

DAIMLERCHRYSLER

SAFETY RECALL TO INSPECT AND REPAIR YOUR VEHICLE'S TRANSFER CASE

Dear Stealth R/T Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

DaimlerChrysler Corporation has determined that a defect, which relates to motor vehicle safety, exists in some 1991 through 1996 model year Dodge Stealth R/T Twin Turbo All Wheel Drive vehicles.

The problem is...

Oil leakage from the transfer case on your Stealth (identified on the enclosed form) may cause the transfer case to fail. This could cause the wheels to lock up and result in an accident without warning.

What DaimlerChrysler and your dealer will do...

DaimlerChrysler will repair your vehicle free of charge (parts and labor). To do this, your dealer will inspect the transfer case for indications of oil leakage. Vehicles that have no oil leakage will have the transfer case oil changed. Vehicles that have oil leakage will have the transfer case resealed or replaced if necessary. The inspection and oil change will take about ½ hour to complete. Resealing or replacing the transfer case will require another 1-2 hours. However, additional time may be necessary depending on how dealer appointments are scheduled and processed.

What you must do to ensure your safety...

- **Simply contact your dealer** right away to schedule a service appointment. Ask the dealer to hold the parts for your vehicle or to order them before your appointment.
- **Bring the enclosed form with you to your dealer.** It identifies the required service to the dealer.

If you need help...

If you have questions or concerns which the dealer is unable to resolve, please contact the DaimlerChrysler Customer Assistance Center at 1-800-853-1403. A representative will assist you.

If you have already experienced the problem described above and have paid to have it repaired, you may send your original receipts and/or other adequate proof of payment to the following address for reimbursement: DaimlerChrysler Customer Assistance Center, P.O. Box 1040, St. Charles, MO 63302-1040, Attention: Reimbursement.

If your dealer fails or is unable to remedy this defect without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC 20590, or call the toll-free Auto Safety Hotline at 1-888-327-4236.

We're sorry for any inconvenience, but we are sincerely concerned about your safety. Thank you for your attention to this important matter.

*Buckle up
for Safety*

Customer Services Field Operations
DaimlerChrysler Corporation
B17

Dealer Service Instructions for:

Safety Recall No. B17 – Transfer Case

Models

1991-1996 (B7) Dodge Stealth R/T Twin Turbo All Wheel Drive (AWD)

IMPORTANT: Some of the involved vehicles may be in dealer used vehicle inventory. ~~Dealers should complete this recall service on these vehicles before retail delivery. Dealers should also perform this recall on vehicles in for service.~~ Involved vehicles can be determined by using the DIAL VIP System.

Subject

Oil leakage from the transfer case on about 9,100 of the above vehicles may cause the transfer case to fail. This could cause the wheels to lock up and result in an accident without warning.

Repair

The transfer case must be inspected. If the transfer case is not leaking, the transfer case oil must be changed. If the transfer case is leaking, it must be resealed. If the transfer case is cracked or if the internal gears are damaged, then the transfer case must be replaced.

Alternate Transportation

Dealers should attempt to minimize customer inconvenience by placing the owner in a loaner vehicle if inspection determines that transfer case replacement is required and the vehicle must be held overnight.

Parts Information

A. Transfer Case Seal Package:**Part Number Description****CBATB170 Oil Seal Repair Kit**

Each package contains the following components:

<u>Quantity</u>	<u>Description</u>
1	Input Shaft Seal
1	Output Shaft Seal
2	Gear Housing-to-Adapter O-Rings
1	Gear Housing Cover O-Ring
1	Input Shaft Seal Spacer
2	Filler/Drain Plug Gaskets
3	Exhaust Pipe Gaskets
4	Exhaust Pipe Nuts

Each dealer to whom vehicles in the recall were invoiced will receive enough Seal Packages to service about 10% of those vehicles.

B. Transfer Case:

Due to the small number of involved vehicles expected to require transfer case replacement, no parts will be distributed initially. **Transfer cases should be ordered only after inspection determines that replacement is required.**

Very few vehicles are expected to require transfer case replacement. Inspect the current transfer case serial number to ensure the correct replacement part is ordered. The serial number is located on the bottom of the transfer case extension housing.

Transaxle Type	Vehicle Model Year	Transfer Case Serial Number	Transfer Case Part Number
5-Speed	1991, 1992 (built through 10/15/91)	<u>M</u> XXXXXXXX	CBATB171
5-Speed	1992 (built after 10/15/91), 1993	<u>N</u> XXXXXXXX	CBATB172
6-Speed	1994, 1995, 1996	<u>P</u> XXXXXXXX	CBATB173

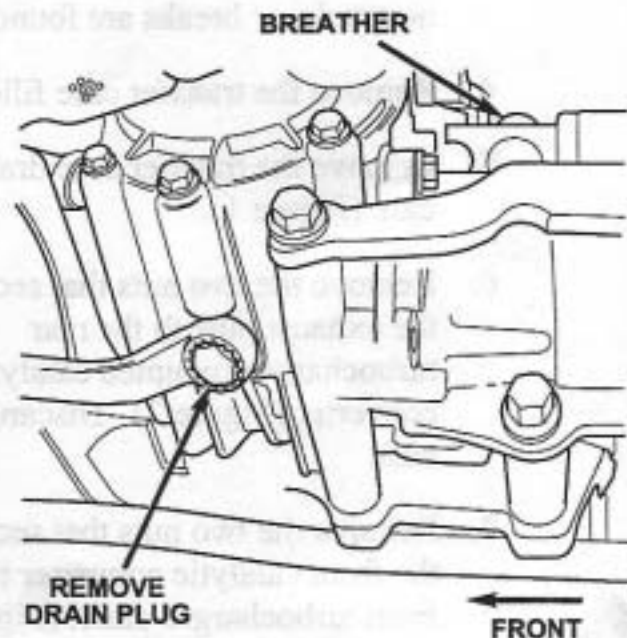
Each package contains a transfer case, two exhaust gaskets and four nuts.

IMPORTANT: The P/N CBATB171 5-Speed Transfer Case will not be available until late-December, 2002.

Service Procedure**A. Inspect and Seal Transfer Case:**

1. Raise vehicle on an appropriate hoist.
2. Inspect the transfer case for indications of oil leakage.
 - If evidence of oil leakage is noted, continue with **Step 3**.
 - **If NO oil leakage is noted:**

- a. Remove the transfer case breather (Figure 1).
- b. Remove the transfer case filler plug.
- c. Remove the transfer case drain plug and drain the fluid from the transfer case (Figure 1).
- d. Clean the drain plug and then install it into the transfer case. Tighten the drain plug to 300 in-lbs (35 N·m).

**Figure 1**

- e. Fill the transfer case with Mopar 75W-90/GL-5 Gear Lube (Mopar P/N 05010320AA).

NOTE: 5-speed transaxle vehicles require 8.5 oz. (250 cc) of gear lube. 6-speed transaxle vehicles require 18.5 oz. (550 cc) of gear lube.

WARNING: Overfilling the transfer case can cause extensive powertrain damage. Make sure that the transfer case is filled to the correct level.

