



NUMBER: 11-001-05

GROUP: Exhaust

DATE: January 11, 2005

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THIS BULLETIN SUPERSEDES TECHNICAL SERVICE BULLETIN 11-001-04, DATED FEB. 10, 2004, WHICH SHOULD BE REMOVED FROM YOUR FILES. THE REVISION INCLUDES AN ADDITIONAL MODEL YEAR, ASTERISKS HAVE BEEN USED TO HIGHLIGHT REVISION.

SUBJECT:

Exhaust Tip Alignment

OVERVIEW:

This bulletin involves adjusting the position of the intermediate and "Y" exhaust pipes.

MODELS:

2003 - **2005** (PL) Neon SRT4

SYMPTOM/CONDITION:

Dual exhaust tips are not in equal fore/aft alignment.

DIAGNOSIS:

Visually inspect vehicle for exhaust tip alignment issues. If exhaust tips are misaligned in the fore/aft dimension relative to each other as shown in (Fig. 1), perform the Repair Procedure.



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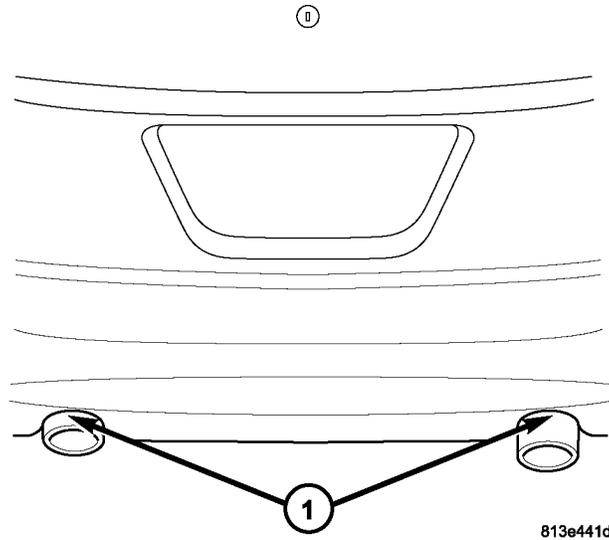


Fig. 1 EXHAUST TIP MISALIGNMENT

1 - RIGHT SIDE SHOWN PROTUDING MORE THAN LEFT SIDE - SHOULD BE EQUAL

REPAIR PROCEDURE:

1. Loosen intermediate exhaust pipe to catalytic converter clamp.
2. Loosen Y-pipe to exhaust intermediate pipe clamp.

NOTE: It is critical that these clamps be loosened to the point where they are no longer providing any clamp load. The loosened components must have complete freedom of rotation. If this is not the case the setting process that follows will be ineffective.

3. Raise the intermediate pipe to the point where the first bend from the catalytic converter has a clearance of 15-25 mm (5/8 in. - 1 in.) from the underbody.
4. With the intermediate exhaust pipe held in this position, tighten the intermediate pipe to converter clamp to a torque 52 Nm (38 ft. lbs.).

NOTE: After the intermediate pipe to catalytic converter clamp has been tightened, the intermediate pipe to underbody clearance at the first bend must fall within the 15-25 mm (5/8 in. - 1 in.) specification. This clearance measurement to the underbody should be taken at the point where the intermediate pipe transitions from a fore/aft orientation to a cross car orientation.

5. Force the rearmost positioned exhaust tip forward so the rotational orientation of the exhaust tip isolator is greater than the 6 o'clock position, (Fig. 2).

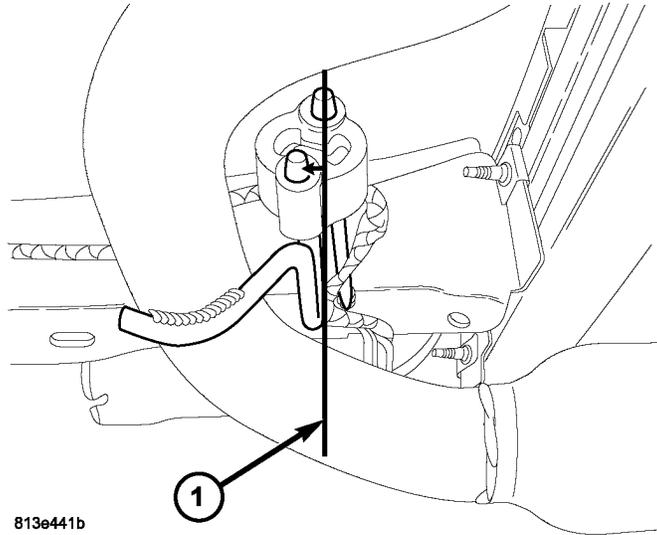


Fig. 2 RIGHT SIDE ISOLATOR ROTATIONAL ORIENTATION AT GREATER THAN 6 O'CLOCK POSITION

1 - EXHAUST TIP LOWER ISOLATOR HOLE/PIN PAST THE 6 O'CLOCK POSITION

- 6. With the rearmost exhaust tip held in this forward position, secure the Y-pipe to intermediate exhaust pipe clamp to a torque of 61 Nm (45 ft. lbs.).

NOTE: When finished exhaust tip isolators should have a rotational orientation which has the lower hole/pin is closer to the front of the vehicle than the top hole/pin. For an optimal fit condition, the right and left exhaust tip isolator should have a equal rotational orientation.

POLICY:
Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Amount
11-40-01-91	Exhaust Tip Alignment	0.3 Hrs.

FAILURE CODE:

64	Misaligned or Mismatched
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