

# INSTALL/REMOVAL INSTRUCTIONS: BLEND DOOR

**ATTENTION:** Refer to the appropriate shop manual for your vehicle to obtain specific service procedures for this part. If you do not have a service manual or lack the skill to install this part, it is recommended that you seek the services of a qualified technician. Pay special attention to all cautions and warnings included in the shop manual. Read and follow all instructions carefully.

## 902-321

### Jeep Grand Cherokee Re-Circ Door

### Installation Instructions

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1. Place the transmission in neutral and set the parking brake. This places the shift lever in a position where the console can be removed without removing the shift handle.
2. Disconnect the ground wire from the battery. It is very important to do this to avoid setting of the passenger side air bag.
3. Disconnect the negative cable of the battery and place it in isolation from the battery.
4. Remove the dash board.
5.
  - Notes:**
  - You have to remove the center console to get to the bolts at the base of the dash assembly.
  - The wire harness is connected to the dash assembly in the back center of the assembly. You must make sure the wire harness is free of the dash panel before you pull it back. It is normally heavily masked in electrical tape. You will have to remove the tape and locate the two screws behind the harness that connect to a brace.
  - You will also need to remove the radio, AC control panel, and DC plug assembly from the center of the dash panel. This will free up the wires to allow removal of the dash panel.
  - On the right side, there is a metal catch assembly that is one of the connection points for the dash panel; it is located on the door pillar. You have to use a screwdriver to unlatch the dash panel.
  - Fig.1 shows a plastic insert connection that holds the dash panel.
  - When you have released the metal catch on the left and pulled out the plastic insert connection in Fig. 1, there is one more screw holding the wiring harness to the dash board assembly. The only purpose of this screw is to hold the wires in place during factory assembly and has no purpose in an assembled vehicle. The best way to see it is to look down through the windshield between the dash panel and dash frame. Fig. 3 shows the connection,

Fig. 1



**Disclaimer:**

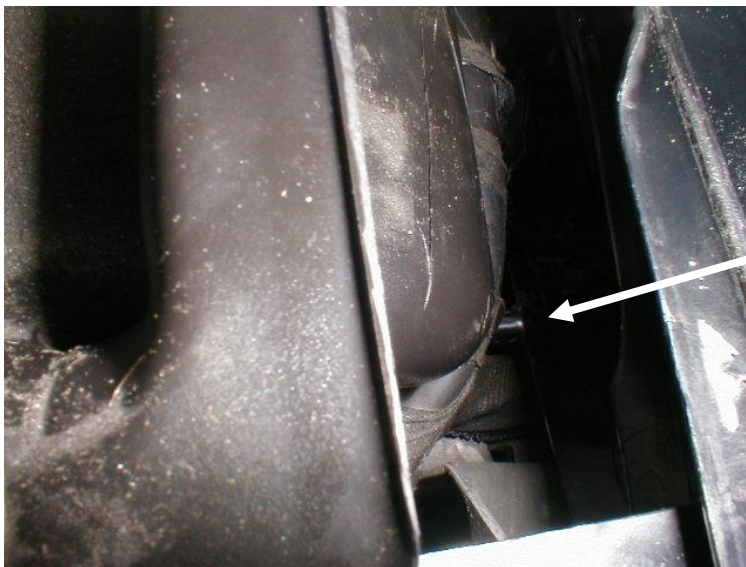
Even though every attempt is made to ensure this information is complete and accurate, it is impossible to account for all possible circumstances or situations. Please consult with a qualified auto technician before attempting to perform any work you are not qualified to do. Automobiles can be hazardous to work on; be sure to take all necessary safety precautions. Failure to do so may result in property damage or personal injury. Certain motor vehicle standards and performance requirements may apply to our motor vehicle (such as Federal Motor Vehicle Safety Standards by the National Highway Traffic Safety Administration). Be sure that your work is performed in accordance with such standards and that you do not disable any motor vehicle safety feature.

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Fig. 2



Hidden Screw.

Fig. 3

6. Disconnect the wire to the re-circ actuator, and remove the two screws shown in Fig. 4. Once the screws are removed the entire Re-circ box can be removed by wedging up the rear of the box and pulling straight out. There is a lip on the back of the box, so you have to lift the box above the lip in order to pull it free. Make sure no broken pieces fall into the fan below; if so, remove them.

