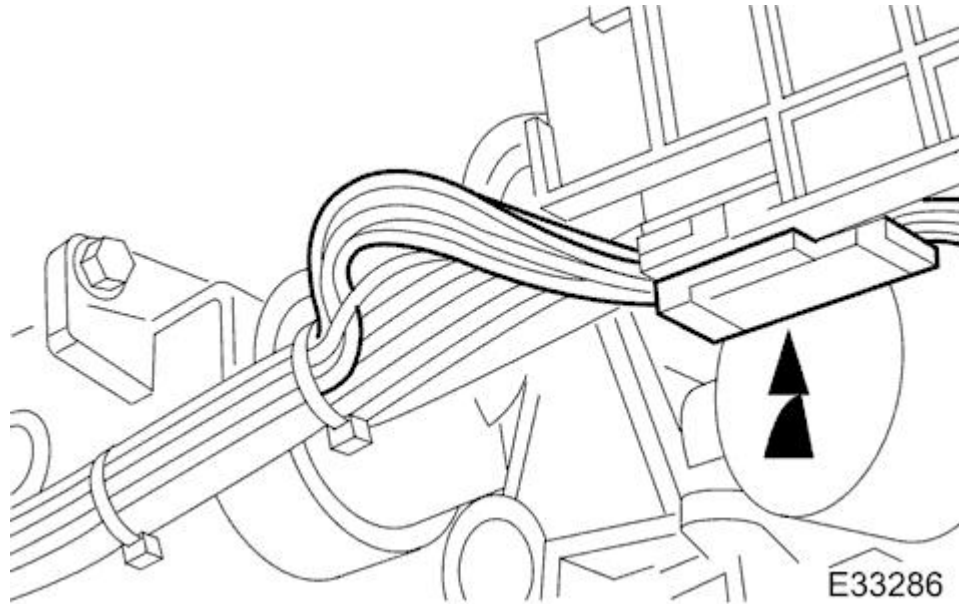
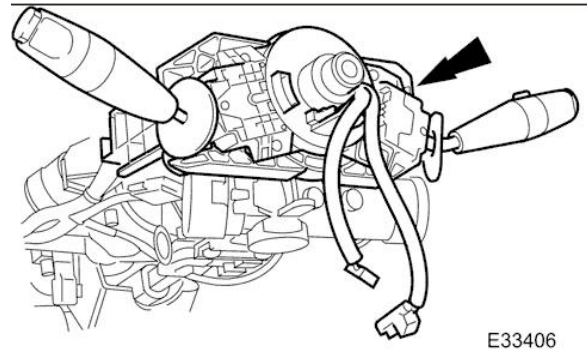
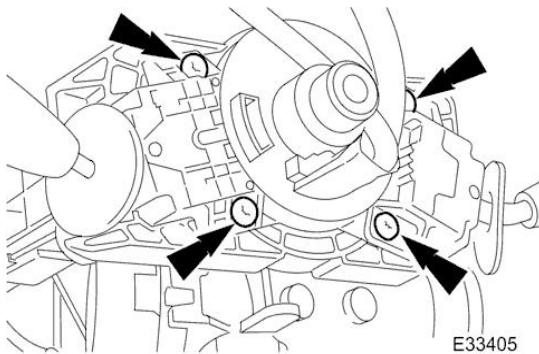


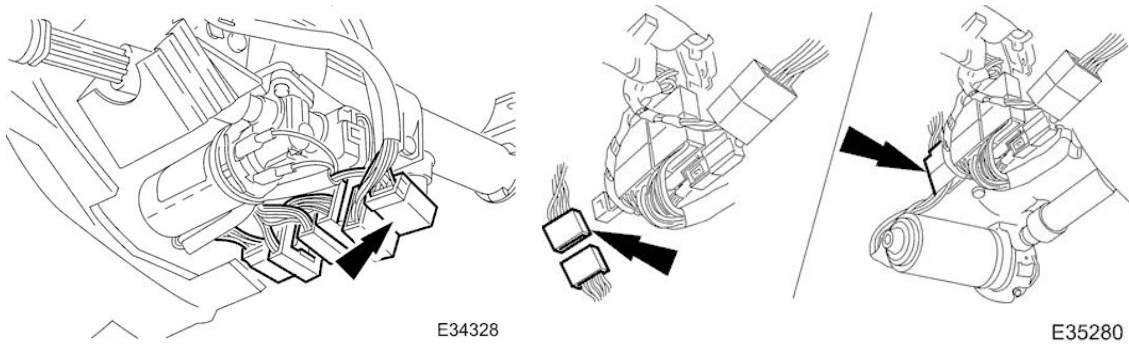
Disconnect the turn signal switch plug (black) (E33286) and remove it from its retaining bracket.



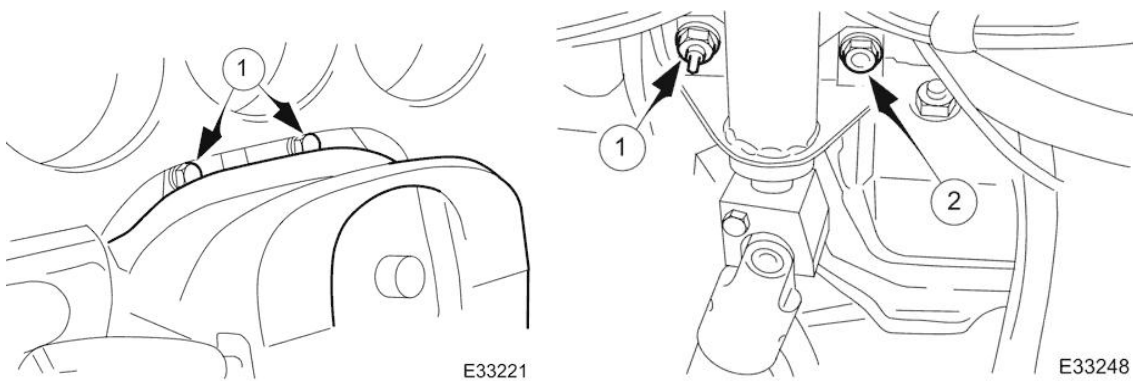
Remove four Torx bolts (T-25) holding the combination switch assembly to the steering column (E33405). Pull the combination switch assembly straight out as an entire unit (E33406). Do not disassemble the switch any further.



<<76.46.01>> Unplug the steering column reach adjustment plug (yellow) after removing it from its bracket (E34328). Remove the tilt adjust motor harness electrical plug (white) from its bracket and disconnect it (E35280).



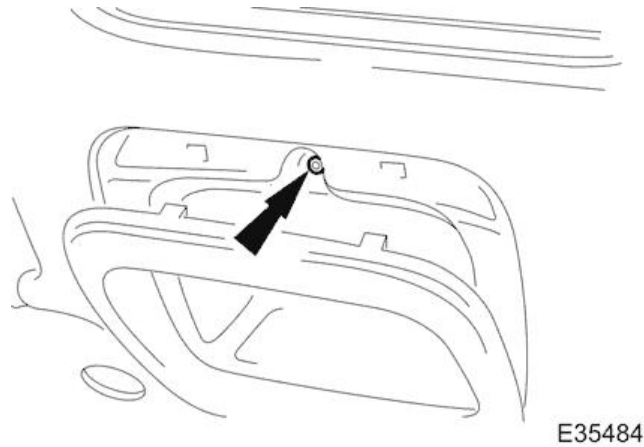
<<85.25.20>> Remove the two steering column upper mounting bolts (E33221) and two lower mounting nuts (E33248).



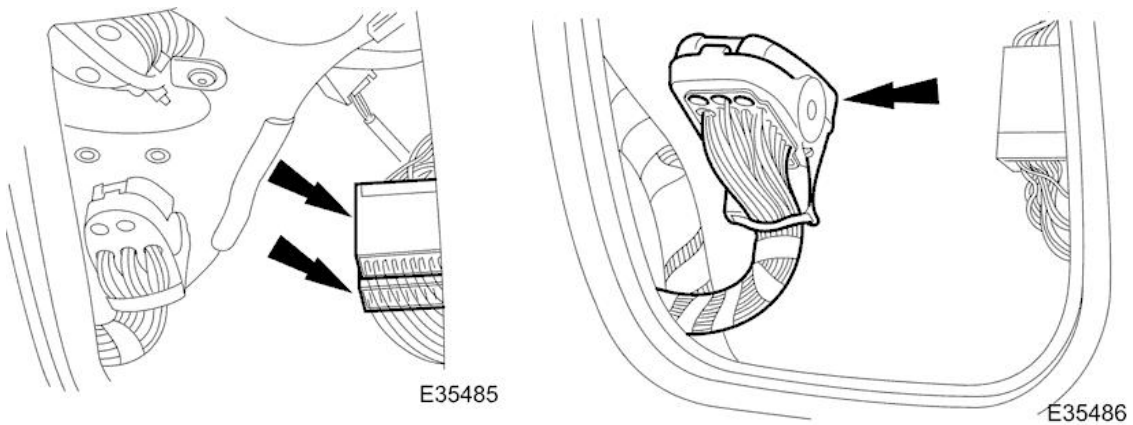
Gently lower the steering column and let it rest on the floor.

## **Instrument Panel and Fascia Removal**

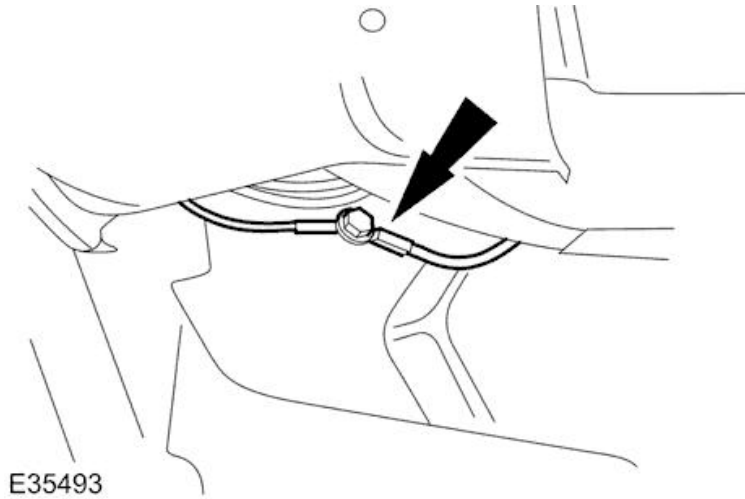
<<76.46.01>> Remove the driver's side stowage bin located at the lower left dash (E35484) by removing one screw at the top.



