant, support the sunroof and remove the 14 bolts attaching sunroof assembly (2) to roof panel.
8. Remove the sunroof assembly (2) from vehicle.

SUNROOF MOTOR AND MODULE INITIALIZATION

SINGLE PANE SUNROOF

INITIALIZATION

A new motor is shipped uncalibrated with no vehicle cycles having been run. After installation and connection of the wire harness, the following steps must be taken to initialize the new motor and module unit.

NOTE: Verify that the battery is in good condition prior to performing this procedure. Do not leave the vehicle on a battery charger while performing this procedure. If the voltage at the sunroof motor and module unit drops below 11 volts or exceeds 15 volts at anytime while this procedure is being performed, the motor and module initialization procedure will not be properly completed.

NOTE: If at any point during the following procedure the sunroof does not respond as expected, restart the procedure at Step 1.

1. Depress and hold the CLOSE push button of the sunroof switch until the sunroof sliding glass panel moves to the fully closed hard stop and then back to the tilt (VENT) position.
2. Release the CLOSE push button of the sunroof switch, then depress and hold the CLOSE push button again within 5 seconds.
3. As the CLOSE push button of the sunroof switch is held, the sunroof sliding glass panel will move to the fully closed position, then to the fully opened position and then fully closed again.
4. Initialization is complete. Release the sunroof switch push button.

REINITIALIZATION

The following procedure causes a previously calibrated and properly operating electronic motor module to relearn and update motor stall position and obstacle detection.

NOTE: If at any point during the following procedure the sunroof does not respond as expected, restart the procedure at Step 1.

1. Depress and hold the CLOSE push button of the sunroof switch until the sliding glass panel is fully closed.
2. Continue to hold the CLOSE push button of the sunroof switch. It will take at least 10 seconds for the initialization process to begin.
3. The sunroof sliding glass panel will move to the hard stop and then back to the tilt (VENT) position.
4. Release the CLOSE push button of the sunroof switch, then depress and hold the CLOSE push button again within 5 seconds.

5. As the CLOSE push button of the sunroof switch is held, the sunroof sliding glass panel will move to the fully closed position, then to the fully opened position and then fully closed again.
6. Initialization is complete. Release the sunroof switch push button.

DUAL PANE SUNROOF

A new motor is shipped uncalibrated with no vehicle cycles having been run. After installation and connection of the wire harness, the following steps must be taken to initialize the new motor and module unit.

NOTE: Verify that the battery is in good condition prior to performing this procedure. Do not leave the vehicle on a battery charger while performing this procedure. If the voltage at the sunroof motor and module unit drops below 11 volts or exceeds 15 volts at anytime while this procedure is being performed, the motor and module initialization procedure will not be properly completed.

SUNROOF

1. Turn the ignition switch to the ON position.
2. Depress and hold the VENT push button of the sunroof switch until the sliding glass panel has moved to the fully vented position.
3. Be certain that the sunshade has opened to at least beyond the back of the sliding glass panel opening before finishing the sunroof motor and module initialization.
4. Depress the VENT push button of the sunroof switch and release. The sliding glass panel should travel to the fully vented position.
5. Depress the CLOSE push button of the sunroof switch and release. The sliding glass panel should travel past the fully closed position, then reverse direction back to fully closed to set the sunroof seal.
6. Depress the OPEN push button of the sunroof switch and release. The sliding glass panel should travel to the fully opened position.
7. Depress the CLOSE push button of the sunroof switch and release. The sliding glass panel should travel to the fully closed position.
8. Repeat Steps 4 through 7 for at least 5 complete sliding glass panel cycles (VENT, CLOSE, OPEN, CLOSE).

SUNSHADE

1. Turn the ignition switch to the ON position.
2. Depress and hold the CLOSE push button of the sunroof switch until the sliding sunshade panel has moved to the fully closed position.
3. Be certain that the sunroof sliding glass panel is in the fully closed position before finishing the sunshade motor and module initialization.