- f. Clean the filler plug and then install it into the transfer case. Tighten the filler plug to 300 in-lbs (35 N·m).

Service Procedure (Continued)

- g. Clean the transfer case breather and seat, apply Mopar Weatherstrip Adhesive (Mopar P/N 04773774 or equivalent) around the breather hole and then install the breather.
 - h. Lower the vehicle and return it to the customer, no further action is necessary.
3. Inspect the transfer case for signs of any cracks or breaks. If cracks or breaks are found, continue with **Section B. – Replace Transfer Case.** If no cracks or breaks are found continue with Step 4.
 4. Remove the transfer case filler plug.
 5. Remove the transfer case drain plug and drain the fluid from the transfer case (Figure 1).
 6. Remove the two nuts that secure the exhaust pipe to the rear turbocharger-mounted catalytic converter (Figure 2). Discard the nuts.
 7. Remove the two nuts that secure the front catalytic converter to the front turbocharger outlet (Figure 2). Discard the nuts.
 8. Disconnect the front exhaust pipe support (Figure 2). Disconnect the front exhaust pipe and temporarily support the front exhaust pipe with a wire or bunjee cord.
 9. Remove and discard the two exhaust gaskets.

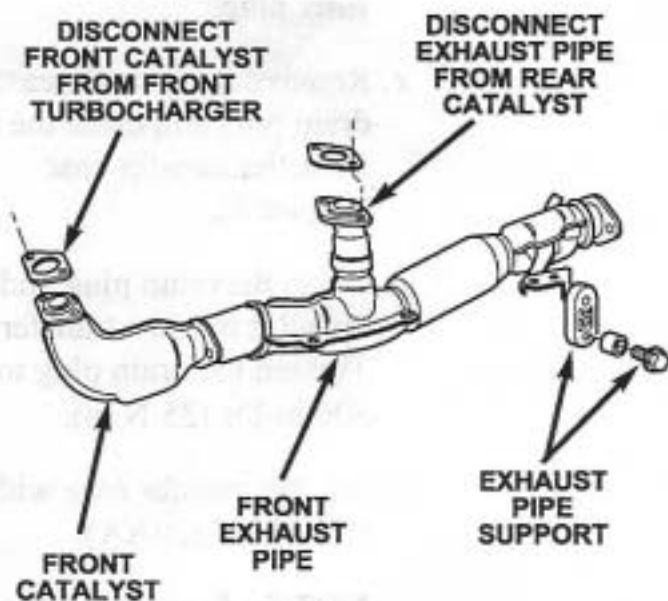


Figure 2

Service Procedure (Continued)

10. Remove the five bolts that secure the transfer case to the transaxle (Figure 3).

NOTE: The upper mounting bolt may be hidden from view.

11. Separate the transfer case from the transaxle. If necessary, tap the transfer case with a plastic hammer to loosen it.
12. Remove the transfer case from the transaxle by tilting the case downward, then disconnect the transfer case from the drive shaft and set it on a clean work surface.

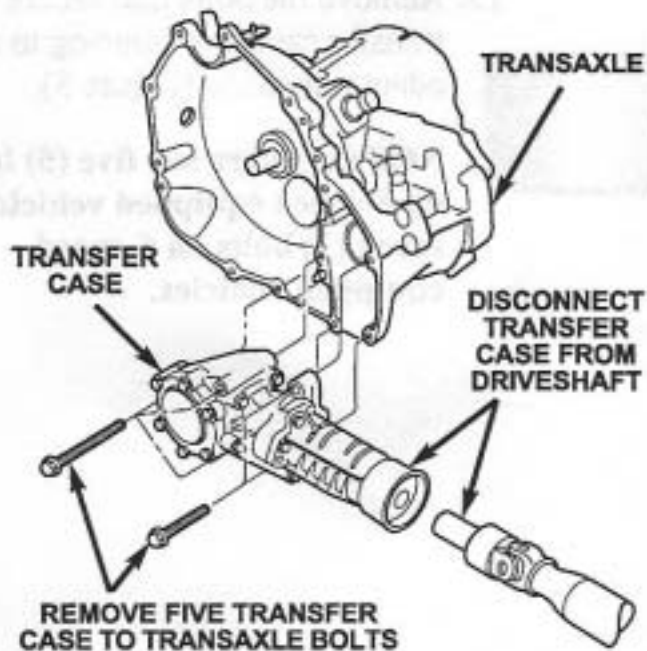


Figure 3

IMPORTANT: Do NOT allow the drive shaft to hang as this could damage the universal joint or bend the shaft. Support the drive shaft with a wire or bungee cord.

13. Remove and discard the aluminum gaskets from the transfer case filler and drain plugs. Clean the filler and drain plugs.
14. Remove the transfer case breather (Figure 4). Clean the breather and set it aside for later re-use.

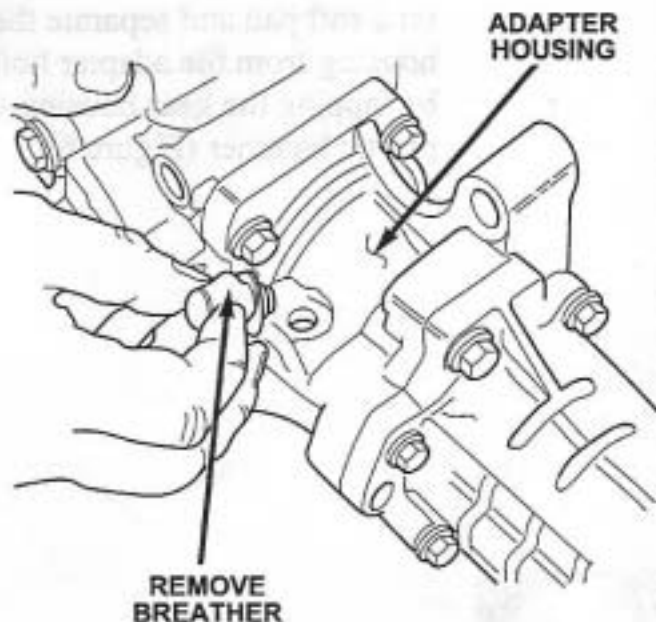


Figure 4

Service Procedure (Continued)

15. Remove the bolts that secure the transfer case gear housing to the adapter housing (Figure 5).

NOTE: There are five (5) bolts on 5-speed equipped vehicles and seven (7) bolts on 6-speed equipped vehicles.

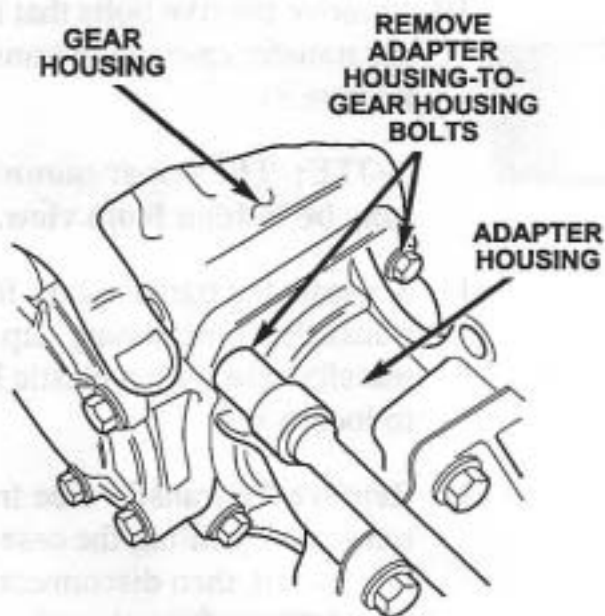


Figure 5

16. Position the transfer case vertically on a soft pad and separate the gear housing from the adapter housing by tapping the gear housing with a plastic hammer (Figure 6).