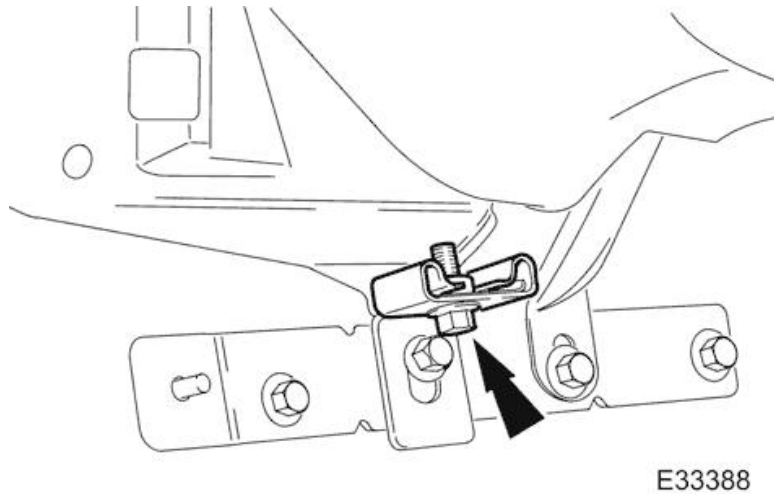
Disconnect the two dash harness connector plugs (one white and one yellow) from the bin access opening (E35485). Disconnect the driver side to rear passenger compartment electrical plug (E35486). Do not unplug the green plug.



Disconnect the ground wires from the passenger side tunnel, underneath carpet. The acorn nut (10 mm socket) is located under the carpet near the top of the tunnel (E35493). Disconnect the two wire eyelets from the stud.



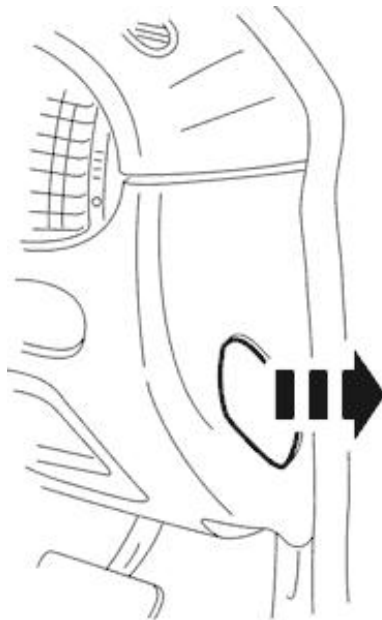
Remove the mounting bracket Torx bolts (T-40) that secures the dash to the tunnel on the passenger's side. This bolt is under the carpet near the top to the tunnel (E33388).





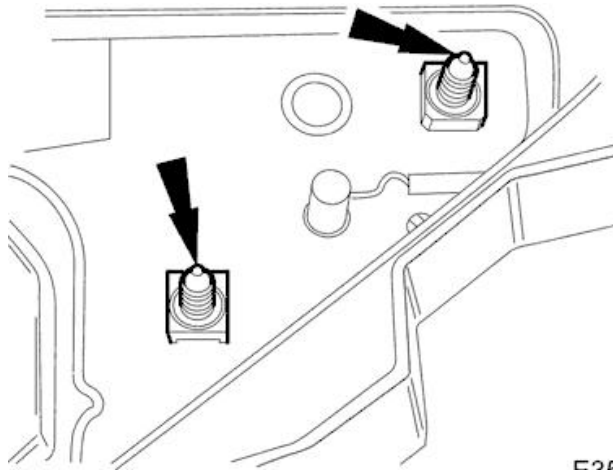
**Locations of grounding wire stud and mounting bracket on the passenger's side.**

Remove the dash end aperture trim pad (E35480) on the passenger's side.



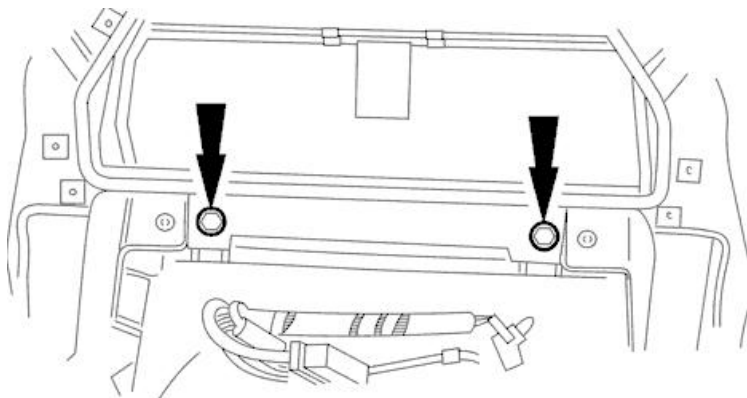
E35480

Remove two green bolts (not the bracket) that hold the dash to the bracket. These bolts are accessed thru the end aperture panel on the passenger side (E35497).



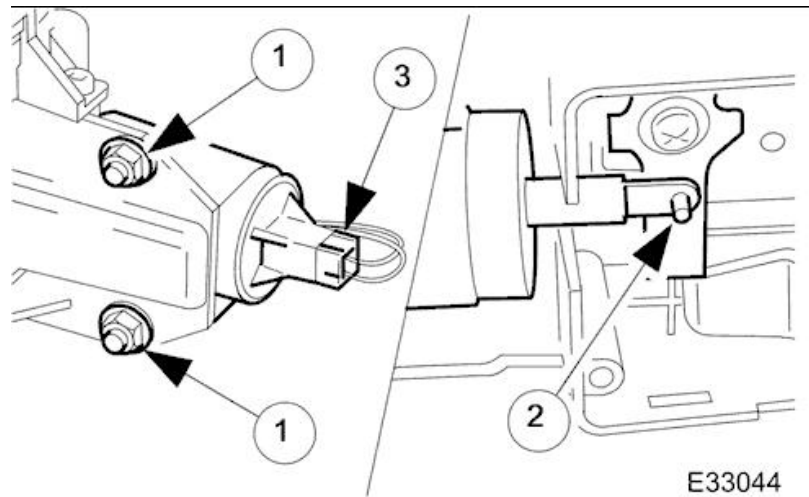
E35497

Remove the two bolts (8 mm socket) at the top of the tunnel that holds the dash to the a/c box (E35490).

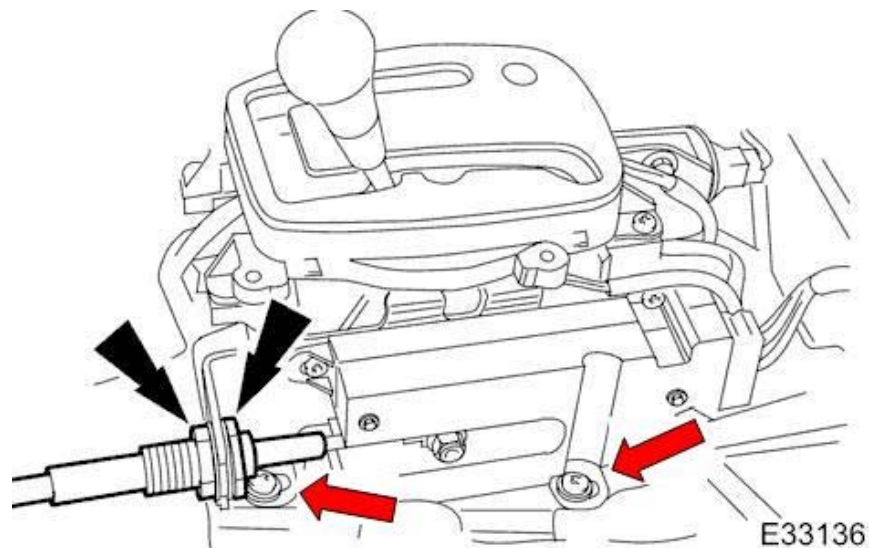


E35490

<<44.15.48>>Unhook the gearshift interlock solenoid electrical connector (white) (E33044) at the front of the gear select shifter.

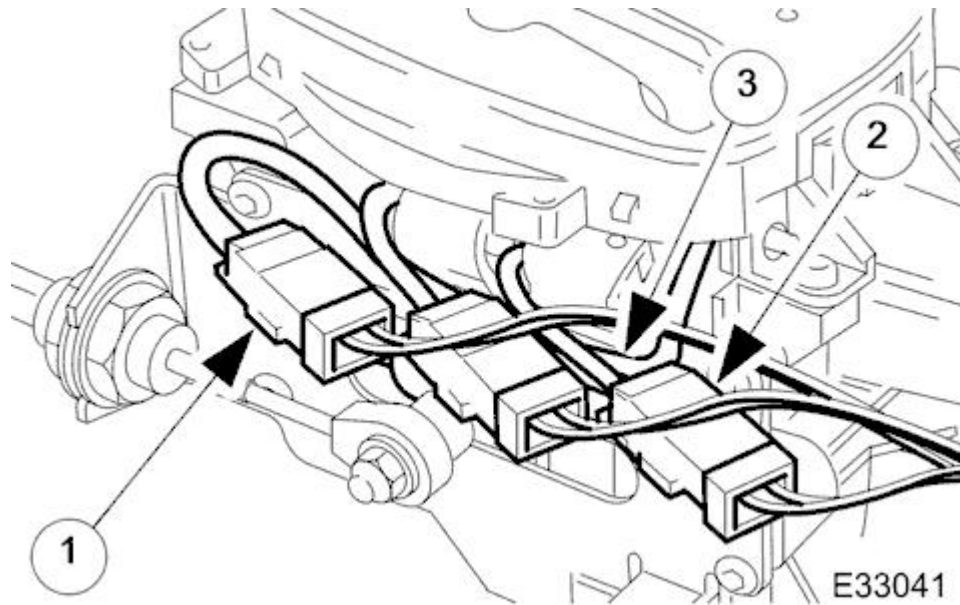


<<307-05B>>Detach the gear selector mount by removing two Phillips head screws on the passenger side and two nuts (10 mm socket) in the middle of the mount, all located on top of the tunnel (E33136). . There are no diagrams in the JTIS of the two mounting nuts, but the screws can be seen at the red arrows in E33136 below.