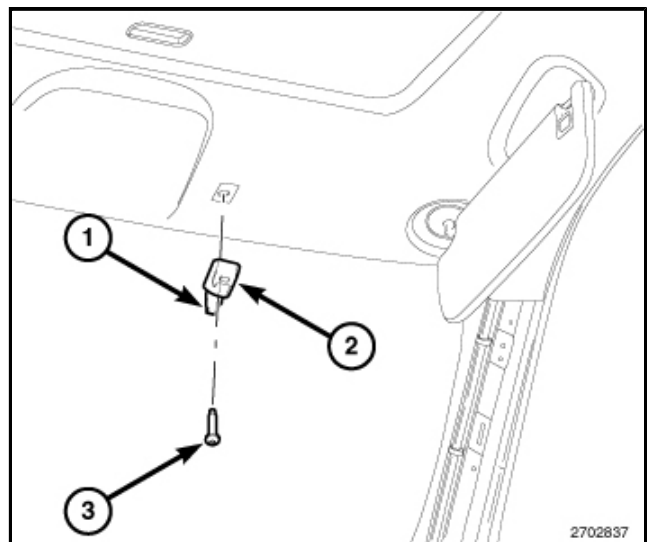
4. Depress the OPEN push button of the sunshade switch and release. The sunshade panel should travel to the mid-open position at least beyond the back of the sliding glass panel opening.
5. Depress the OPEN push button of the sunshade switch again and release. The sunshade panel should travel to the fully opened position.
6. Depress the CLOSE push button of the sunshade switch and release. The sunshade panel should travel to the fully closed position.
7. Repeat Steps 4 through 6 for at least 5 complete sunshade panel cycles (MID-OPEN, FULL-OPEN, CLOSE).

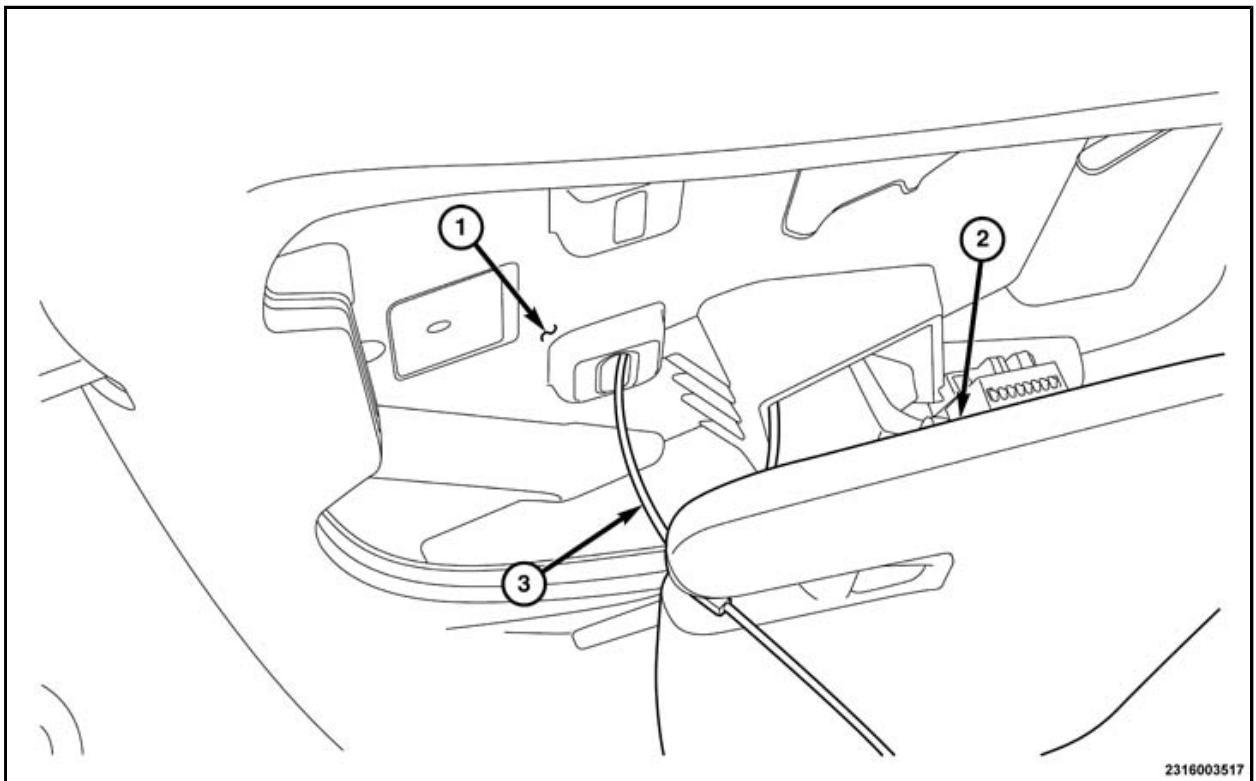
2014 WK - Body / Interior / VISOR/Removal

NOTE: This process is to be followed whether a sun visor is being replaced or not!

