

AUDIO/VIDEO

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AUDIO/VIDEO

DESCRIPTION

The audio system includes the following components:

- Antenna
- Compact disc changer (if equipped)
- Radio noise suppression components
- Radio receiver
- Speakers

Certain functions and features of the audio system rely upon resources shared with other electronic modules in the vehicle over the Programmable Communication Interface (PCI) bus network. The data bus network allows the sharing of sensor information. For diagnosis of these electronic modules or of the data bus network, the use of a DRB III® scan tool and the proper Diagnostic Procedures manual are recommended.

OPERATION

The audio system components are designed to provide audio entertainment and information through the reception, tuning and amplification of locally broadcast radio signals in both the Amplitude Modulating (AM) and Frequency Modulating (FM) commercial frequency ranges.

The audio system components operate on battery current received through a fuse in the Power Distribution Center (PDC) on a fused ignition switch output (run-acc) circuit so that the system will only

operate when the ignition switch is in the Run or Accessory positions.

DIAGNOSIS AND TESTING - AUDIO

Any diagnosis of the Audio system should begin with the use of the DRB III® diagnostic tool. For information on the use of the DRB III®, refer to the appropriate Diagnostic Service Manual.

Refer to the appropriate wiring information.

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 BATTERY NEGATIVE (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 COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

AUDIO/VIDEO (Continued)

AUDIO SYSTEM DIAGNOSIS

CONDITION	POSSIBLE CAUSES	CORRECTION
NO AUDIO	1. Fuse inoperative.	1. Check radio fuse and Ignition-Off Draw (IOD) fuse in Junction Block (JB). Replace fuses, if required.
	2. Radio connector damaged.	2. Check for loose or corroded radio connector. Repair, if required.
	3. Wiring damaged.	3. Check for shorted or open wires. Repair wiring, if required.
	4. Radio ground damaged.	4. Check for continuity between radio chassis and a known good ground. There should be continuity. Repair ground, if required.
	5. Radio inoperative.	5. Refer to appropriate Diagnostic Service Manual.
	6. Speakers inoperative.	6. Replace speaker as necessary.
NO RADIO DISPLAY	1. Fuse inoperative.	1. Check radio fuse and Ignition-Off Draw (IOD) fuse in Junction Block (JB). Replace fuses, if required.
	2. Radio connector damaged.	2. Check for loose or corroded radio connector. Repair, if required.
	3. Wiring damaged.	3. Check for battery voltage at radio connector. Repair wiring, if required.
	4. Radio ground damaged.	4. Check for continuity between radio chassis and a known good ground. There should be continuity. Repair ground, if required.
	5. Radio inoperative.	5. Refer to appropriate Diagnostic Service Manual.
CLOCK WILL NOT KEEP SET TIME	1. Fuse inoperative.	1. Check Ignition-Off Draw (IOD) fuse in the Junction Block (JB). Replace fuse, if required.
	2. Radio connector damaged.	2. Check for loose or corroded radio connector. Repair, if required.
	3. Wiring damaged.	3. Check for battery voltage at radio connector. Repair wiring, if required.
	4. Radio ground damaged.	4. Check for continuity between radio chassis and a known good ground. There should be continuity. Repair ground, if required.
	5. Radio inoperative.	5. Refer to appropriate Diagnostic Service Manual.
POOR RADIO RECEPTION	1. Antenna inoperative.	1. (Refer to 8 - ELECTRICAL/AUDIO/ANTENNA BODY & CABLE - DIAGNOSIS AND TESTING).
	2. Radio ground damaged.	2. Check for continuity between radio chassis and a known good ground. There should be continuity. Repair ground, if required.
	3. Radio noise suppression inoperative.	3. Repair or replace ground strap as necessary.
	4. Radio inoperative.	4. Refer to appropriate Diagnostic Service Manual.

AUDIO/VIDEO (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
NO/POOR TAPE OPERATION	1. Damaged tape.	1. Insert known good tape and test operation.
	2. Foreign objects behind tape door.	2. Remove foreign objects and test operation.
	3. Dirty cassette tape head.	3. Clean head with Mopar Cassette Head Cleaner.
	4. radio inoperative.	4. Exchange or replace radio, if required.
NO COMPACT DISC OPERATION	1. CD damaged.	1. Insert known good CD and test operation.
	2. Foreign material on CD.	2. Clean CD and test operation.
	3. Condensation on CD or optics.	3. Allow temperature of vehicle interior to stabilize and test operation.
	4. Radio inoperative.	4. Refer to appropriate Diagnostic Service Manual.