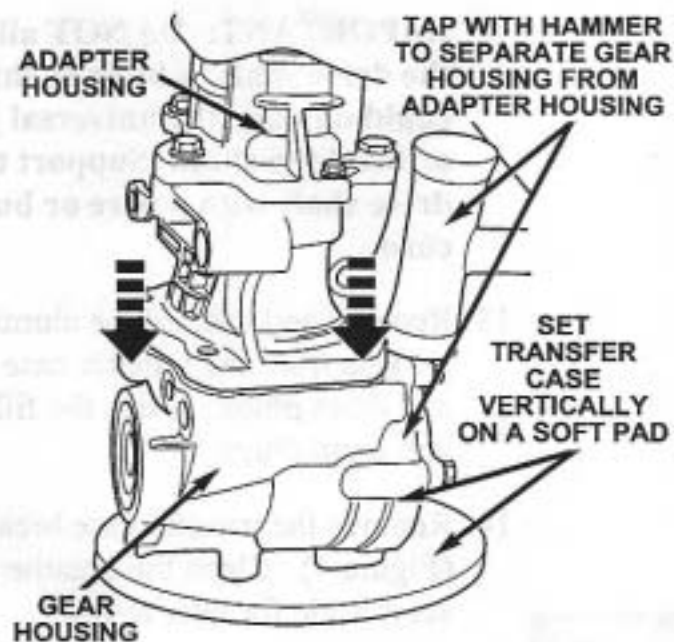


Figure 6

Service Procedure (Continued)

NOTE: Be careful to not bend or damage the oil guide pipe when separating the housings on 6-speed equipped vehicles (Figure 7).

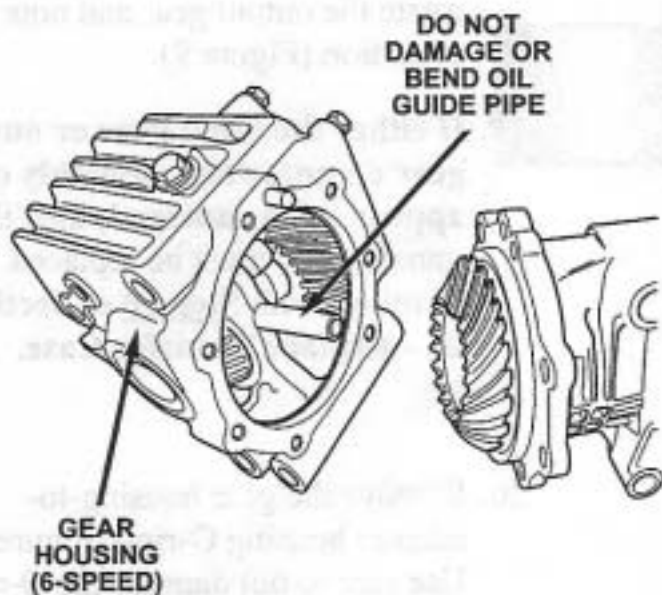


Figure 7

17. While holding the gear housing, rotate the input gear and note its condition (Figure 8).

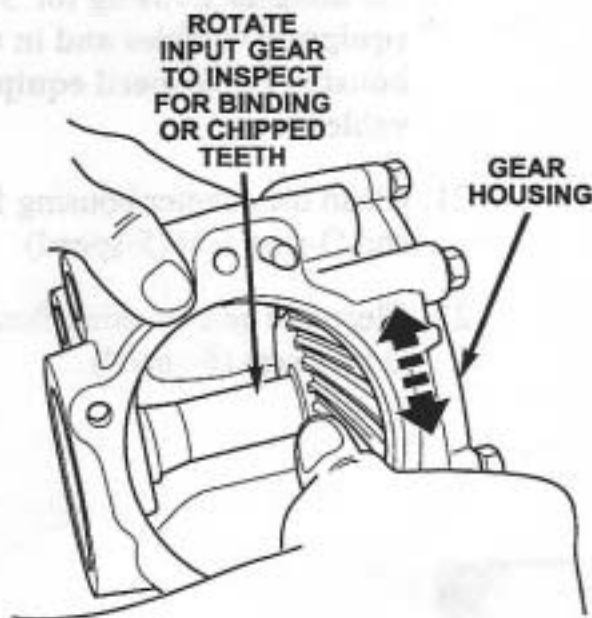


Figure 8

Service Procedure (Continued)

18. While holding the adapter housing, rotate the output gear and note its condition (Figure 9).
19. **If either the input gear or output gear do not rotate smoothly or appear to be damaged, then the transfer case must be replaced. Continue with Step 10 of Section B. – Replace Transfer Case.**

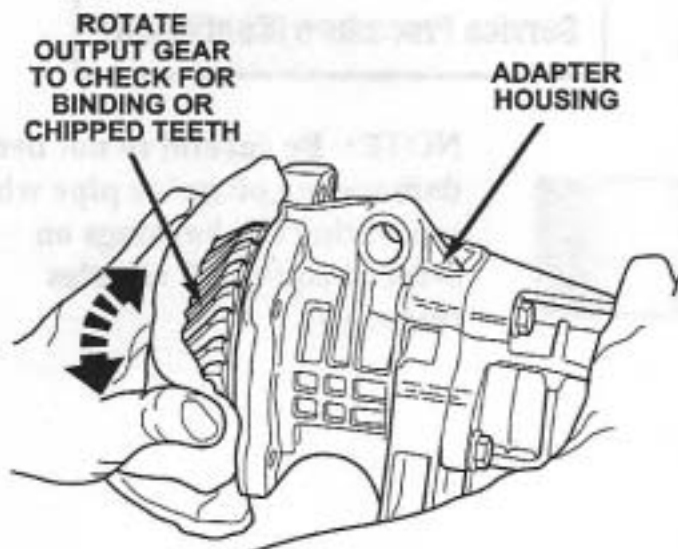


Figure 9

20. Remove the gear housing-to-adapter housing O-ring (Figure 10). Use care to not damage the O-ring seat.

NOTE: The O-ring is located on the adapter housing for 5-speed equipped vehicles and in the gear housing for 6-speed equipped vehicles.

21. Clean the adapter housing flange and O-ring seat (5-speed).
22. Clean the gear housing flange and O-ring seat (6-speed).