1. Disconnect and isolate the battery negative cable.
2. Remove the media system monitor, if equipped.
3. Remove 'A' Pillar trim panels on both sides.
4. Remove 'B' pillar upper & lower trim panels on both sides.
5. Remove the coat hooks, if equipped.
6. Remove front & rear grab handles on both sides.
7. Remove center overhead console fastener & drop console.

8. Remove both inboard sun visor fasteners and supports.

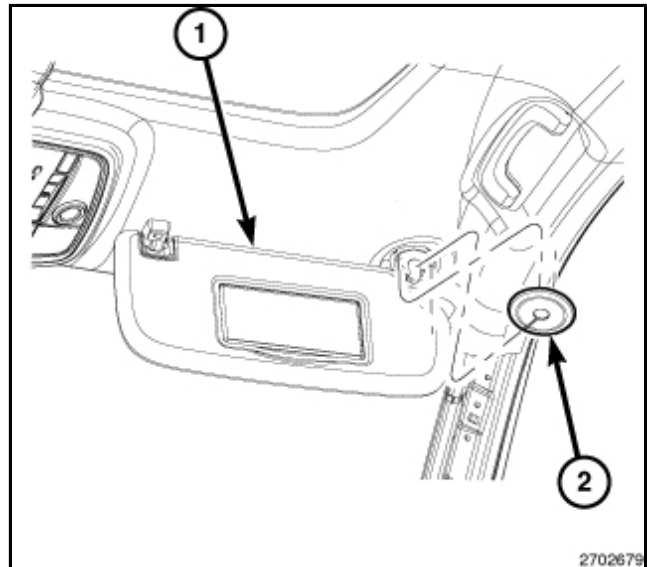




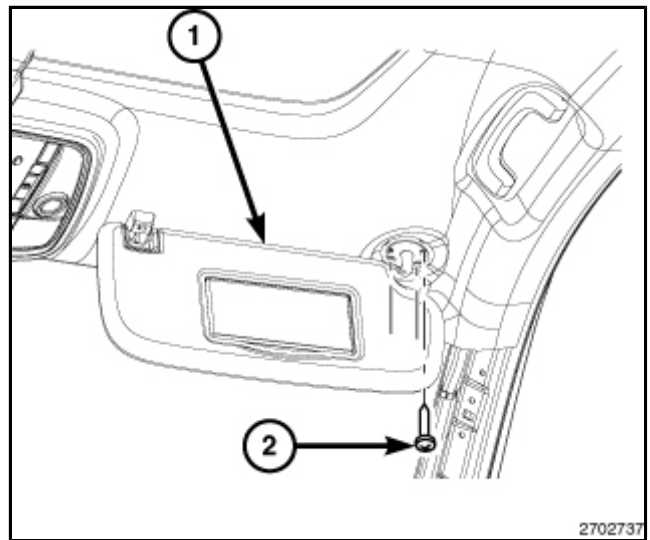
9. Extend both sun visors toward the center of vehicle.
10. Position the inboard sun visor support rod and install a tie strap (3) both sun visors (2) to the overhead center console's roof mounted black console support bracket (1).

NOTE: Visors should be rotated downward.

11. Remove visor screw covers (2).



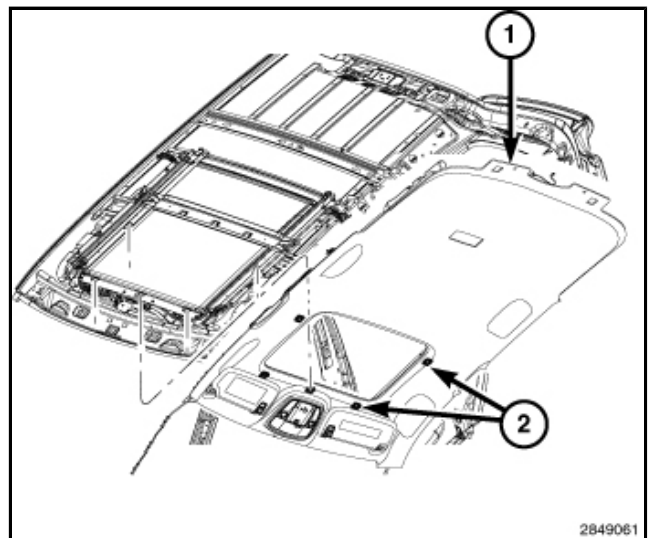
12. Remove all visor fasteners (2) from both sides.