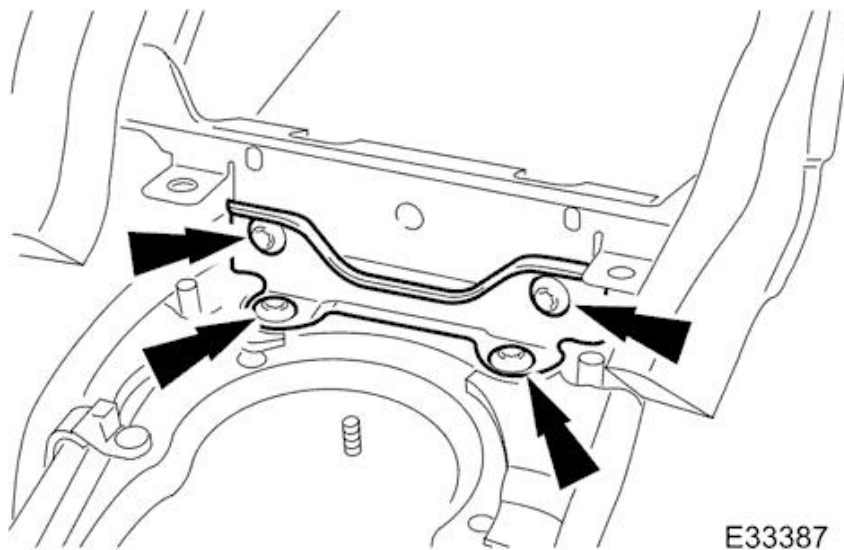
Remove the yellow “D to 4” drive switch harness from its mounting bracket and disconnect its plug (item 1 in E33041). Disconnect the gray “P” electrical switch plug (item 2 in E33041). Remove the yellow “D to 4” connector and harness from underneath

the gray “P” switch harness (location at item 3) and move to the side. Note: Diagram E33041 shows three connectors, one in the middle between the yellow and gray connectors; however, there was no middle electrical connector on this model.



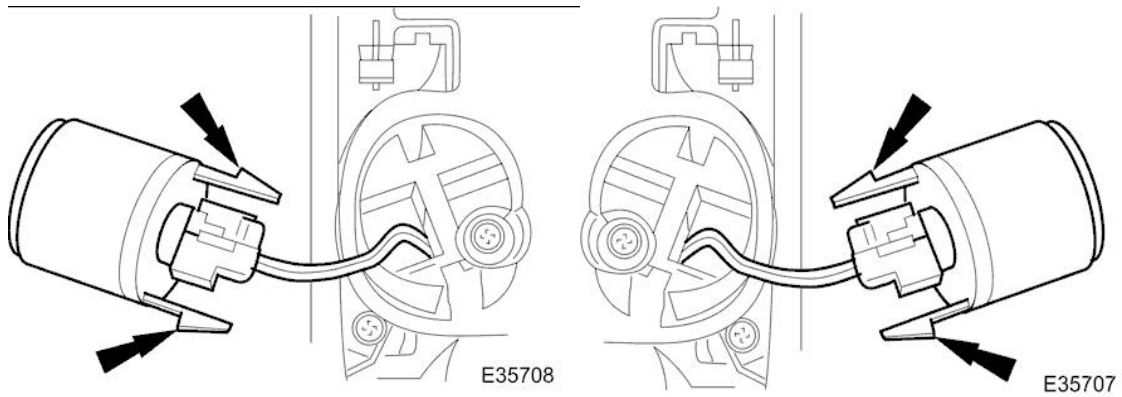
Do not disconnect the cable to the transmission or disassemble any other components of the gear selector. Once detached from the tunnel, simply move the gear select mechanism in its entirety to the side. This will allow access to remove the fascia later.

<<76.46.01>> Remove the dash-to-tunnel upper bracket by removing four bolts (10 mm socket) located in front of the gear shifter (E33387).

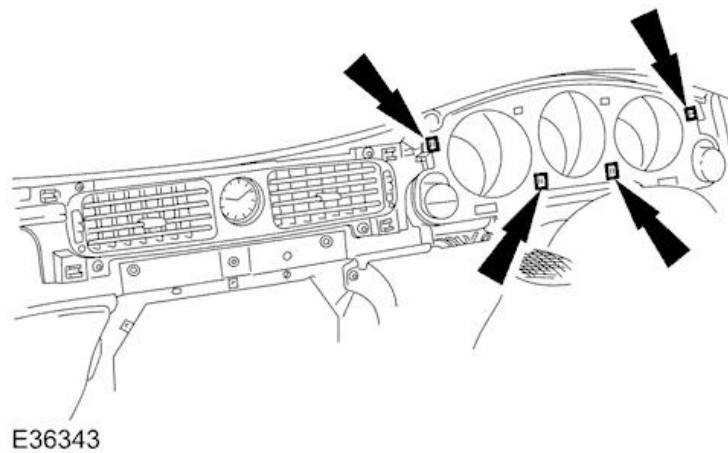




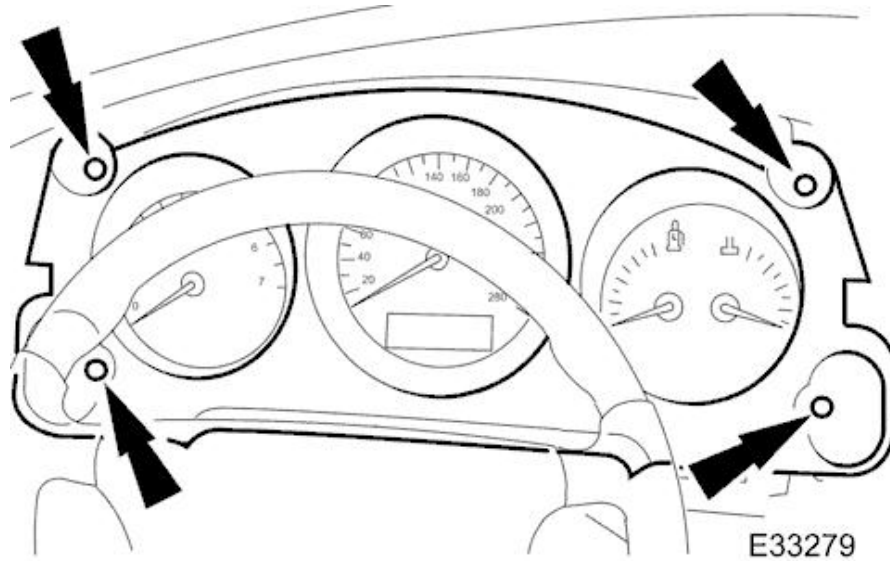
<<88.20.33>> <<88.20.01>> Using a small, flathead screwdriver, remove the fog lamp switch (E35708) and the trip reset switch (E35707). Disconnect each electrical plug.



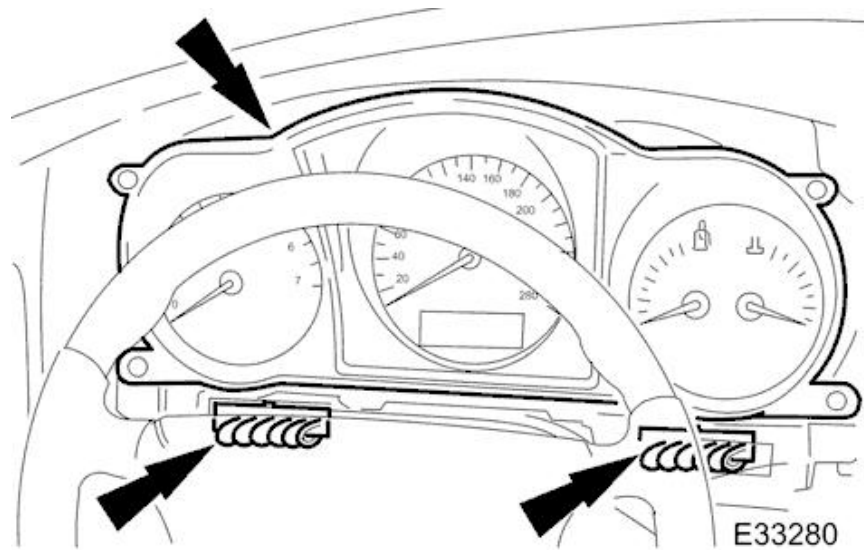
<<76.47.24>><<page1>> (E36343) Remove the instrument cluster wood veneer panel by gently prying off with a plastic knife or other plastic tool at the areas held by the compression tabs. The locations of the holding tabs are shown at the arrows below.



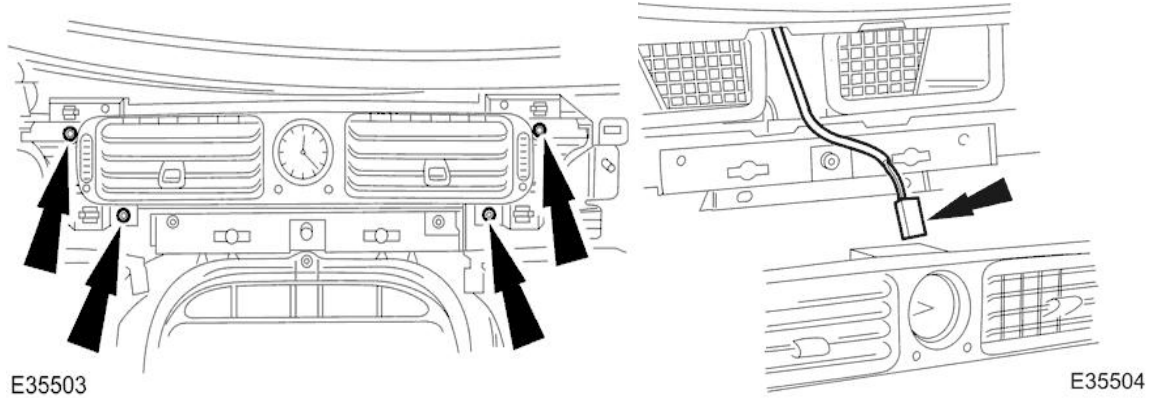
Remove the instrument cluster finish panel by removing four Phillips head screws (E33279). Use a magnetized screwdriver to assist in removal as well as alignment of the screws during reassembly.



