


Jeep cherokee transmission problems 2014

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The Jeep Wrangler is the quintessential off-road. Originally based on the 4x4 military that transported soldiers and supplies on harsh terrain in World War II, the Wrangler became one of the most popular vehicles of Jeep. In the mid-1980s the name of Wrangler was replaced by the Jeep CJ. While there remain a popular base of the Jeep family, there was a list of common complaints that afflicted the series. Its size, weight and lack of aerodynamic design combine all to put the Wranglers at the lower end of the scale of the fuel economy, average between 15 and 20 miles per gallon depending on whether you are driving in the city or on the highway. Smaller economic cars can reach up to 32 miles per gallon on the highway and hybrids can reach up to 50 miles per gallon. While slower acceleration, maintaining a lower higher speed and the use of cruise control can help maximize the mpg of your Jeep, the same can also be said for other vehicles, and Wranglers still short in comparison. Jeep Wranglers from 2005 to 2008 received several calls for automatic transmission and transmission problems of electric trains. The transmission can begin to slip or stay stuck in a particular gear. While a recall means any repair for this problem to are covered by Jeep, it can still be annoyed enough to experience when you are trying to get to work or school and it can be a danger if you experience on the highway and it is stuck on the road. Several Jeep vehicles had calls for external lighting after the market from 1998 to 2003. The reason was that replacement lamps on some models were not in compliance with federal motor vehicle safety standards and did not contain the required amber side reflectors. The resulting decrease in visibility during night drivingcause a car accident. Although this only applies to replacement lamps and not to the originals installed in the factory, check the model number of your outdoor lighting system to ensure that the lights on your Jeep are in compliance if you are sixth original owner or had one of the external lights replaced. The window regulator is the device in the car door responsible for making the glass in the power windows go up and down. Jeep Wranglers and other Jeep models have had more lobbied complaints against them for window regulators repeatedly failing. No official call has ever been ordered, and there may be hundreds of dollars to solve. The regulator will fail and the glass will be stuck in whatever position it was at the time of the failure, which may be uncomfortable depending on the weather conditions. car heater image of robert mobley parade from Fotolia. with your jeep heater blows cold air and you are not sure why ©. There are two possibilities. One is a blocked thermostat. The other possibility is a bad heating core. Replacing the thermostat is quite easy. The heating core is another story. If you take the jeep to a mechanic, they expect to spend between four to five hundred dollars to get the heating core replaced. You can, however, decide to solve it yourself. The thermostat takes about an hour. For the heater core be prepared to spend at least six hours on this repair work. Remove the negative cable from the battery. Apply the parking brake. Place a brick or block of wood behind the rear wheels. Let the engine cool down. Place a clean container under the radiator discharge plug. Remove the exhaust plug with a pair of pliers. Remove the radiator cap. Let the coolant drain. Inspect radiator tubes for cracks or cracks. Replace any damaged tube. Clear the cooling system. Follow the radiator tube above the engine to locate the thermostat housing. Release the tube handle using pliers. Draw the tube from the thermostat housing. Remove the bolts on the housing thermostat with a grip and ratchet. Remove the housing from the engine. Remove the thermostat. Put a clean cloth in the opening to keep the debris out of the engine. Remove the old gasket from both surfaces with a gasket scraper or putty knife. Take off the rag. rag. The new thermostat with the spring facing outwards. Apply a layer of RTV sealant on both sides of the new gasket. Place the gasket on the thermostat housing. Install the housing and thermostat bolts. Tighten the bolts with a grip and a ratchet. Attach the hose to the housing. Use the clamps to place the clamp in place of the hose. Close and tighten the exhaust cap of the radiator. Fill the radiator with antifreeze. Start the engine. Turn on the heater. Add antifreeze to the lowest mark on the refrigerant tank. Let the engine run until the thermostat opens. Fill the radiator with antifreeze. Turn off the engine. Let the engine cool. Add more antifreeze to the radiator to bring the level up to the filling neck. Replace the radiator cap. Start the engine. Allow the engine to warm up to normal operating temperature. Check for leaks on exhaust caps, pipes and clamps. Drain the cooling system. Remove the nuts on the refrigerant tank with a grip and a ratchet. Empty the coolant into the container. Loosen the clamps of the heater hose with a flat-head screwdriver. Remove the tubes. Use the lamp screwdriver to turn off the two snap masks on the switch pod just below the tool cluster. Remove the lining screws from the tool cluster bezel with a Phillips screwdriver. Remove the tool cluster frame. Open the glove