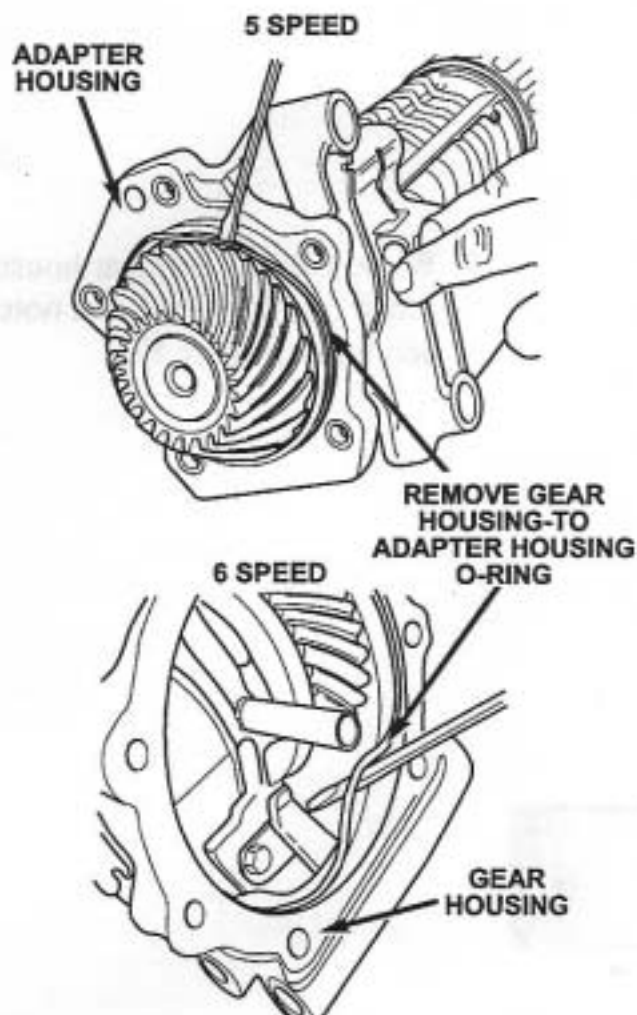


Figure 10

Service Procedure (Continued)

23. Remove the six bolts that secure the gear housing cover to the gear housing (Figure 11).

IMPORTANT: On 5-speed vehicles, do NOT remove the bolt in the center of the cover (Figure 11).

24. Set the gear housing on the work surface with the cover facing upward.
25. While holding the gear housing, tap one of the cover bolt bosses until the cover has turned sufficiently.
26. Set the gear housing on the work surface with the cover on the side. While holding the gear housing with your thumb in the input gear shaft cavity, tap the gear housing cover with a plastic hammer until it is separated from the housing.
27. Remove the input gear from the gear housing (Figure 12).

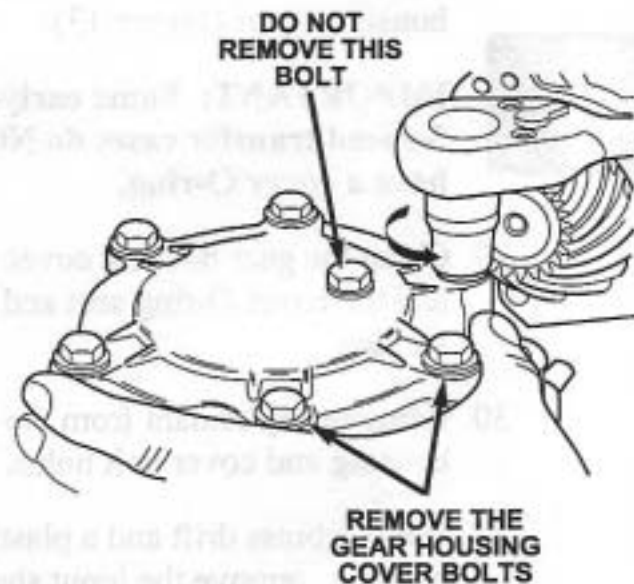


Figure 11 – 5-Speed Vehicle Shown

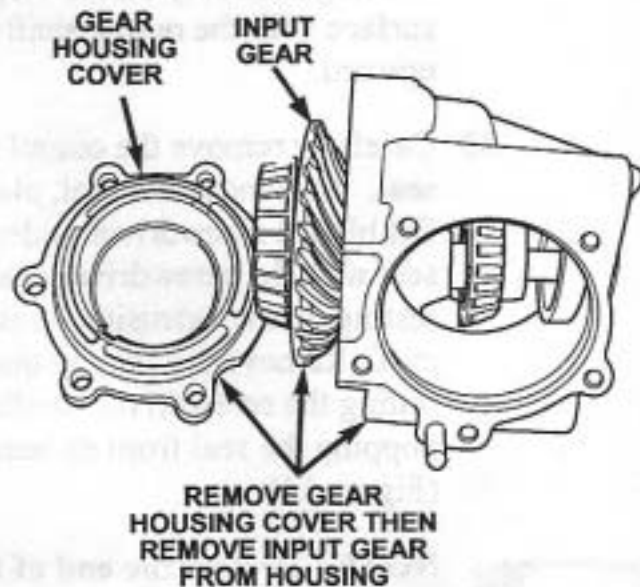


Figure 12

Service Procedure (Continued)

28. Remove the O-ring from the gear housing cover (Figure 13).

IMPORTANT: Some early-built 5-speed transfer cases do NOT have a cover O-ring.

29. Clean the gear housing cover flange and the cover O-ring seat and surface.
30. Remove any sealant from the gear housing and cover bolt holes.
31. Using a brass drift and a plastic hammer, remove the input shaft seal from the gear housing.

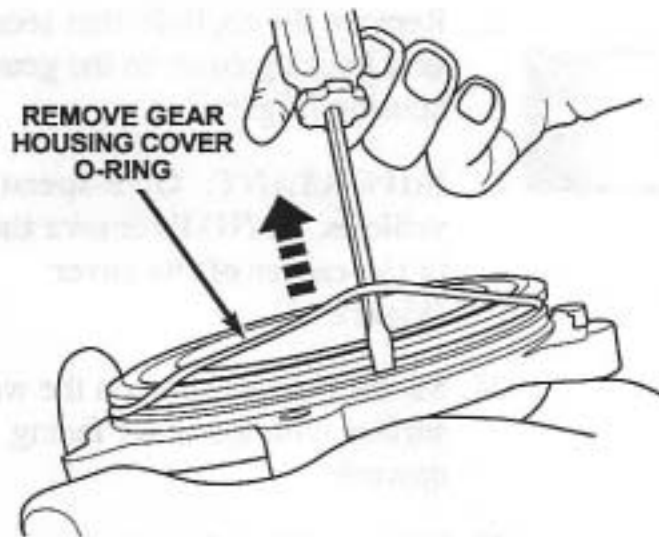


Figure 13

32. Set the adapter housing/extension housing assembly on the work surface with the output shaft facing upward.
33. Carefully remove the output shaft seal. To remove the seal, place a flat bladed screwdriver under the seal with the screwdriver shaft resting on the extension housing cuff. Remove the seal by quickly hitting the screwdriver handle and popping the seal from its seat (Figure 14).



Figure 14

NOTE: Protect the end of the output shaft by placing a shop rag over it prior to the seal removal.

Service Procedure (Continued)

34. Place the supplied input shaft seal into the seal seat on the input gear housing.
35. **For 5-speed transfer cases:** Use a flat seal installation tool to press the seal into the housing with an arbor press until the seal is flush with the housing surface (Figure 15).