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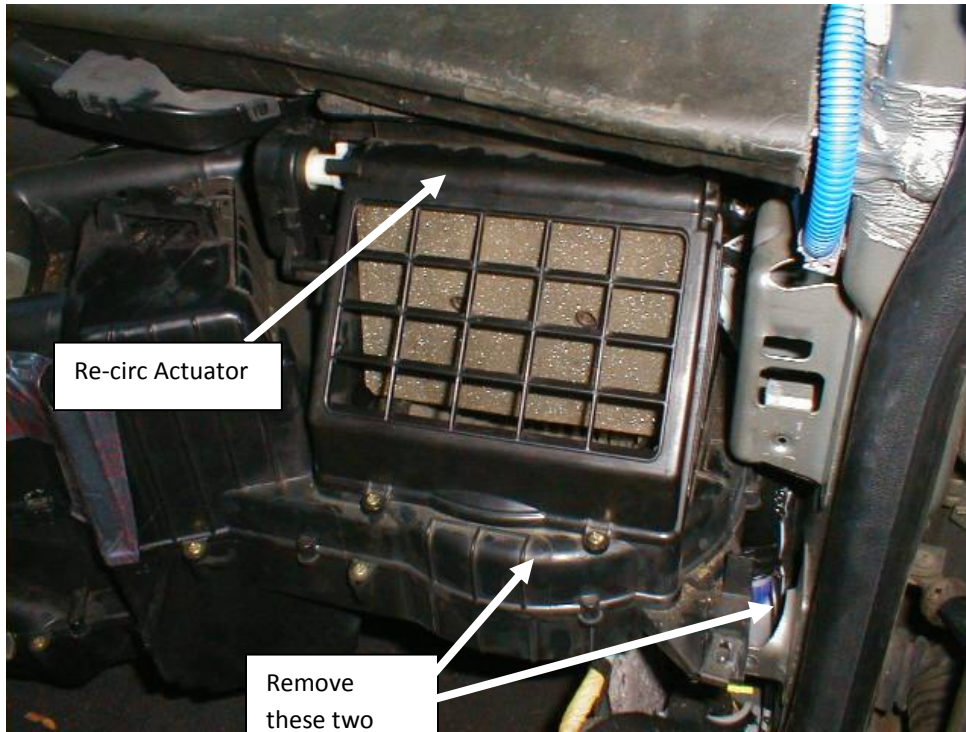
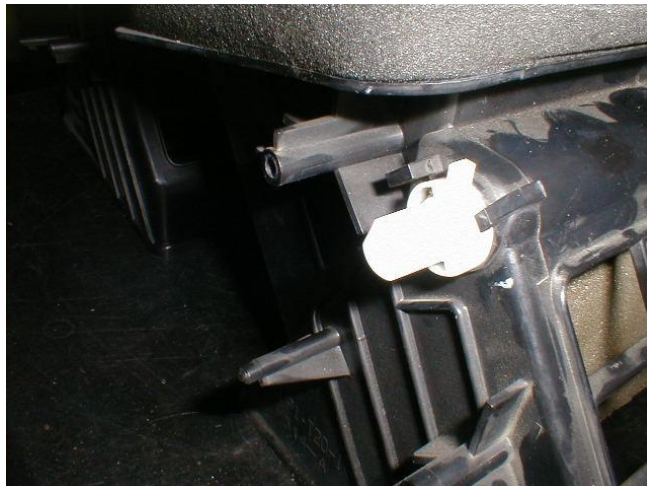


Fig. 4

7. Use a knife to remove the plastic actuator stop shown in Fig. 5. It may or may not already be broken, but either way it needs to be removed.



Plastic actuator stop

Fig. 5



Line up the left hole with this molding.

Fig. 6

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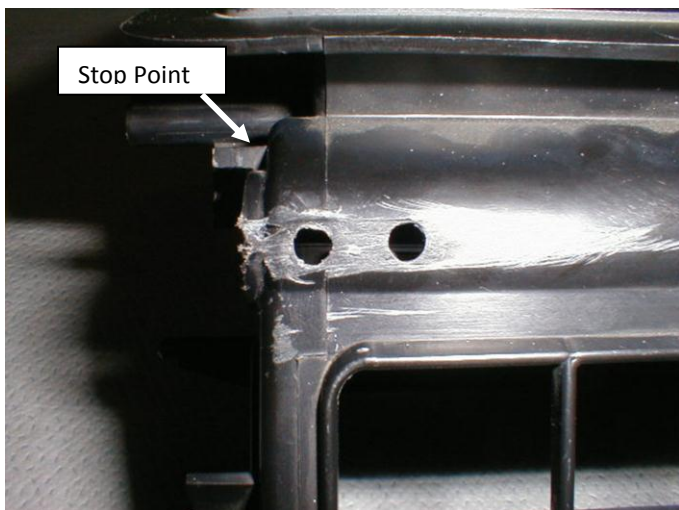
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8. Use the new metal stop post as a template to mark new drill holes. The left hole needs to have the edge of the hole lined up along the molding line as shown in Fig. 6. The top edge of the new motor stop needs to be aligned with the old plastic stop post.



9. Drill  $\frac{1}{4}$ " holes as shown in Fig. 7. The  $\frac{1}{4}$ " allows plenty of room for final adjustment. You can drill smaller holes if you are careful with marking. You can always drill the holes larger if needed.
10. Fit the metal stop post into place and tighten it down as shown in Fig. 8. One of the binding nuts has the edge cut off. This goes closest to the edge of the box to allow the screw to be as close as possible to the edge.
11. Insert the new door into the box. Insert the axle through the box and through the new door. The door has a small cut-out notch on one side. This end goes on the far side from the motor mount. Fig. 8 shows the motor connection end and Fig. 9 shows the notch.
12. Verify that the door moves freely and contacts both stop points in the housing. You can see the two stop points that will limit the movement in Fig. 8. It is important that the door seals well against the external air side of the box so that you seal out cold air in the winter and hot air in the summer. The seal against the grate is not critical since leakage of internal air into the system is of no consequence. You may have to adjust the metal stop pin to get the fit right.
13. Re-install the motor and connect the connector. The old motor usually fails in the correct position, but you have to check that the alignment is the same as in Fig. 5. Replace the re-circ box into the heater housing. When you replace the box, you can use some duct tape to completely seal the front of the box to the housing.
14. Re-connect the connector and assemble the dash panel in the reverse order that you followed to remove it. The system will automatically seek the open and closed position when you start the car for the first time after the repair.

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