ANTENNA BODY & CABLE

DESCRIPTION

The antenna body and cable is secured below the fender panel by the antenna cap nut through a mounting hole in the right front fender. The primary coaxial antenna cable is then routed beneath the fender sheet metal and through a entry hole in the right cowl side panel into the interior of the vehicle. Inside the vehicle, the primary coaxial cable is connected to a secondary instrument panel antenna coaxial cable with an in-line connector that is located behind the right kick panel. The secondary coaxial cable is then routed behind the instrument panel to the back of the radio.

OPERATION

The antenna body and cable connects the antenna mast to the radio. The radio antenna is an electromagnetic circuit component used to capture radio frequency signals that are broadcast by local commercial radio stations in both the Amplitude Modulating (AM) and Frequency Modulating (FM) frequency ranges. These electromagnetic radio frequency signals induce small electrical modulations into the antenna as they move past the mast. The antenna body transfers the weak electromagnetic radio waves induced into the rigid antenna mast into the center conductor of the flexible primary antenna coaxial cable. The braided outer shield of the antenna coaxial cable is grounded through both the antenna body and the radio chassis, effectively shielding the radio waves as they are conducted to the radio. The radio then tunes and amplifies the weak radio signals into stronger electrical signals in order to operate the audio system speakers.

DIAGNOSIS AND TESTING - ANTENNA BODY AND CABLE

The following four tests are used to diagnose the antenna with an ohmmeter:

- **Test 1** - Mast to ground test
- **Test 2** - Tip-of-mast to tip-of-conductor test
- **Test 3** - Body ground to battery ground test
- **Test 4** - Body ground to antenna coaxial cable shield test.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (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 COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

The ohmmeter test lead connections for each test are shown in the illustration (Fig. 1).

ANTENNA BODY & CABLE (Continued)

NOTE: This model has a two-piece antenna coaxial cable. Tests 2 and 4 must be conducted in two steps to isolate an antenna cable problem. First, test the primary antenna cable (integral to the antenna body and cable) from the coaxial cable connector under the right end of the instrument panel near the right cowl side inner panel to the antenna body. Then, test the secondary antenna cable (instrument panel antenna cable) from the coaxial cable connector under the right end of the instrument panel near the right cowl side inner panel to the coaxial cable connector at the radio.

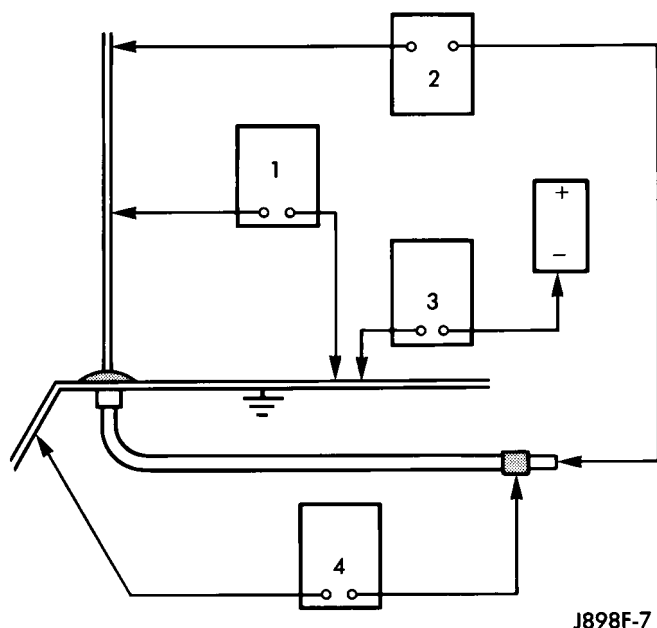


Fig. 1 Antenna Tests - Typical

TEST 1

Test 1 determines if the antenna mast is insulated from ground. Proceed as follows:

(1) Disconnect and isolate the antenna coaxial cable connector under the right end of the instrument panel near the right cowl side inner panel.

(2) Touch one ohmmeter test lead to the tip of the antenna mast. Touch the other test lead to the antenna cap nut. Check the ohmmeter reading for continuity.