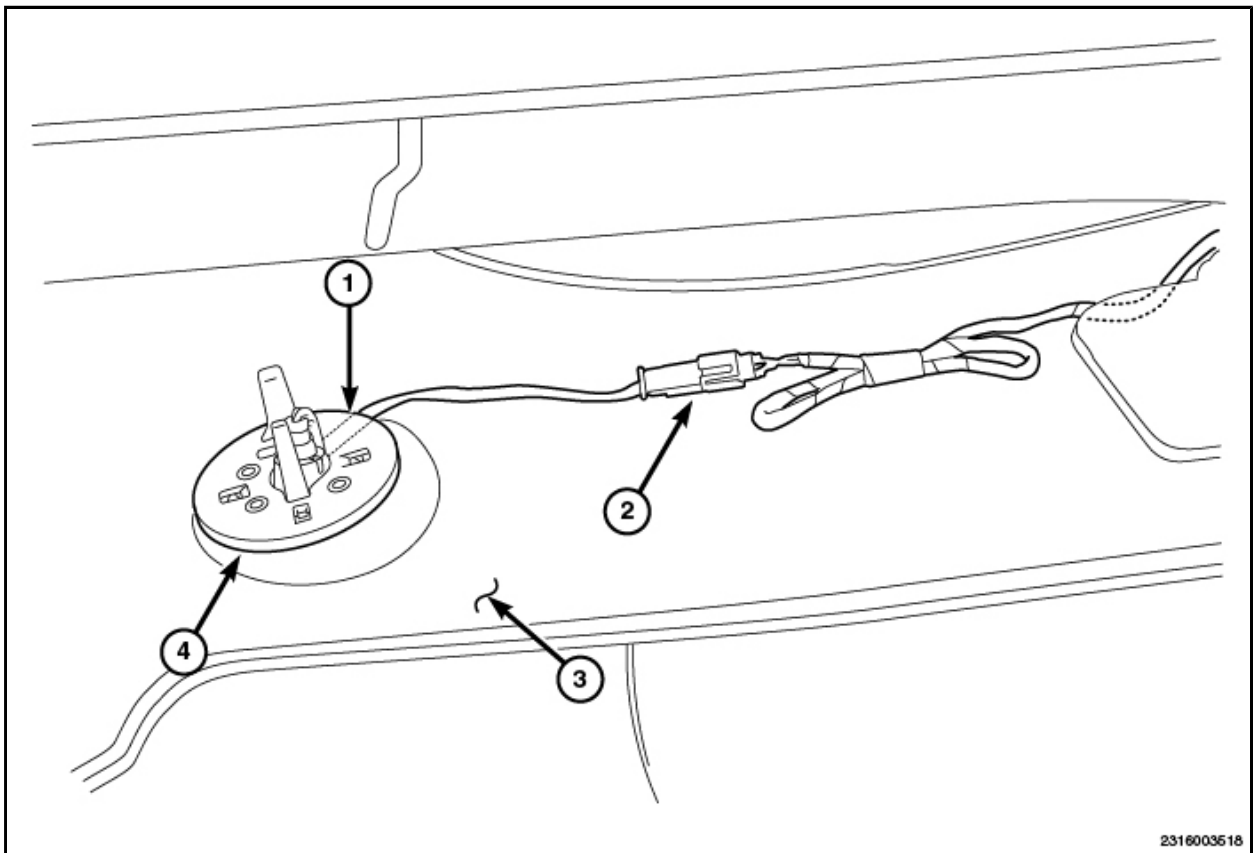


13. For vehicles with a sunroof, separate the hook and loop fasteners (2) around the outside of the sunroof opening.

CAUTION: Be careful not to crease the headliner.

14. Pull down the headliner.





15. Remove the white colored 'top hat' clip (4) from the roof header carefully, it will need to be re-used (if the clip breaks a new one will be required for installation).

NOTE: Whether the sun visor was replaced or not, make sure the visor is aligned correctly and tie strapped to the overhead console's mounting bracket before continuing.

16. Disconnect the electrical connector (2) and remove the visor as necessary.