<<88.20.01>> Disconnect two electrical plugs from the instrument cluster and remove the trim and the cluster as a unit by gently pulling straight out (E33280). Since the steering wheel has already been removed, the instrument cluster can easily be withdrawn.



<<76.46.01>><<82.20.38>> Take out the center vents with the clock intact by removing four screws (E35503). Disconnect the clock's electrical plug harness (E35504).



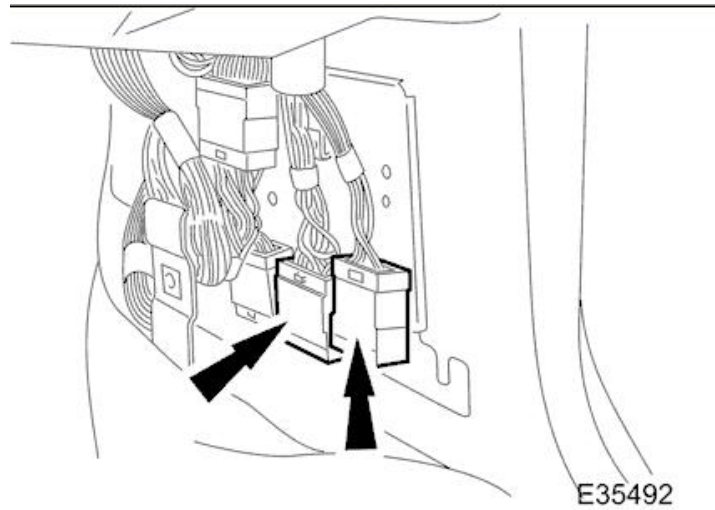
There is no need to remove the driver and passenger side air vents or the top dash vent covers as these stay intact upon removal of the fascia board.

<<76.13.30>> Remove the foot well panel on the passenger side by removing one fir tree fastener and then gently pulling the panel outward, dislodging it from the draught welt (door jamb trim) and pulling it to the rear (front of the car). There are two metal clips holding the panel to the draught welt, but they are extremely difficult to reinstall.

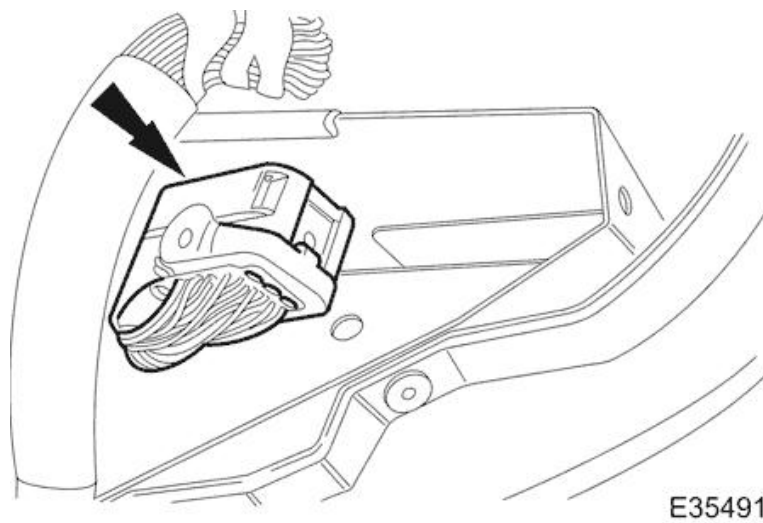


**Passenger side foot well panel removed, showing fir tree connector, electrical connectors, and metal clips.**

Disconnect the dash harness electrical plugs (gray, white) from the passenger side foot well (E35492).



On the passenger's side, disconnect the fascia harness to the rear passenger compartment electrical connector (E35491). This connector is also located near the foot well, but higher above the connectors shown in figure E35492.

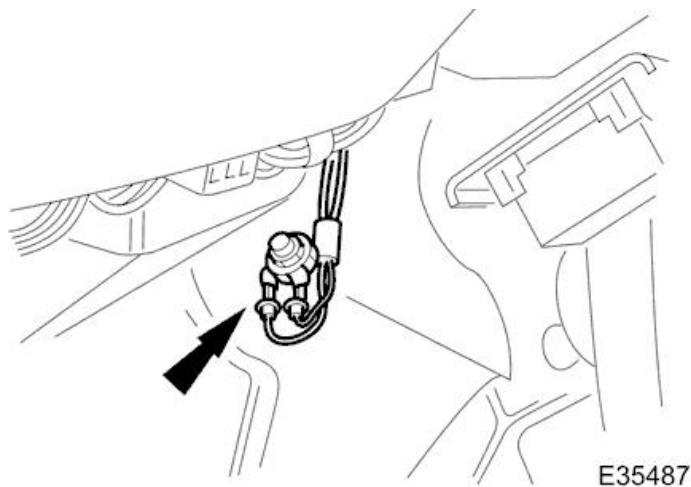


Remove the plastic fir tree connector located above the accelerator pedal that holds the carpet to the tunnel. A flat head screwdriver is needed to unscrew the fir tree connector.

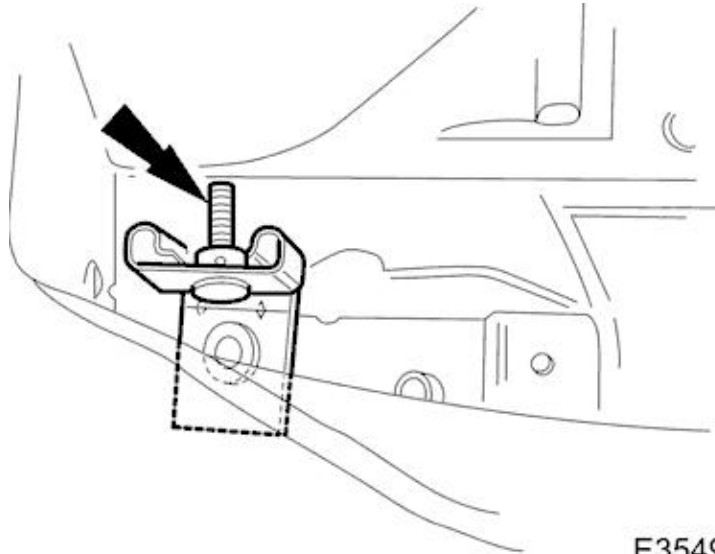


**Location of fir tree connector holding the carpet to the driver's side tunnel.**

Disconnect the grounding wire from the driver's side tunnel underneath the carpet at the top side of the tunnel. Loosen and remove the acorn nut (10 mm socket) and remove the wire eyelet from the stud (E35487).

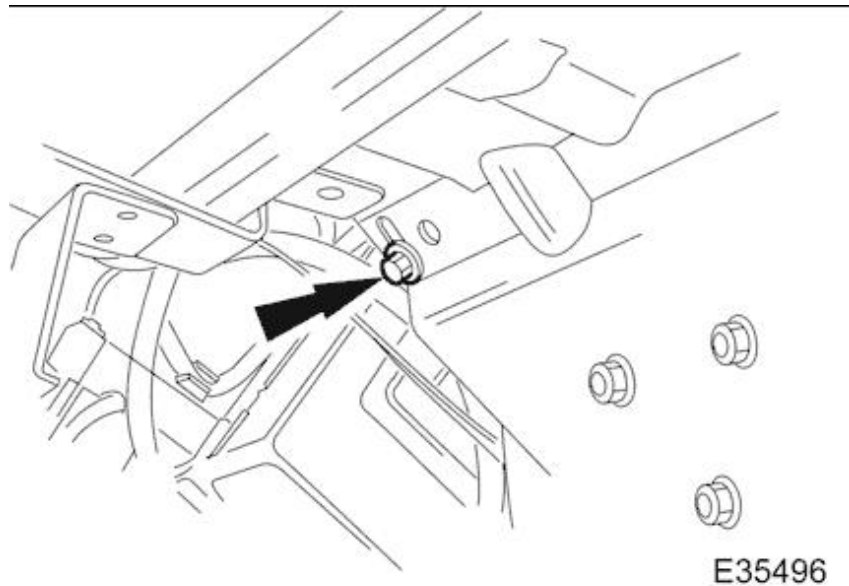


Remove the mounting bracket bolts (Torx T-40) and bracket from the driver's side tunnel (E35494). There is no need to remove the bolts to the support bar that hold the emissions test plug in place.



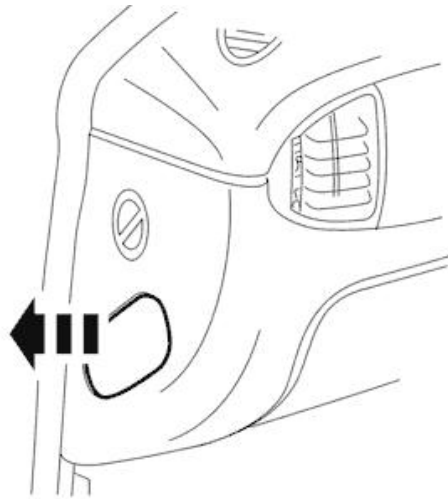
E35494

Remove the fascia to bulkhead bolt (8 mm socket) (E35496).



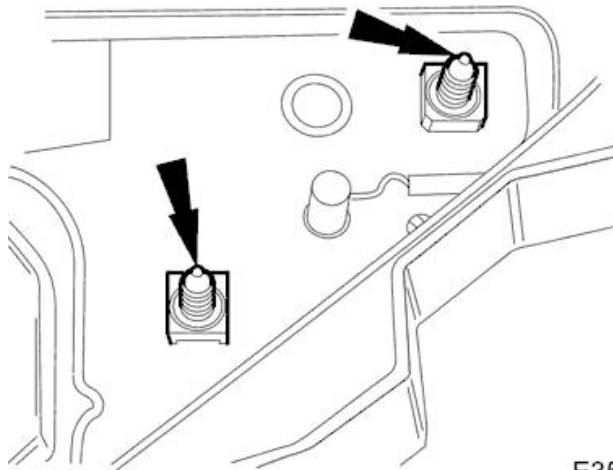
E35496

Remove the driver's side dash end aperture cover trim (E35481).