(3) There should be no continuity. If OK, go to Test 2. If not OK, replace the faulty antenna body and cable.

TEST 2

Test 2 checks the antenna conductor components for an open circuit. This test should be performed first on the entire antenna circuit, from the antenna mast to the center conductor of the coaxial cable connector at the radio. If an open circuit is detected, each of the three antenna conductor components (antenna mast, antenna body and primary cable unit,

instrument panel antenna secondary cable) should be isolated and tested individually to locate the exact component that is the source of the open circuit. To begin this test, proceed as follows:

(1) Disconnect the instrument panel (secondary) antenna cable coaxial connector from the back of the radio.

(2) Touch one ohmmeter test lead to the tip of the antenna mast. Touch the other test lead to the center conductor pin of the instrument panel antenna cable coaxial connector for the radio. Check the ohmmeter reading for continuity.

(3) There should be continuity. The ohmmeter should register only a fraction of an ohm resistance. High or infinite resistance indicates a damaged or open antenna conductor. If OK, go to Test 3. If not OK, isolate and test each of the individual antenna conductor components. Replace only the faulty antenna conductor component.

TEST 3

Test 3 checks the condition of the vehicle body ground connection. To begin this test, proceed as follows:

(1) This test must be performed with the battery positive cable disconnected from the battery. Disconnect and isolate both battery cables, negative cable first.

(2) Reconnect the battery negative cable.

(3) Touch one ohmmeter test lead to a good clean ground point on the vehicle fender. Touch the other test lead to the battery negative terminal post. Check the ohmmeter reading for continuity.

(4) There should be continuity. The ohmmeter should register less than one ohm resistance. High or infinite resistance indicates a loose, corroded, or damaged connection between the battery negative terminal and the vehicle body. If OK, go to Test 4. If not OK, check the battery negative cable connection to the vehicle body and the radio noise suppression ground strap connections to the engine and the vehicle body for being loose or corroded. Clean or tighten these connections as required.

TEST 4

Test 4 checks the condition of the connection between the antenna coaxial cable shield and the vehicle body ground as follows:

(1) Disconnect and isolate the antenna coaxial cable connector under the right end of the instrument panel near the right cowl side inner panel.

(2) Touch one ohmmeter test lead to a good clean ground point on the vehicle fender. Touch the other test lead to the outer crimp on the antenna coaxial cable connector under the right end of the instru-

ANTENNA BODY & CABLE (Continued)

ment panel near the right cowl side inner panel. Check the ohmmeter reading for continuity.

(3) There should be continuity. The ohmmeter should register less than one ohm resistance. High or infinite resistance indicates a loose, corroded, or damaged connection between the antenna body and the vehicle body or between the antenna body and the antenna coaxial cable shield. If not OK, clean the antenna body to fender mating surfaces and tighten the antenna cap nut to specifications.

(4) Check the resistance again with an ohmmeter. If the resistance is still more than one ohm, replace the faulty antenna body and cable.

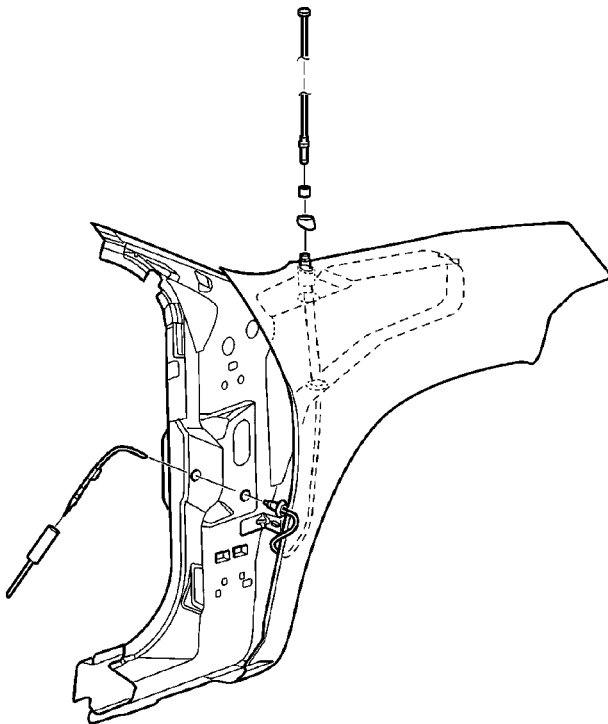
REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Remove antenna mast by unscrewing mast from antenna body.