box. Remove the screws using the Phillips screwdriver. Remove the glove box. Remove the panel screws for the surrounding panel with a Phillips screwdriver. Reach the left side of the glove box opening to remove the two screws on the back of the center tool cluster. Remove the top two screws from the front side. the mask to release the bezel from its card. Remove the screws from the lining of the lower steering column with a Torx Allen head wrench. Remove the screws from the knee lock with a Phillips screwdriver. Remove the knee block. Disconnect the wiring of the steering column. Remove two steering column bolts with a a And cricket. Remove the bolts under the steering plank with a handle and jack. Remove the metal section. Lower the steering plank. Place the column on the driver's side seat. Pry the gear lever up and down of the gear lever. Use a flat screwdriver to rip the gear selection panel. Remove the fixing screws with a Phillips screwdriver. Open the main luggage compartment. Remove the four screws with a Phillips screwdriver. Remove the two screws from the inside of the compartment with a Phillips screwdriver. Raise the console above the gear lever. Remove the console from the vehicle. Pull the rug back from the gear lever. Remove the two bolts attached to the ground handle with a handle and jack. Remove the radio fixing screws with a Phillips screwdriver. Take out the radio. Disconnect the wiring from the radio. Remove the fixing screws from the control panel A/C. Disconnect the wiring from the controls, switches and sockets. Disconnect the heating duct of the lower floor. Disconnect the vacuum lines to/c. Pry the grinder grid with a flat screwdriver. Remove the top four dice with a deep and cricket grip. Remove the two side screws with a Phillips screwdriver. Disconnect all remaining electrical cables. Remove wiring from clips on the back of the dashboard. Disconnect the air bag electrical connector. Remove the dashboard from the vehicle. Disconnect the electric connector of the blower under the black heater/ AC unit on the passenger side. Disconnect firewall A/C lines using a spring coupling tool. Remove computer mounting bolts with extension, socket and jack. Do not disconnect the computer's electrical belts. Place the computer on the tank tray. Remove the heating nuts/A/C with socket and jack. Label cables for A/C and the resistance of the blower motor. Disconnect the electrical connectors. Pull the suction hose at the suction motor on the housing unit for for the pipe. Pry the thermal duct of the rear floor dissolved. Get the conduit out of the way. Remove the bolts on the firewall with a grip and ratchet. Remove the heater/a/c from the vehicle. Remove the heating core from the housing unit. Install the new heating core in the housing. Place the heater/ a/c in the Jeep. Install the bolts with a grip and ratchet. Push the heat duct of the rear floor onto the lower heat duct. Install the suction pipes to the suction motor. Connect the wiring for the A/C unit and the blower motor. Install the dice on the external firewall with socket and ratchet. Install the computer mounting bolts using a grip and ratchet. Push the A/C lines along with the firewall. Connect the electric connector of the blower motor to the blower motor. Place the dashboard in the Jeep. Connect the wires to the airbag. Run all cables in the correct positions. Install the screws on the mounting bracket of the left centre console. Install the cross-sectional metal bolts under the steering wheel with a grip and ratchet. Install the center bolt above the steering wheel with a grip and ratchet. Lift the steering wheel and install the two bolts with grip and ratchet. Connect the three wirings to the electrical connectors of the steering. Install the steering cover pieces with a torx Allen head wrench. Install the dashboard fastening screws on the upper left and right sides with a Phillips screwdriver. Install the containment nuts with a grip and ratchet. Install the defrosting grid. Connect the heater/a/c vacuum lines and electrical connectors. Connect the wiring and antenna to the radio. Place the radio in the center panel. Install the screws with a Phillips screwdriver. Install the nuts on the bolts inside the floor mounted bracket with a grip and ratchet. Put the rug back in place. Push the blocking knee into position. Install the heating/a/c control switch. Tighten the screws with a Phillips screwdriver. Install the two screws behind the panel reaching through through opening the box of left side objects. Install the basket of objects and screws with a Phillips screwdriver. Install the instrument panel lens. Seal the screws with a Phillips screwdriver. Snap the seat panels in position Close and close the radiator discharge cap. Fill the radiator with antifreeze. Start the engine. Turn on the heat. Add antifreeze to the lowest point on the coolant tank. Leave the engine running until the thermostat opens. Fill the radiator with antifreeze. Kill the engine. Let the engine cool down. Add more antifreeze to the radiator to bring the level up to the filling neck. Replace the radiator cap. Start the engine. Allow the engine to warm up at normal operating temperature. Check for leaks to the exhaust plugs, pipes and clamps. Release the parking brake. Remove the brick or block of wood from behind the rear tyres. tyres.

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