For 6-speed transfer cases: Use a 36mm socket to press the seal into the housing with an arbor press until the seal contacts the seat (Figure 15).

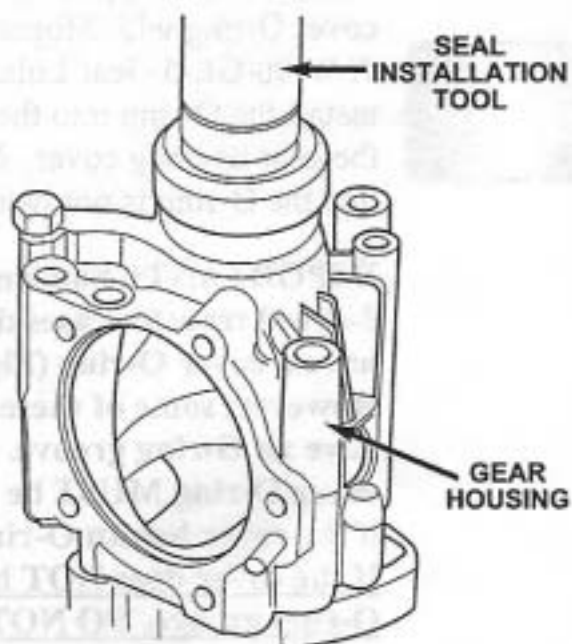


Figure 15

36. **FOR 5-SPEED TRANSFER CASES ONLY**, remove the seal installation tool and place the supplied 2.5 mm spacer on top of the input shaft seal (Figure 16). Place the tool on top of the spacer and press the seal further into the housing with the arbor press until the spacer is flush with the housing surface. Remove the tool and spacer.
37. Lubricate the input shaft seal lip with a small amount of Mopar White Lithium Grease or equivalent.

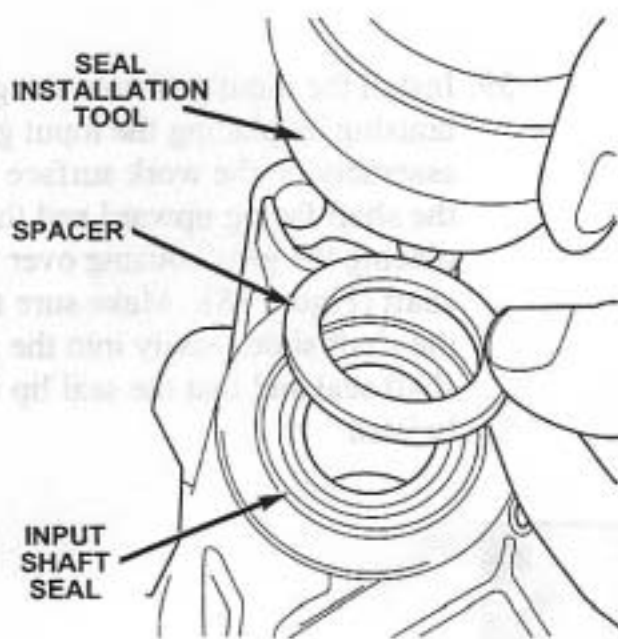


Figure 16

Service Procedure (Continued)

38. Lubricate the supplied gear housing cover O-ring with Mopar 75W-90/GL-5 Gear Lube and then install the O-ring into the groove on the gear housing cover. Make sure that the O-ring is not twisted.

IMPORTANT: Some early-built 5-speed transfer cases did NOT have a cover O-ring (Figure 17). However, some of these covers do have an O-ring groove. A new cover O-ring **MUST** be installed if the cover has an O-ring groove. If the cover does NOT have an O-ring groove, DO NOT install a cover O-ring.

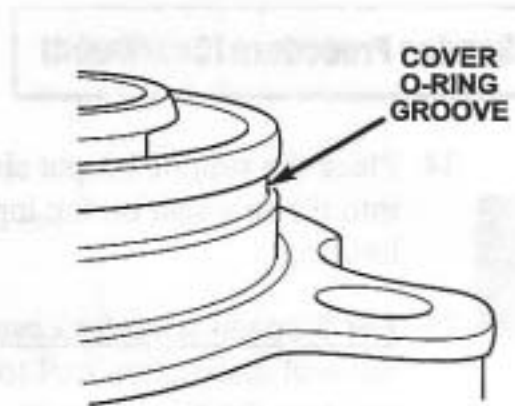


Figure 17

39. Install the input gear into the gear housing by placing the input gear assembly on the work surface with the shaft facing upward and then placing the gear housing over the shaft (Figure 18). Make sure that the shaft slides easily into the input shaft seal and that the seal lip is not twisted.

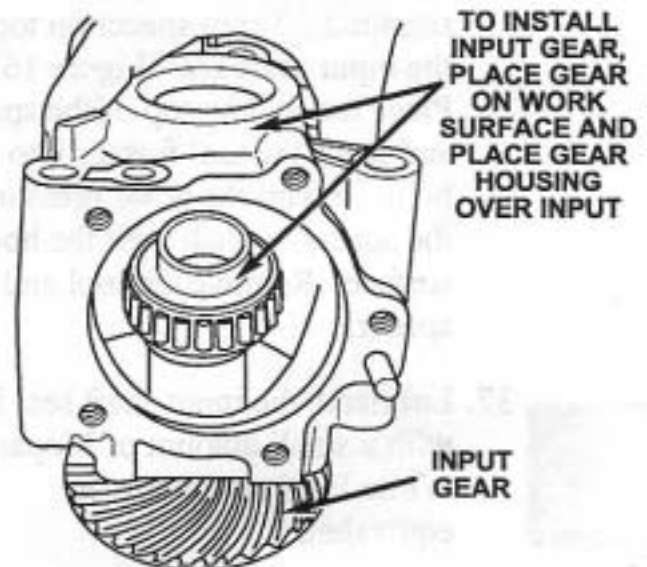


Figure 18

Service Procedure (Continued)

40. Place your thumb into the input shaft opening to hold the gear in position and then turn the gear housing over (Figure 19).