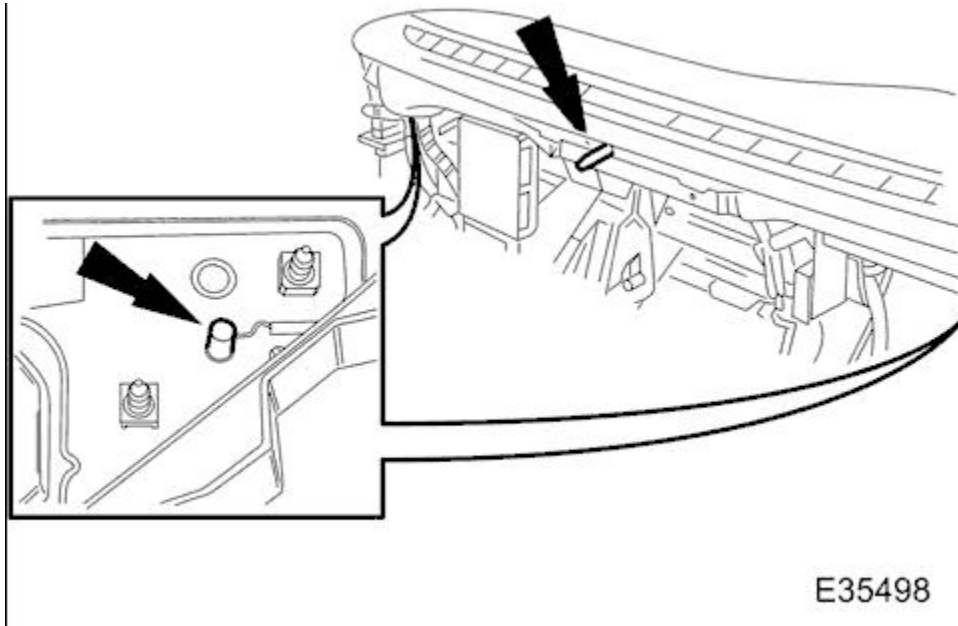
E35481

Remove the green securing bolts (10 mm socket) (not the bracket) that secure the dash to the bracket from the aperture access on the driver's side (E35497).



E35497

With assistance, remove the fascia board from the car. There are alignment/mounting dowels on each end of the fascia and a center pin alignment/mounting dowel (E35498).



E35498

Gently lift upwards and rewards to disengage the dashboard from the bulkhead and remove it from the car.



**Driver's side view after fascia board removal, revealing the Evaporator/Heater Box**

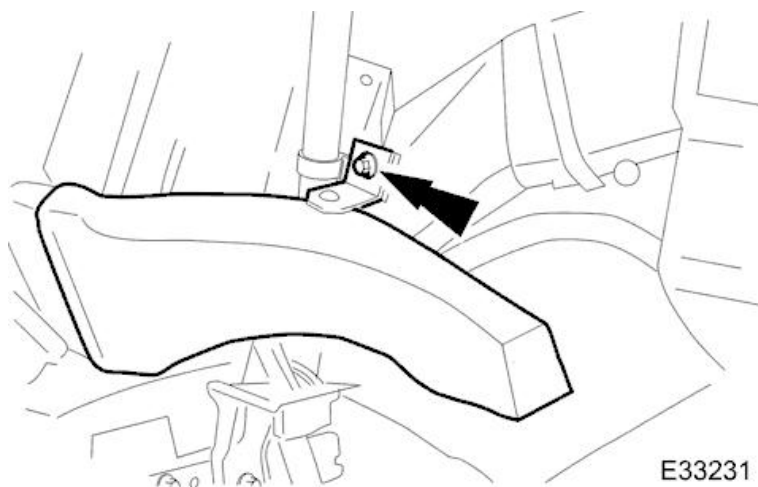




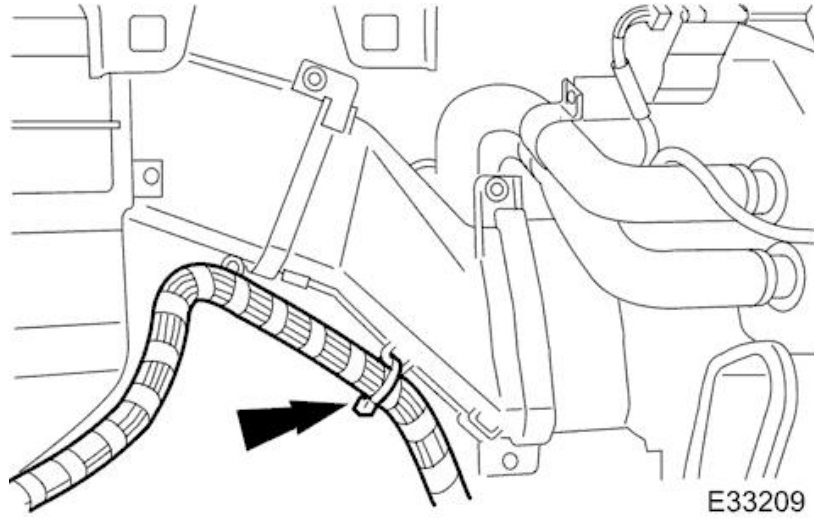
**Passenger's side view after fascia board removal, revealing the Evaporator/Heater Box**

**Evaporator/Heater Box Removal** <<88.25.21>>

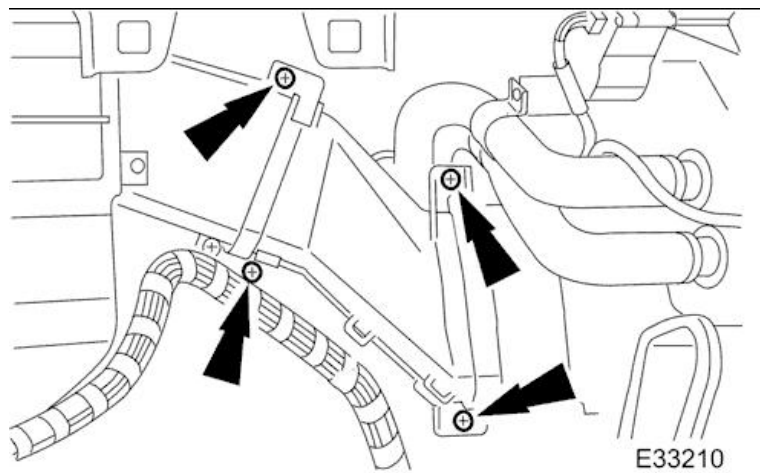
Remove the driver side foot well duct (E33231) by removing the bolt (8 mm socket).



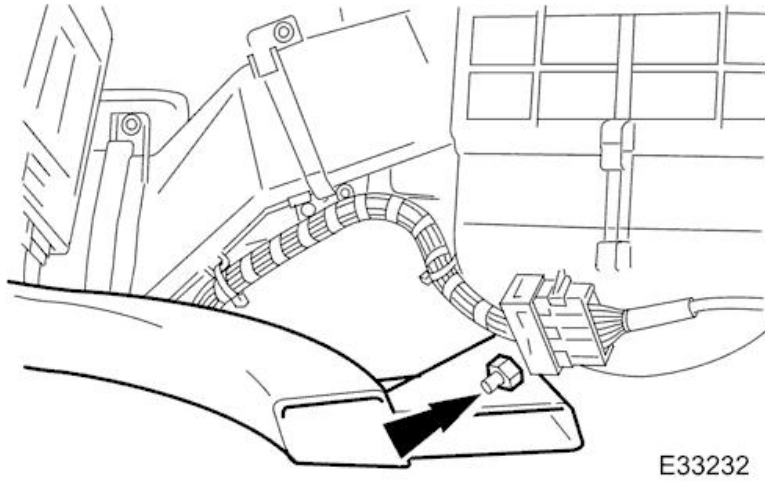
Cut the cable tie securing the console harness to the lower driver's side blower duct (E33209).



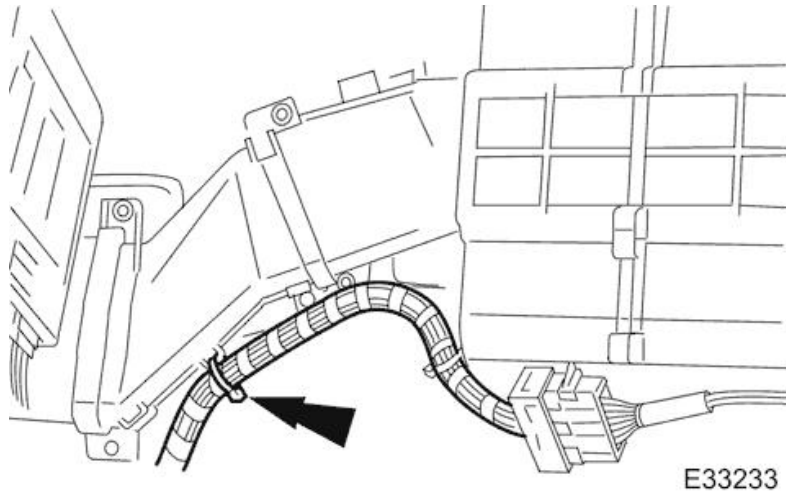
Remove the driver's side fan motor duct by removing four Phillips head screws (E33210).



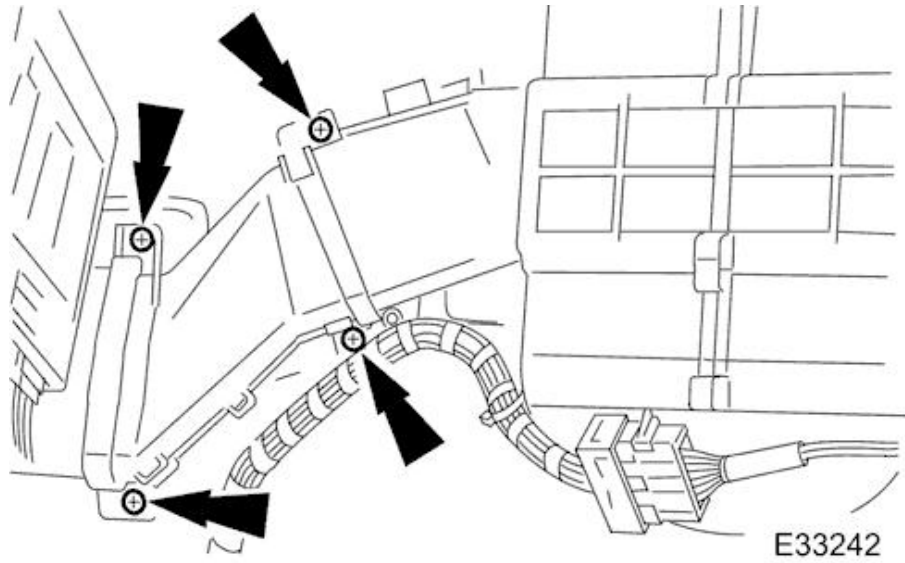
Remove the passenger's side air duct by removing one nut (10 mm deep well socket) (E33232).