(3) Locate the antenna lead disconnect in the instrument panel wire harness above the passenger side cowl trim panel. Disconnect the antenna cable from the instrument panel cable lead.

(4) Unfasten push pins from the rear of the plastic inner fender shield and move shield to gain access to the base/cable assembly (Fig. 2).



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Fig. 2 Mast and Antenna Assembly Mounting

(5) Remove cap nut and adapter. Remove base/cable assembly from bottom of the load beam.

INSTALLATION

(1) From under the fender, push the antenna base and cable assembly through the hole in the fender. Seat grommet in the load beam.

(2) From above the fender, place adapter, then the cap nut on the base/cable assembly. Tighten the cap nut to 7 N·m (61 in. lbs.).

(3) Seat the grommet in the side panel and connect the cable to the instrument panel harness connector.

(4) Install the plastic inner fender shield.

(5) Install passenger cowl side trim panel.

(6) Install antenna mast.

(7) Connect battery negative cable.

CD CHANGER

DESCRIPTION

The In-Dash CD Changer (if equipped) is located in the instrument panel below the radio. The remote changer does not use a cartridge or magazine for the CD's. Up to 6 CD's (4 in some export markets) can be directly loaded into this unit, one at a time.

OPERATION

Due to its compact design, the CD changer can carry out only one operation at a time. For example, you can not load a new disc while playing another at the same time. Each operation happens sequentially.

The radio unit provides control over all features of the CD changer with the exception of the CD load and eject functions, which are controlled by buttons located on the front of the CD changer. All features you would expect, such as Disc Up/Down, Track Up/Down, Random and Scan are controlled by the radio, which also displays all relevant CD changer information on the radio display.

The CD changer contains a Load/Eject button and an indicator LED for each of the disc positions as well as an illuminated disc opening. The individual LED indicates whether a CD is currently loaded or ready to load in that particular chamber of the CD changer. Pressing the individual Load/Eject button for a particular chamber will eject a disc currently present in that chamber. If the chamber is currently empty, actuating the Load/Eject button will position that chamber to receive and load a new disc in that chamber.

REMOVAL

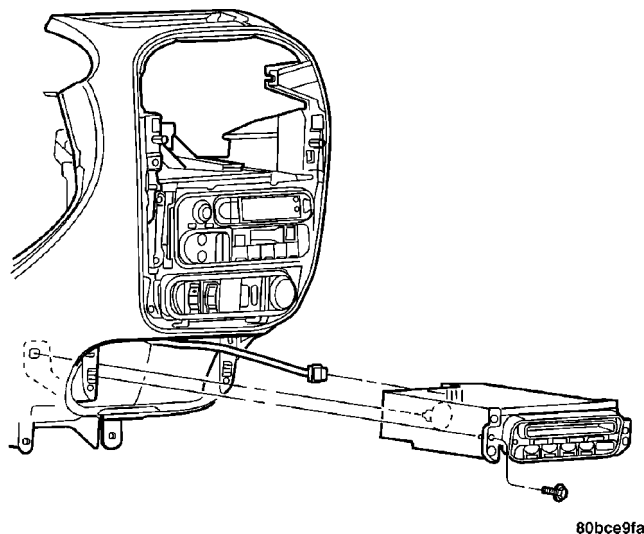
(1) Disconnect and isolate the battery negative cable.

(2) Using a trim stick (special tool #C-4755), gently pry out on CD changer bezel and remove.

CD CHANGER (Continued)

(3) Remove two retaining screws to CD changer (Fig. 3).

(4) Pull CD changer out of instrument panel and disconnect harness connector from rear of changer (Fig. 3).



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Fig. 3 CD Changer Remove/Install

(5) Remove CD changer from vehicle.

INSTALLATION

- (1) Connect harness connector to CD changer.
- (2) Install CD changer to vehicle.
- (3) Install retaining screws.
- (4) Install CD changer bezel.
- (5) Connect battery negative cable.