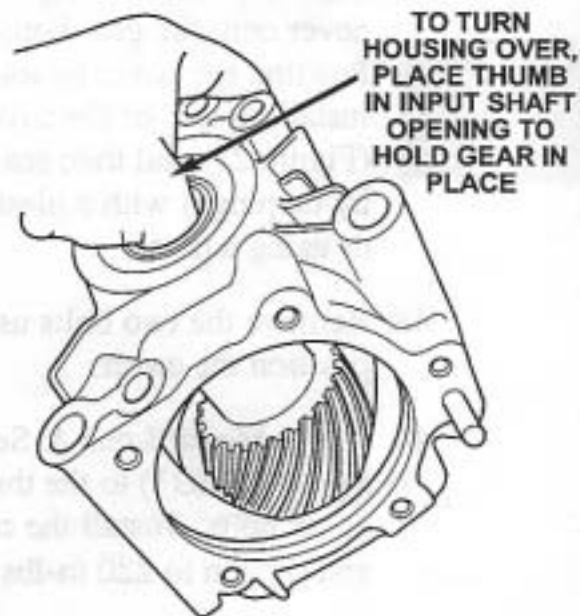


Figure 19

41. Put a bead of sealant (Mopar Axle RTV P/N 05013477AA or equivalent) on the gear housing cover flange (Figure 20).

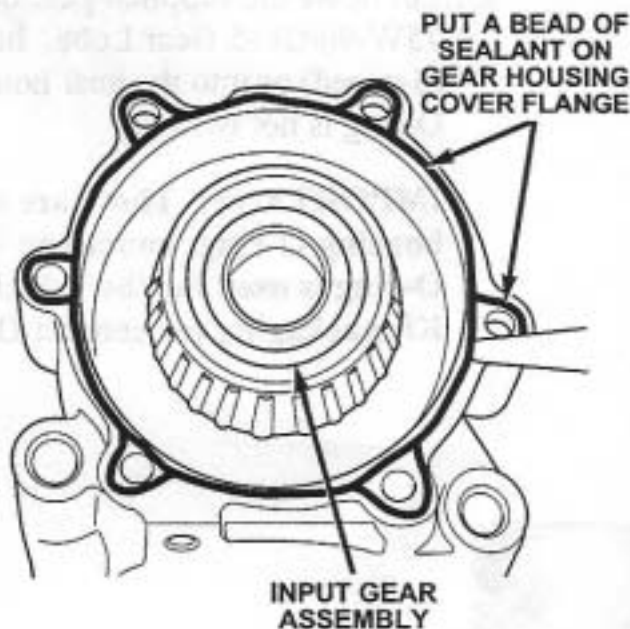
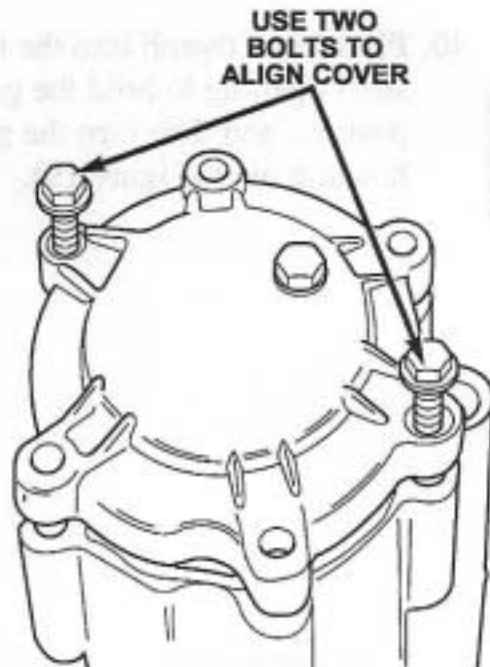


Figure 20

Service Procedure (Continued)

42. Carefully install the gear housing cover onto the gear housing. Position the cover by loosely installing two of the cover bolts (Figure 21) and then seat the cover by tapping it with a plastic hammer or using a press.
43. Remove the two bolts used to position the cover.
44. Apply Mopar Lock & Seal (Mopar P/N 04318031) to the threads of the cover bolts. Install the cover bolts and tighten to 220 in-lbs (25 N·m).

**Figure 21**

45. Lubricate the supplied gear housing-to-adapter housing O-ring with Mopar 75W-90/GL-5 Gear Lube. Install the O-ring onto the adapter housing (5-speed) or into the gear housing (6-speed) (Figure 10). Make sure that the O-ring is not twisted.

IMPORTANT: There are two different gear housing-to-adapter housing O-rings contained in the repair kit. Make sure that the correct O-ring is used for the vehicle being serviced. Refer to the Seal Repair Kit packaging for correct O-ring identification.

Service Procedure (Continued)

46. **FOR 6-SPEED TRANSFER CASES ONLY:** Put a bead of sealant (Mopar Axle RTV P/N 05013477AA or equivalent) on the gear housing flange (Figure 22).

IMPORTANT: Do NOT use sealant on the 5-speed gear housing-to- adapter housing joint.

47. Place the adapter housing assembly vertically on the work surface and then install the gear housing assembly onto the adapter housing. Seat the gear housing by lightly tapping it with a plastic hammer.

48. Apply Mopar Lock & Seal (Mopar P/N 04318031) to the threads of the adapter housing-to-gear housing bolts, and then install the bolts and tighten to 220 in-lbs (25 N·m).

IMPORTANT: For 6-speed transfer cases, the bolts are not all the same length. Make sure that the one longer bolt is used in the position with the raised boss.

49. Place the transfer case on the work surface with the output shaft facing upward.
50. Place the supplied output shaft seal into the extension housing seat.

PUT A BEAD OF SEALANT ON GEAR HOUSING TO ADAPTER HOUSING FLANGE (6-SPEED ONLY)

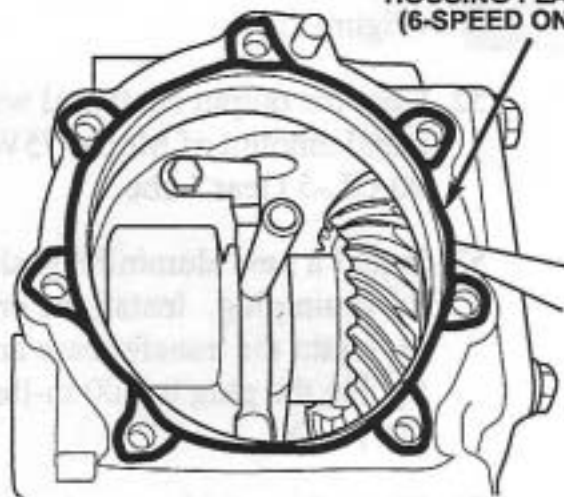


Figure 22

Service Procedure (Continued)

51. Using a 36mm socket, press the output shaft seal into the housing with an arbor press until the new seal contacts the seal seat (Figure 23).
52. Coat the output shaft seal with a small amount of Mopar 75W-90/GL-5 Gear Lube.
53. Install a new aluminum gasket onto the drain plug. Install the drain plug into the transfer case and tighten the plug to 300 in-lbs (35 N·m).
54. Clean the transfer case breather and seat, apply Mopar Weatherstrip Adhesive (Mopar P/N 04773774 or equivalent) around the breather hole and then install the breather.
55. Install a new aluminum gasket onto the filler plug. Install the filler plug into the transfer case and tighten the plug to 300 in-lbs (35 N·m).
56. Fill the transfer case through the output shaft opening with Mopar 75W-90/GL-5 Gear Lube (Mopar P/N 05010320AA) (Figure 24).