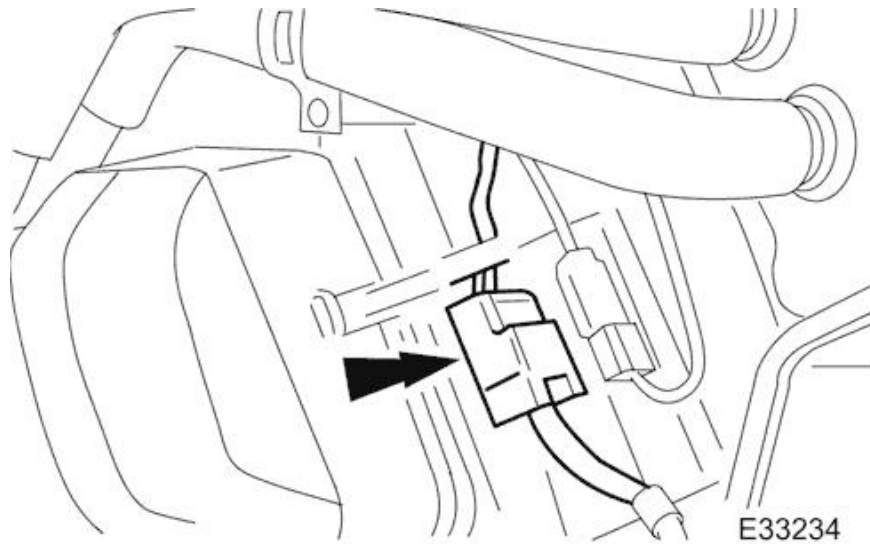
Cut the cable tie securing the console harness to the passenger side blower duct (E33233).



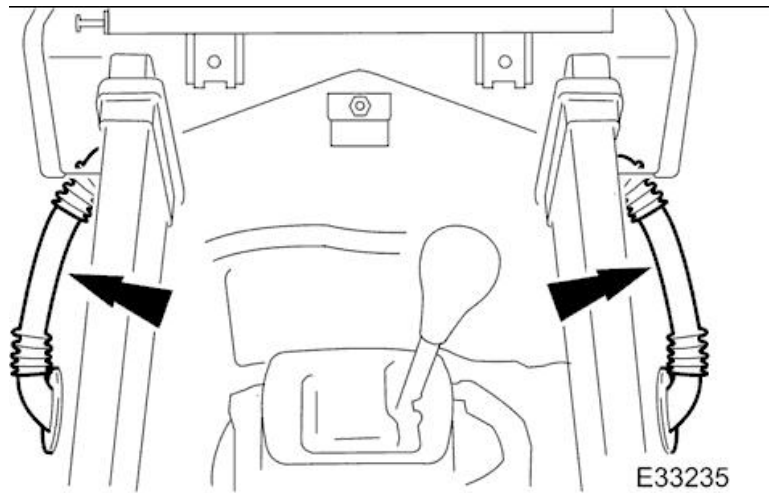
Remove the passenger's side fan motor duct by removing four Phillips head screws (E33242).



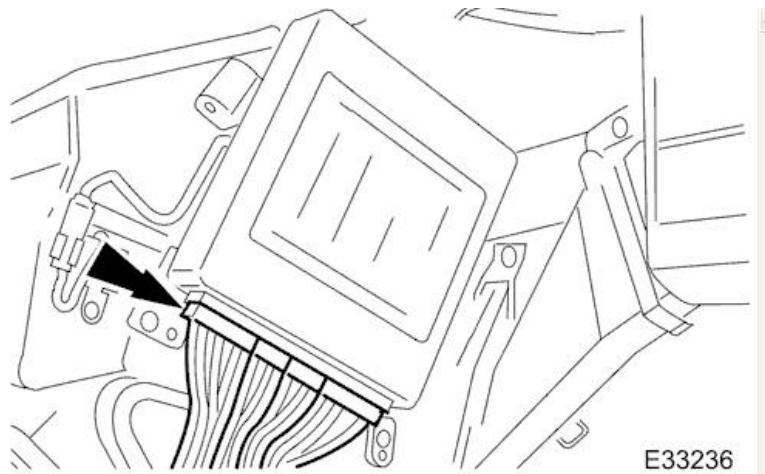
Disconnect the heater/cooler assembly electrical connector (black) on the driver's side near the heater hoses (E33234).



Disconnect the drain hoses from each side (E33235).



Disconnect the A/C control module electrical connectors (E33236).



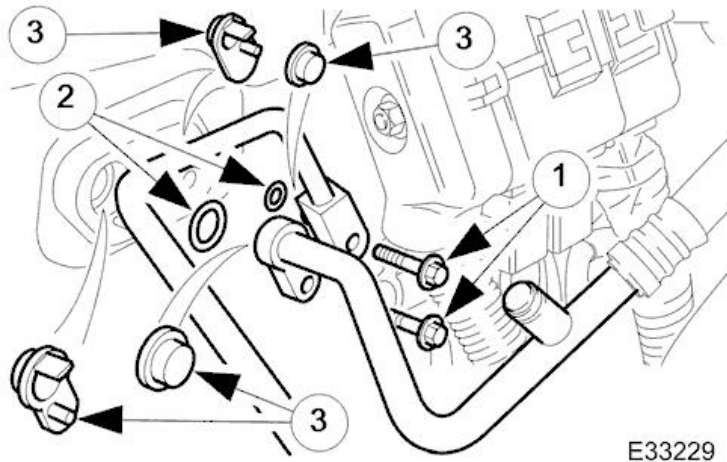
Remove the bulkhead to dash mounting bracket by removing two nuts (10 mm socket) holding it to the bulkhead. No good illustration of this bracket is available, but the actual photo of the bracket is shown below. This bracket is close to the A/C control module and

its absence will allow easier access for removal of the evaporator/heater box (E33255) later on.

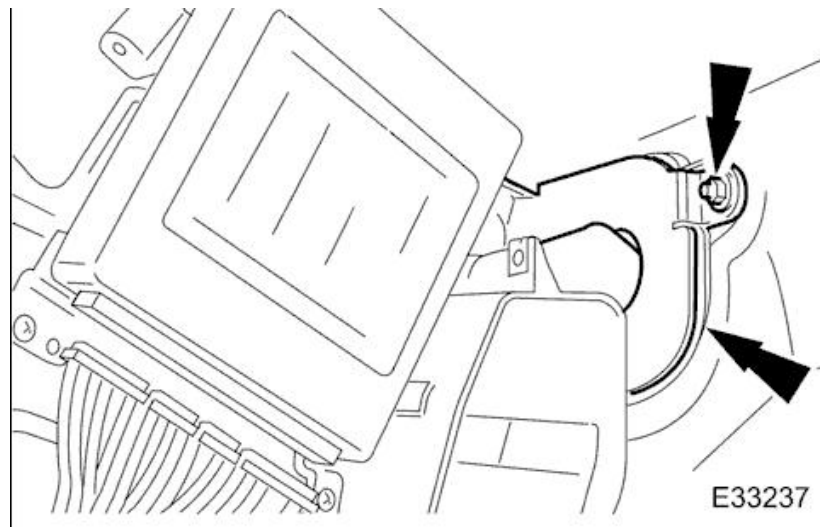


**Remove the bulkhead to dash mounting bracket.**

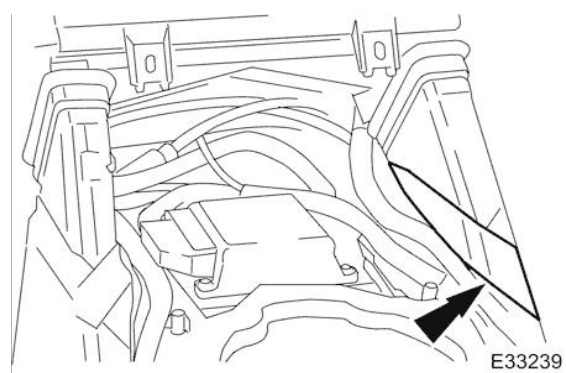
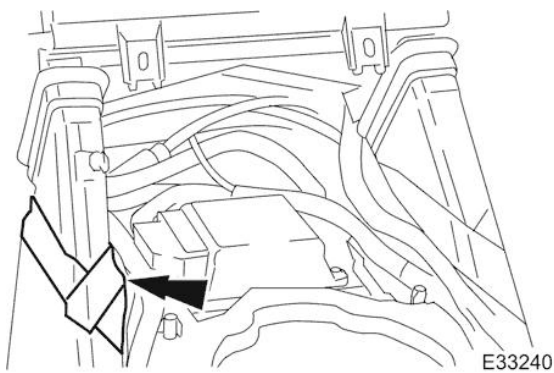
Disconnect the A/C pipes at the firewall under the hood (E33229) by removing two bolts (8 mm socket). Use new o-rings during reassembly.