RADIO

DESCRIPTION

Available radios for this vehicle include:

- AM/FM/cassette with CD changer control feature (RBB sales code)
- AM/FM/CD with CD changer control feature (RBK sales code)
- AM/FM/cassette/CD (RBY sales code) - export only
- AM/FM/cassette/CD with CD changer control feature (RAD sales code) - export only

OPERATION

The radio receiver operates on ignition switched battery current that is available only when the ignition switch is in the On or Accessory positions. The electronic digital clock function of the radio operates on fused battery current supplied through the IOD fuse, regardless of the ignition switch position.

For more information on the features, setting procedures, and control functions for each of the avail-

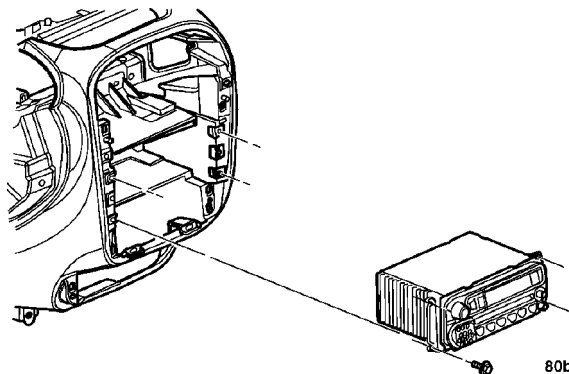
able factory-installed radio receivers, refer to the owner's manual.

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Remove instrument panel center bezel (Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL CENTER BEZEL - REMOVAL).

(3) Remove four mounting screws on the radio and pull out of instrument panel (Fig. 4).

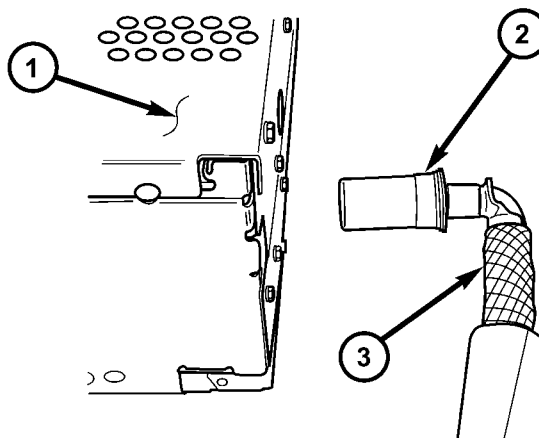


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Fig. 4 Radio Remove/Install

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

(4) Disconnect the antenna cable by pulling the locking antenna connector away from the radio (Fig. 5).



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Fig. 5 ANTENNA TO RADIO

- 1 - RADIO
- 2 - LOCKING ANTENNA CONNECTOR
- 3 - INSTRUMENT PANEL ANTENNA CABLE

- (5) Disconnect wire harness connector from radio.
- (6) Remove radio from vehicle.

RADIO (Continued)

INSTALLATION

- (1) Connect wire harness connector and antenna cable to radio.
- (2) Install radio to vehicle.
- (3) Install mounting screws.
- (4) Install instrument panel center bezel (Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL CENTER BEZEL - INSTALLATION).
- (5) Connect battery negative cable.

RADIO NOISE SUPPRESSION COMPONENTS

DESCRIPTION

The vehicle has the following noise suppression components which, if disconnected, may interfere with radio reception:

- Cylinder head to body ground strap (Y-strap).
- Battery tray to transmission ground strap (automatic transmission only).
- Hood hinge straps (left and right).
- Noise suppression capacitor.
- Strut to body ground straps (left and right).

Resistive type spark plug cables in the high tension circuit of the ignition system complete the interference suppression. Faulty or deteriorated spark plug wires should be replaced.

OPERATION

There are two common strategies that can be used to suppress Radio Frequency Interference (RFI) and ElectroMagnetic Interference (EMI) radio noise. The first suppression strategy involves preventing the production of RFI and EMI electromagnetic signals at their sources. The second suppression strategy involves preventing the reception of RFI and EMI electromagnetic signals by the audio system components.

The use of braided ground straps in key locations is part of the RFI and EMI prevention strategy. These ground straps ensure adequate ground paths, particularly for high current components such as many of those found in the starting, charging, ignition, engine control and transmission control systems. An insufficient ground path for any of these high current components may result in radio noise caused by induced voltages created as the high current seeks alternative ground paths through components or circuits intended for use by, or in close proximity to the audio system components or circuits.