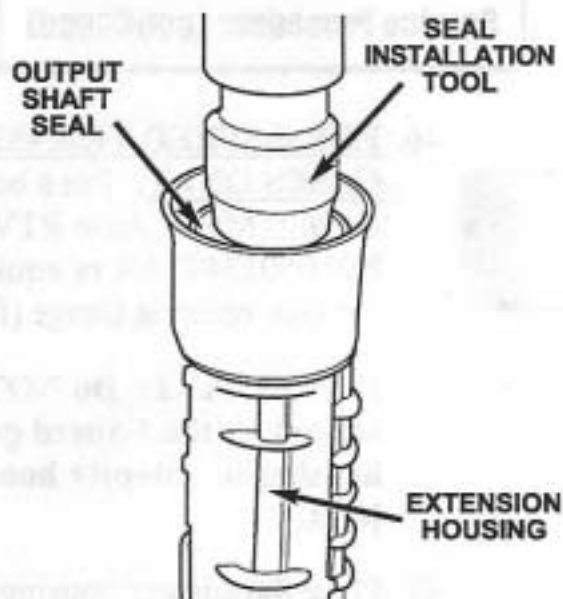


Figure 23

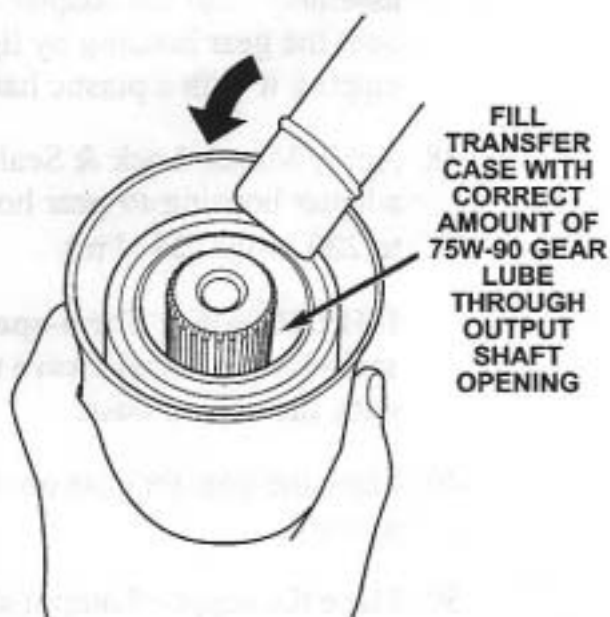


Figure 24

NOTE: 5-speed transfer cases require 9.25 oz. (270 cc) of gear lube. 6-speed transfer cases require 20.25 oz. (600 cc) of gear lube.

WARNING: Overfilling the transfer case can cause extensive powertrain damage. Make sure that the transfer case is filled to the correct level.

Service Procedure (Continued)

57. Coat the transfer case input shaft and output shaft splines with Mopar White Lithium Grease (Mopar P/N 04318066) or equivalent.
58. Coat the transaxle output shaft and the driveshaft splines with Mopar White Lithium Grease or equivalent.
59. Insert the driveshaft into the transfer case and then mount the transfer case onto the transaxle (Figure 3).
60. Install the transfer case mounting bolts and tighten the mounting bolts to 65 ft-lbs (87 N·m) (Figure 3). Remove the temporary driveshaft support.
61. Remove the temporary exhaust pipe support and then using the supplied exhaust gaskets and nuts, reconnect the front exhaust pipe to the front turbocharger outlet and rear catalytic converter (Figure 2). Tighten the exhaust nuts to 37 ft-lbs (50 N·m).
62. Connect the front exhaust pipe support (Figure 2).
63. Lower the vehicle.
64. Test drive the vehicle and verify that there are no leaks.

Service Procedure (Continued)

B. Replace Transfer Case:

NOTE: Only transfer cases that are cracked or that have an input and/or output gear that does NOT turn smoothly or that has damaged teeth, as determined by the inspection in Section A, require replacement. Very few vehicles are expected to require transfer case replacement.

1. Remove the transfer case filler plug.
2. Remove the transfer case drain plug (Figure 25) and drain the fluid from the transfer case.
3. Remove the two nuts that secure the exhaust pipe to the rear turbocharger-mounted catalytic converter (Figure 26). Discard the nuts.
4. Remove the two nuts that secure the front catalytic converter to the turbocharger outlet (Figure 26). Discard the nuts.
5. Disconnect the front exhaust pipe support (Figure 26). Disconnect the front exhaust pipe and temporarily support the front exhaust pipe with a wire or bungee cord.
6. Remove and discard the two exhaust gaskets.

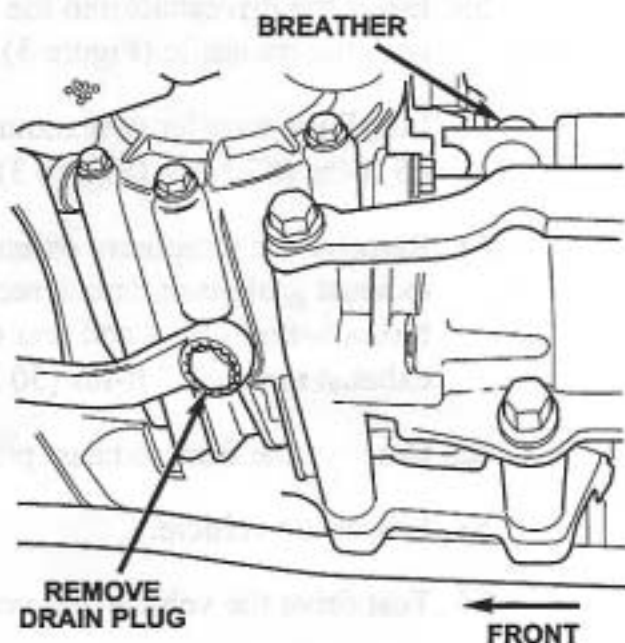


Figure 25

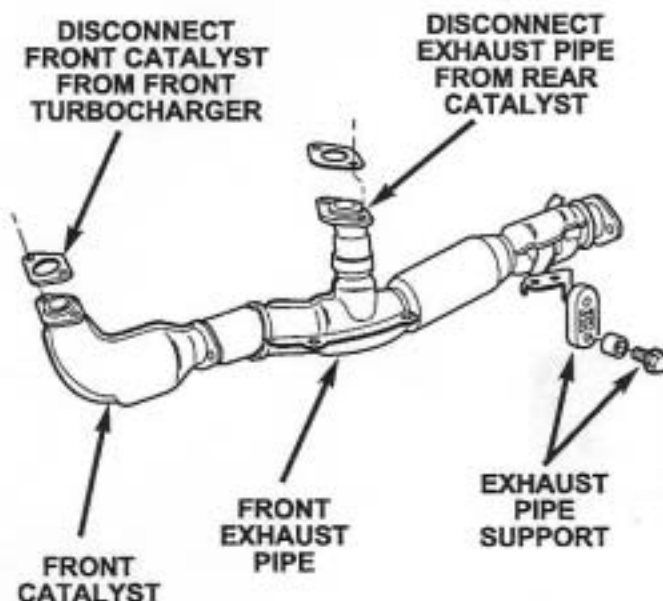


Figure 26

Service Procedure (Continued)

- Remove the five bolts that secure the transfer case to the transaxle (Figure 27).

NOTE: The upper mounting bolt may be hidden from view.

- Separate the transfer case from the transaxle. If necessary, tap the transfer case with a plastic hammer to loosen it.
- Remove the transfer case from the transaxle by tilting the case downward, then disconnect the transfer case from the drive shaft (Figure 27). Set the transfer case aside for return to the Warranty Material Return Center.