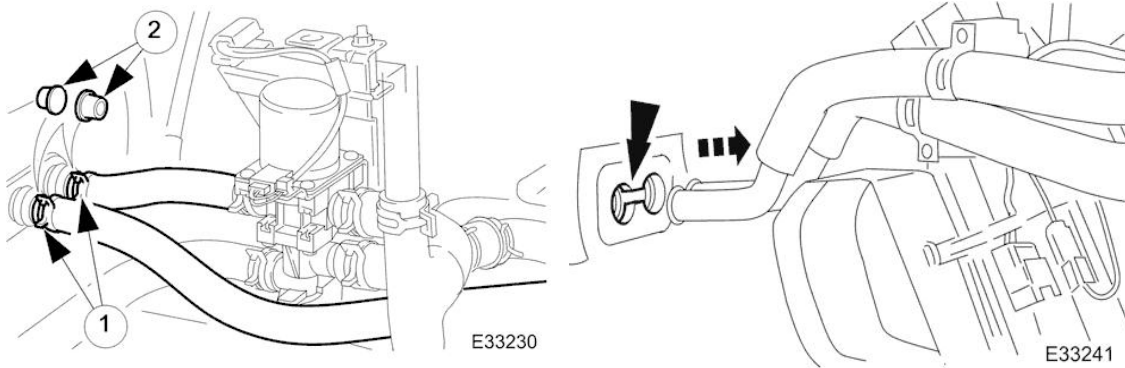
Remove the evaporator pipe support bracket nut (10 mm deep well socket) (E33237).



Remove the duct tape from the foot well ducts at both sides of the tunnel (E33240, E33239). Displace these air ducts from each side by gently pulling them towards the rear of the car. Removal is difficult, but moving them up and down and side to side while pulling to the rear will eventually work them out. Don't forget to reapply new duct tape during reassembly.

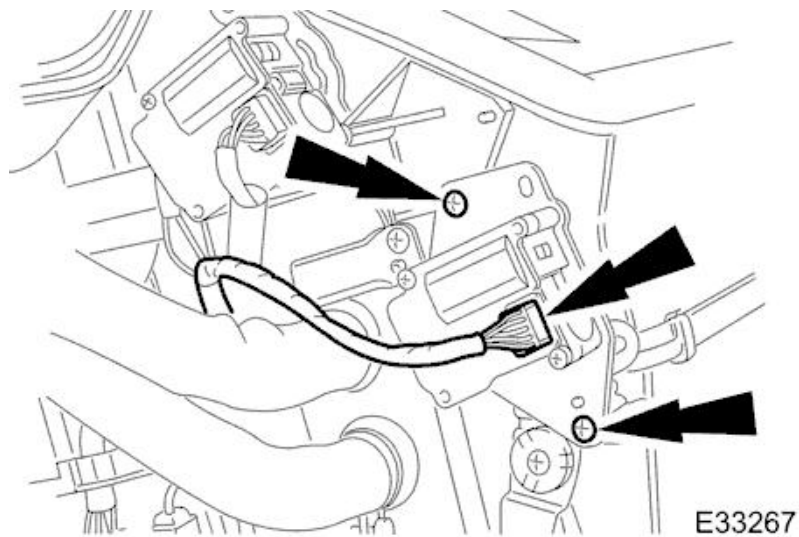


Do not disconnect the heater hoses from the firewall area as suggested by the JTIS (E33230 and E33241), this area is difficult to access, and there is no need to disconnect them since the heater hoses can be disconnected at the heater core.



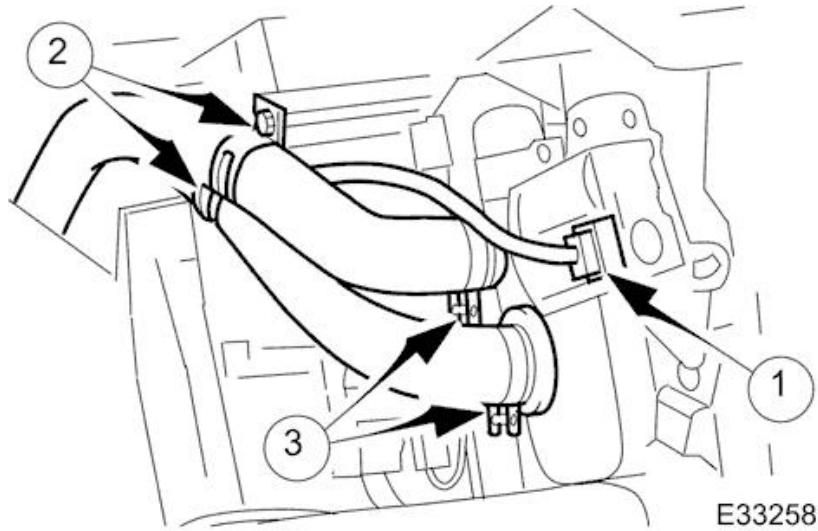
**Do not disconnect the heater hoses from the firewall as suggested by the JTIS.**

Remove the flapper motor from the heater box by disconnecting its electrical connector and removing two Phillips head screws (E33267).

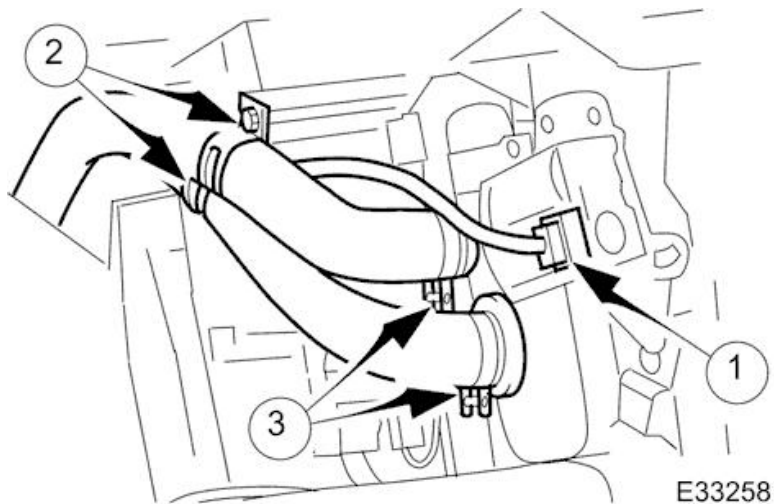




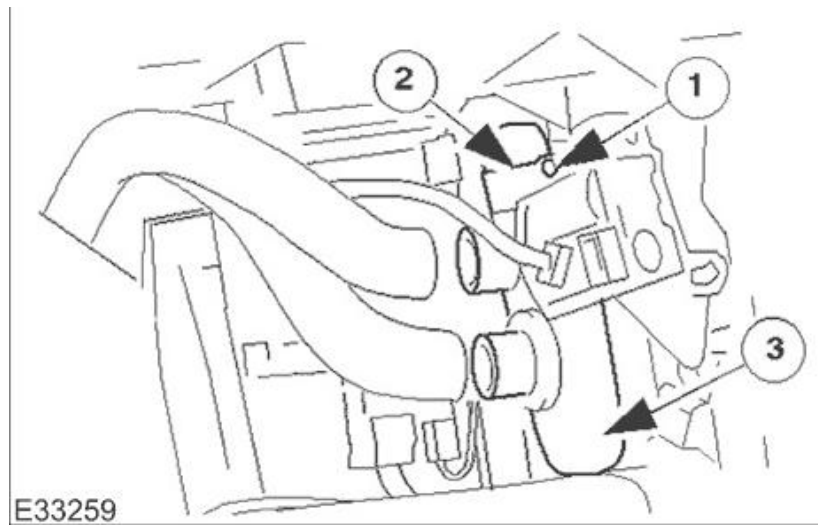
Loosen and move away the clamps on each of the heater core pipes that hold the heater hoses (E33258, <<82.25.20>>). The clamps are held tightly with Phillips head machine bolts. Only loosen and move away the clamps, don't disconnect the hoses yet.



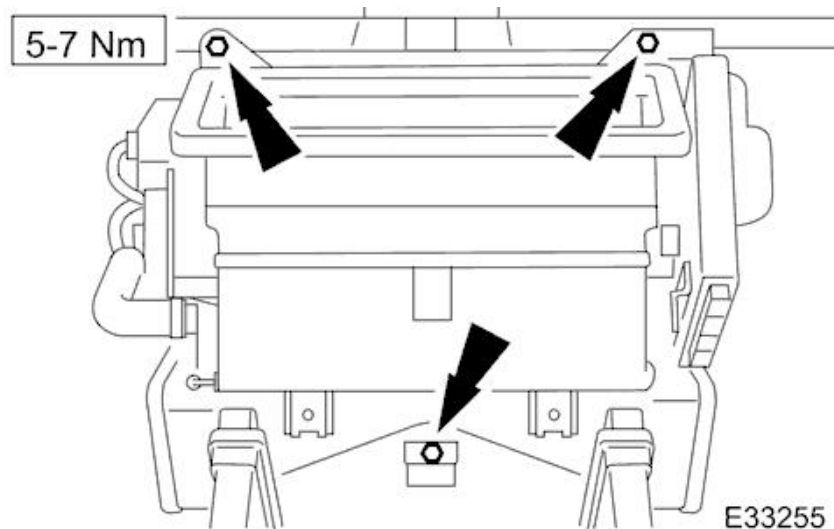
<<82.25.20>> Remove two Phillips head screws holding the bracket which holds the heater pipes in place to the evaporator/heater box (E33258).



Put a thick, absorbent towel underneath the heater pipe connection. Place a funnel with a long hose attached to allow drainage into a catch pan. Detach the heater pipes away from the heater core connection (E33259) making sure that the funnel catches the residual coolant and the towel is in place to absorb any spillage. Install new o-rings during reassembly.



Remove three mounting nuts (10 mm deep well socket) that mount the evaporator/heater box to the bulkhead (E33255).



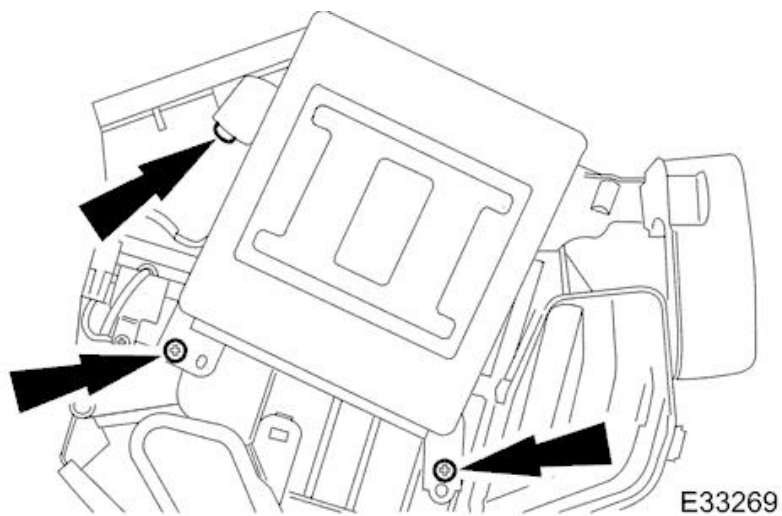
Gently lift the heater box upward and outward (towards the rear of the car) and remove from the car.