Preventing the reception of RFI and EMI is accomplished by ensuring that the audio system components are correctly installed in the vehicle. Loose, corroded or improperly soldered wire harness connections, improperly routed wiring and inadequate audio

system component grounding can all contribute to the reception of RFI and EMI. A properly grounded antenna body and radio chassis, as well as a shielded antenna coaxial cable with clean and tight connections will each help reduce the potential for reception of RFI and EMI.

SPEAKER

DESCRIPTION

The standard equipment speaker system includes speakers in six locations. One 2.5 centimeter (1.0 inch) diameter speaker is installed on each end of the instrument panel top pad. One 16.5 centimeter (6.5 inch) full-range speaker is located in each front door. There is also two full-range 15.2 X 22.8 centimeter (6 X 9 inch) diameter full-range speakers located in the rear shelf.

OPERATION

Two wires connected to each speaker, one feed circuit (+) and one return circuit (-), allow the audio output signal electrical current to flow through the voice coil. For complete circuit diagrams, refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin-out information and location views for the various wire harness connectors, splices and grounds.

DIAGNOSIS AND TESTING - SPEAKER

Any diagnosis of the Audio system should begin with the use of the DRB III® diagnostic tool. For information on the use of the DRB III®, refer to the appropriate Diagnostic Service Manual.

Refer to the appropriate wiring information.

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 BATTERY NEGATIVE (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 COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

SPEAKER (Continued)

CAUTION: The speaker output of the radio is a "floating ground" system. Do not allow any speaker lead to short to ground, as damage to the radio may result.

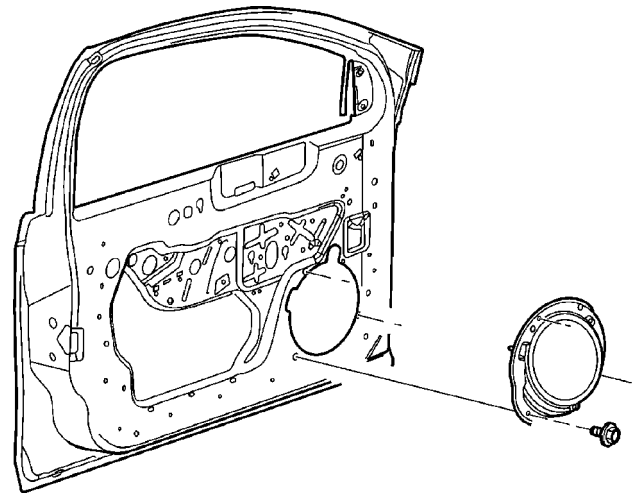
(1) If all speakers are inoperative, check the fuses in the fuse block. If OK, go to Step 2. If not OK, repair the shorted circuit or component as required and replace the faulty fuse.

(2) Turn the ignition switch to the ON position. Turn the radio receiver ON. Adjust the balance and fader control controls to check the performance of each individual speaker. Note the speaker locations that are not performing correctly. Go to Step 3.

(3) Turn the radio receiver OFF. Turn the ignition OFF. Disconnect and isolate the battery negative cable. Remove the radio receiver.

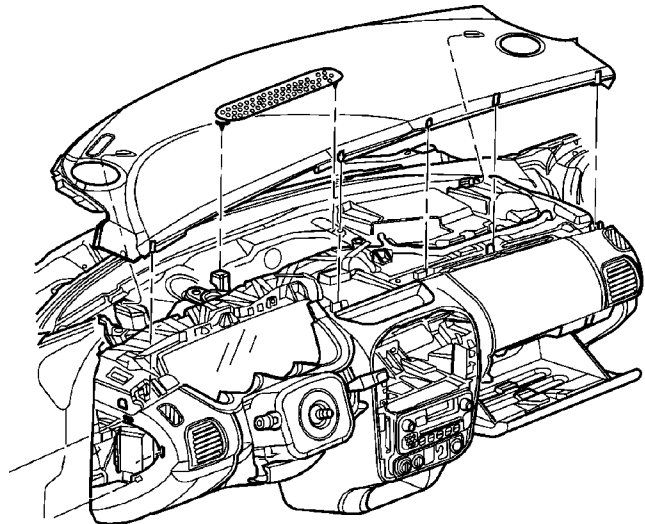
(4) Check both the speaker feed (+) circuit and return (-) circuit cavities for the inoperative speaker at the radio receiver wire harness connector for continuity to ground. There should be no continuity. If OK, go to Step 5. If not OK, repair the shorted speaker feed (+) and/or return (-) circuit(s) to the speaker as required.