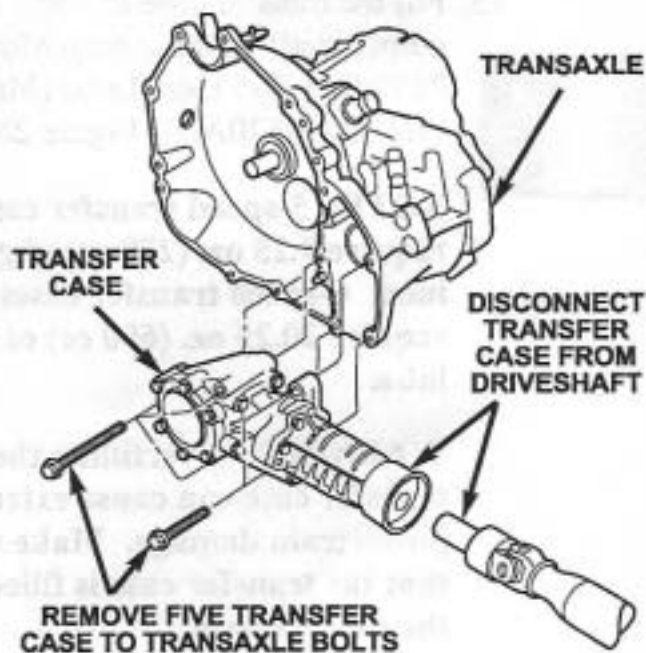


Figure 27

IMPORTANT: Do NOT allow the drive shaft to hang as this could damage the universal joint or bend the shaft. Support the drive shaft with a wire or bungee cord.

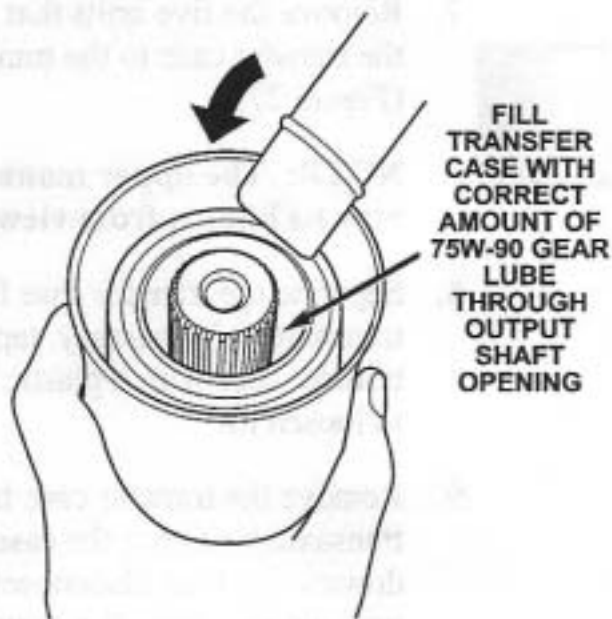
- For vehicles equipped with a 5-speed transfer case, transfer the extension housing support bracket from the old transfer case to the new transfer case.
- Coat the output shaft seal of the new transfer case with a small amount of Mopar 75W-90/GL-5 Gear Lube.
- Tighten the transfer case filler and drain plugs to 300 in-lbs (35 N-m).

Service Procedure (Continued)

- Fill the transfer case through the output shaft opening with Mopar 75W-90/GL-5 Gear Lube (Mopar P/N 05010320AA) (Figure 28).

NOTE: 5-speed transfer cases require 9.25 oz. (270 cc) of gear lube. 6-speed transfer cases require 20.25 oz. (600 cc) of gear lube.

WARNING: Overfilling the transfer case can cause extensive powertrain damage. Make sure that the transfer case is filled to the correct level.

**Figure 28**

- Coat the transfer case input shaft and output shaft splines with Mopar White Lithium Grease (Mopar P/N 04318066) or equivalent.
- Coat the transaxle output shaft and the driveshaft splines with Mopar White Lithium Grease or equivalent.
- Insert the driveshaft into the transfer case and then mount the transfer case onto the transaxle (Figure 27).
- Install the transfer case mounting bolts and tighten the mounting bolts to 65 ft-lbs (87 N·m) (Figure 27). Remove the temporary driveshaft support.
- Remove the temporary exhaust pipe support and then using the supplied exhaust gaskets and nuts, reconnect the front exhaust pipe to the front turbocharger outlet and the rear catalytic converter (Figure 26). Tighten the exhaust nuts to 37 ft-lbs (50 N·m).
- Connect the front exhaust pipe support (Figure 26).
- Lower the vehicle.
- Test drive the vehicle and verify that there are no leaks.

Completion Reporting and Reimbursement

Claims for vehicles that have been serviced must be submitted on the DIAL System. Claims submitted will be used by DaimlerChrysler to record recall service completions and provide dealer payments.

Use one of the following labor operation numbers and time allowances:

	Labor Operation Number	Time Allowance
Inspect transfer case and change T/C oil	21-B1-71-81	0.3 hours
Inspect and reseal transfer case	21-B1-71-82	1.4 hours
Inspect and replace cracked transfer case	21-B1-71-83	0.8 hours
Inspect, disassemble T/C, inspect gears and replace transfer case	21-B1-71-84	1.1 hours

Add the cost of the recall parts package, if necessary, plus applicable dealer allowance to your claim.

Parts Return

Removed transfer cases must be returned to the Warranty Material Return Center. Removed transfer cases must be drained and fully assembled.

NOTE: See the Warranty Administration Manual, Recall Claim Processing and Material Return Sections, for complete recall claim processing instructions.

Dealer Notification and Vehicle List

All dealers will receive a copy of this dealer recall notification letter by first class mail. An additional copy will be sent through the DCMMS, and the MDS2 will be updated to include this recall in the near future. **Each dealer to whom involved vehicles were invoiced will receive a list of their involved vehicles.** The vehicle list is arranged in Vehicle Identification Number (VIN) sequence. Owners known to DaimlerChrysler are also listed. The lists are for dealer reference in arranging for service of involved vehicles.

DIAL System Functions 53 and VIP

All involved vehicles have been entered to DIAL System Functions 53 and VIP for dealer inquiry as needed.

Function 53 provides involved dealers with an updated VIN list of their incomplete vehicles. The customer name, address and phone number are listed if known. Completed vehicles are removed from Function 53 within several days of repair claim submission. To use this system, type “53” at the “ENTER FUNCTION” prompt, then type “ORDB17”.

Owner Notification and Service Scheduling

All involved vehicle owners known to DaimlerChrysler are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A copy of the owner letter is attached.

Enclosed with each owner letter is an Owner Notification Form. The involved vehicle and recall are identified on the form for owner or dealer reference as needed.

Vehicle Not Available

If a vehicle is not available for service, let us know by filling out the pre-addressed Owner Notification Form or describe the reason on a postcard and mail to:

DaimlerChrysler Corporation
CIMS 482-00-85
800 Chrysler Drive East
Auburn Hills, Michigan 48326-2757

Additional Information

If you have any questions or need assistance in completing this action, please contact your Zone Service Office.

Customer Services Field Operations
DaimlerChrysler Corporation