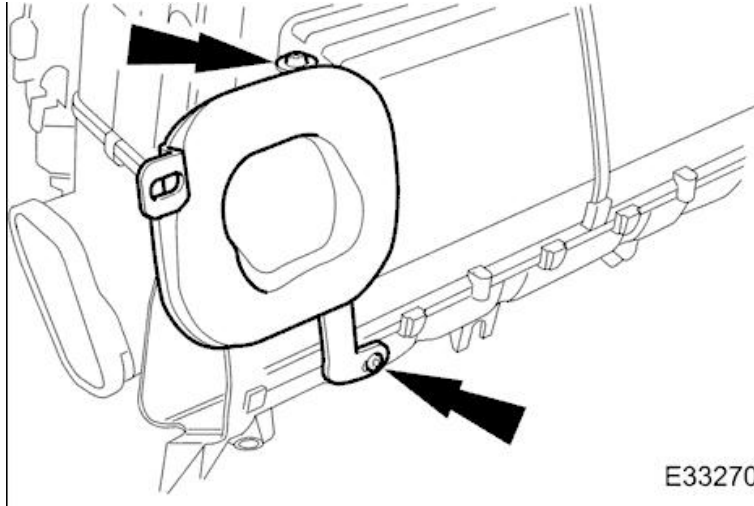
**Driver's side view after removal of the heater/evaporator box**

**Evaporator/Heater Box Disassembly**

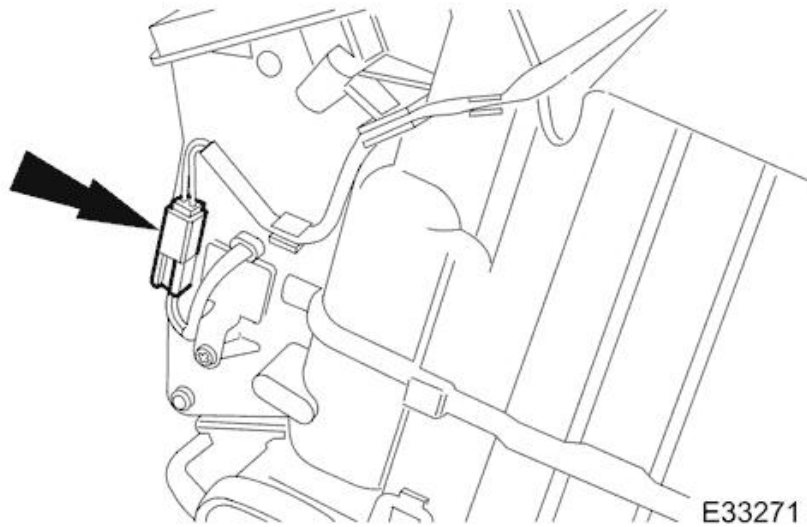
<<82.25.20>>Remove the A/C control module from the evaporator/heater box by removing two Phillips head screws (bottom) and loosening one Phillips head screw (top) (E33269).



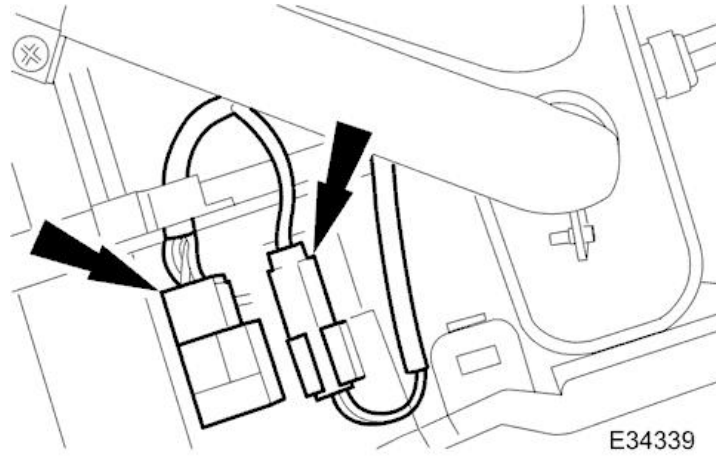
Remove the evaporator firewall plate from the box by removing two Phillips head screws (E33270).



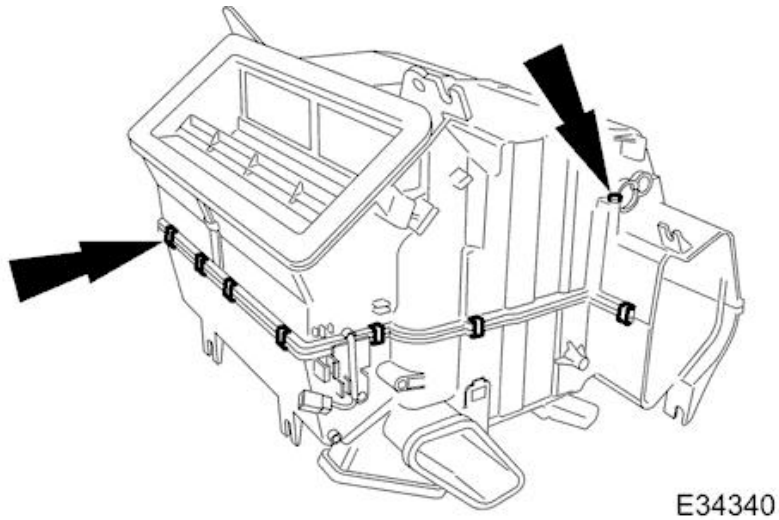
Disconnect the heater box temperature switch (E33271).

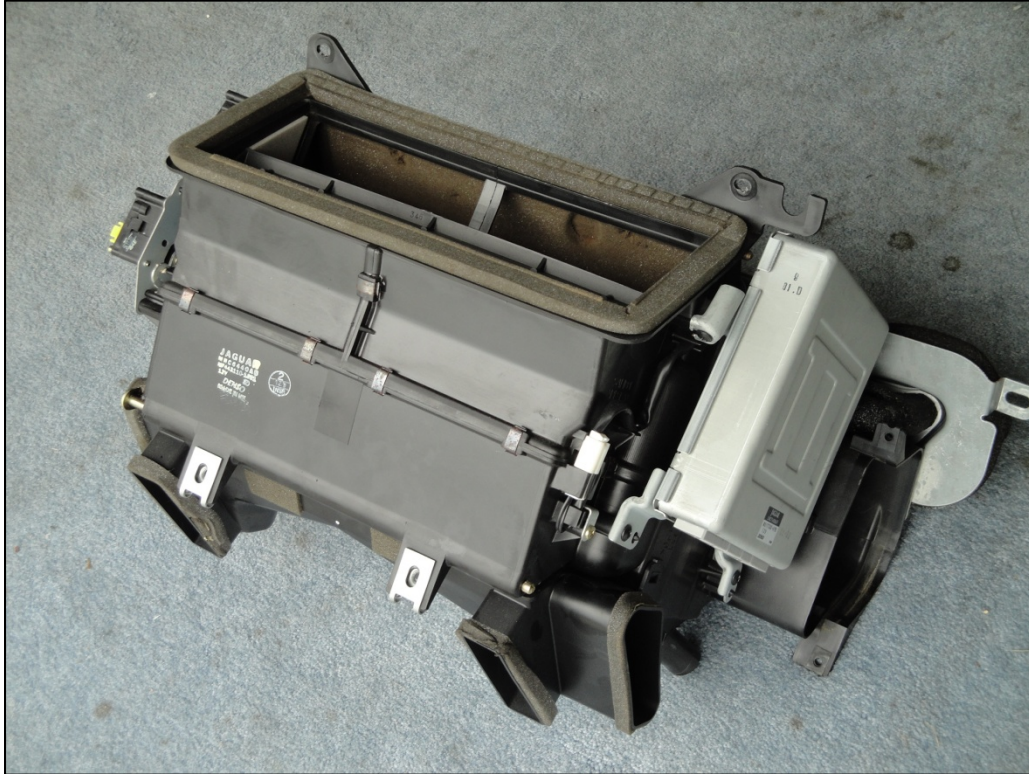


Disconnect the evaporator sensor connector (E34339) and gently remove the complete harness from the heater/cooler box.



Remove one Phillips head screw and the 15 clips that attach the upper and lower box halves together (E34340).





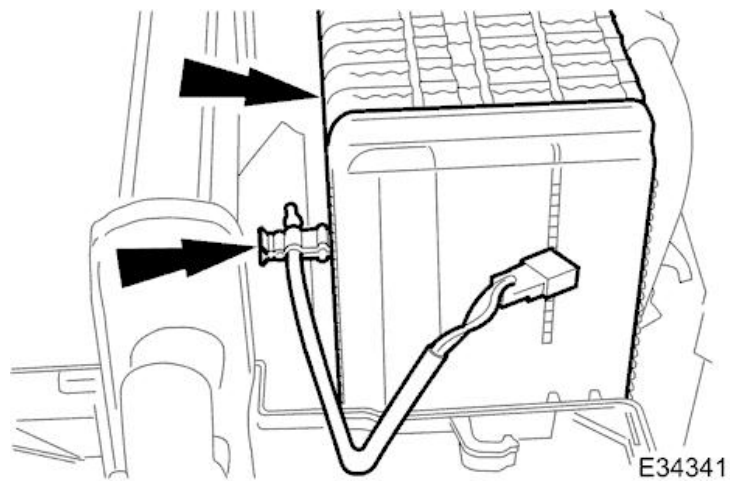
**Heater/Evaporator box removed from bulkhead**

Separate the two box halves to expose the heater and evaporator cores. Finally, remove the evaporator core from the heater/cooler box.



**Heater/evaporator box separated, showing its two halves as well as the heater and evaporator cores removed.**

Disconnect the temperature sensor and clip from the evaporator coil (E34341).



Thoroughly clean the inside of the evaporator box, to completely remove all debris and oil.



**Dirty evaporator box, with heater core still in place, contaminated with debris and refrigerant oil.**





**Failed evaporator core showing buildup of oily debris**



**The defective evaporator core alongside its new replacement**