(5) Disconnect wire harness connector at the inoperative speaker. Check for continuity between the speaker feed (+) circuit cavities of the radio receiver wire harness connector and the speaker wire harness connector. Repeat the check between the speaker return (-) circuit cavities of the radio receiver wire harness connector and the speaker wire harness connector. In each case, there should be continuity. If OK, replace the faulty speaker. If not OK, repair the open speaker feed (+) and/or return (-) circuit(s) as required.



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Fig. 6 Front Door Speaker Remove/Install



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Fig. 7 Instrument Panel Speakers Remove/install

REMOVAL

FRONT DOOR

(1) Disconnect and isolate the battery negative cable.

(2) Remove front door trim panel. (Refer to 23 - BODY/DOOR - FRONT/TRIM PANEL - REMOVAL).

(3) Remove speaker retaining screws (Fig. 6).

(4) Remove speaker assembly and disconnect wire connector from rear of speaker.

INSTRUMENT PANEL

(1) Disconnect and isolate the battery negative cable.

(2) Remove instrument panel top cover. (Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL TOP COVER - REMOVAL)

(3) Remove speaker retaining screws (Fig. 7).

(4) Remove speaker and disconnect wire connector.

REAR

(1) Disconnect and isolate the battery negative cable.

(2) Remove Rear Seat Cushion. (Refer to 23 - BODY/SEATS/SEAT CUSHION - REMOVAL).

(3) Remove rear seat back. (Refer to 23 - BODY/SEATS/REAR SEAT BACK - REMOVAL).

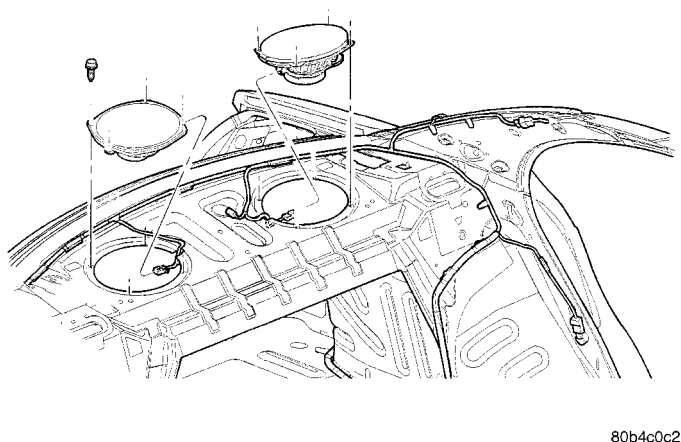
(4) Remove rear shelf panel. (Refer to 23 - BODY/INTERIOR/REAR SHELF TRIM PANEL - REMOVAL).

(5) Remove four speaker retaining screws (Fig. 8).

(6) Remove speaker and disconnect wire connector.

(7) Remove speaker(s) from vehicle.

SPEAKER (Continued)



**Fig. 8 Rear Shelf Speaker(s) Remove/Install
INSTALLATION**

FRONT DOOR

- (1) Connect wire connector to speaker and install speaker to vehicle.
- (2) Install speaker retaining screws.
- (3) Install front door trim panel. (Refer to 23 - BODY/DOOR - FRONT/TRIM PANEL - INSTALLATION).

- (4) Connect battery negative cable.

INSTRUMENT PANEL

- (1) Connect wire harness to the speaker and install speaker to instrument panel.
- (2) Install speaker retaining screws.
- (3) Install instrument panel top cover. (Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL TOP COVER - INSTALLATION).
- (4) Connect the battery negative cable.

REAR

- (1) Connect wire connector to the speaker.
- (2) Install speaker to the vehicle.
- (3) Install speaker retaining screws.
- (4) Install rear shelf panel. (Refer to 23 - BODY/INTERIOR/REAR SHELF TRIM PANEL - INSTALLATION).
- (5) Install seat back. (Refer to 23 - BODY/SEATS/REAR SEAT BACK - INSTALLATION).
- (6) Install rear seat cushion. (Refer to 23 - BODY/SEATS/SEAT CUSHION - INSTALLATION).
- (7) Connect the battery negative cable.