

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.

902-320

Jeep Grand Cherokee Blend Door

Installation Instructions

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1. Read the trouble codes on the heater system. Decode for heater door problems provided below. *You can read the codes by turning the ignition key to the on position and turning on the heater system. The display should be lit up. If the display does not work, you have bigger problems that cannot be solved with this kit. To read the codes, hold the re-circ and AC buttons down with one hand and turn the driver's side temp control knob one click to the right. Codes should flash on the display after this process. If any of the codes below are displayed, this kit will fix the problem. (This method does not work on a Laredo GC, you have to remove the front motor and physically check the operation of the blend doors.)*

Current codes

21 – left temperature door travel too small

22 – left temperature door travel too large

Historical codes

53 – left temperature door travel too small

54 – left temperature door travel too large

2. Clear codes by holding the AC button down for ~20sec while in diagnostic mode. Push re-circ and AC buttons simultaneously again to return to normal display mode. Turn off heater and turn the ignition key off.
3. Remove contents from glove box and release glove box to full open position.
4. Disconnect the wire and remove the Temperature Actuator.
5. Remove the spring clip indicated by the arrow in Fig.1. Save for re-installation. Later models will have a Phillips screw in place of the clip.
6. Mark and cut an opening in the heater box using the dotted line in Fig.1 as a guide. The white highlighted box to the right of the pattern in Fig. 1 shows the location of the AC condenser inside the box. Make sure the cut is to the left of the corner and keep the cutting tool facing toward the front of the vehicle. When making the cut, try not to plunge the cutting bit too far into the box as it could hit the Heater Core (it is very difficult to do this but possible). Later models (Overland in particular) may have a wire and connector in the area where the cut is made. This is a temp sensor that routes into the box. The connector lifts straight up and can be moved out of the way. Make a note of how it is positioned and where it enters the box so that you can re-assemble it correctly.



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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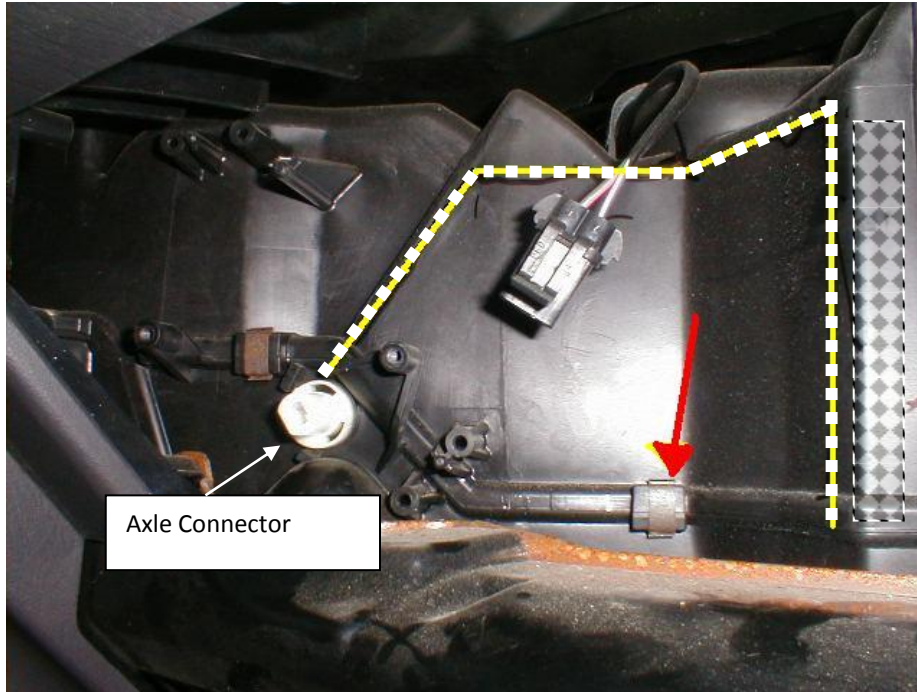


Fig. 1

7. Once the first cut is made, you are now ready to make the second cut to remove the separator wall. Follow the cutting pattern shown in Fig. 2.

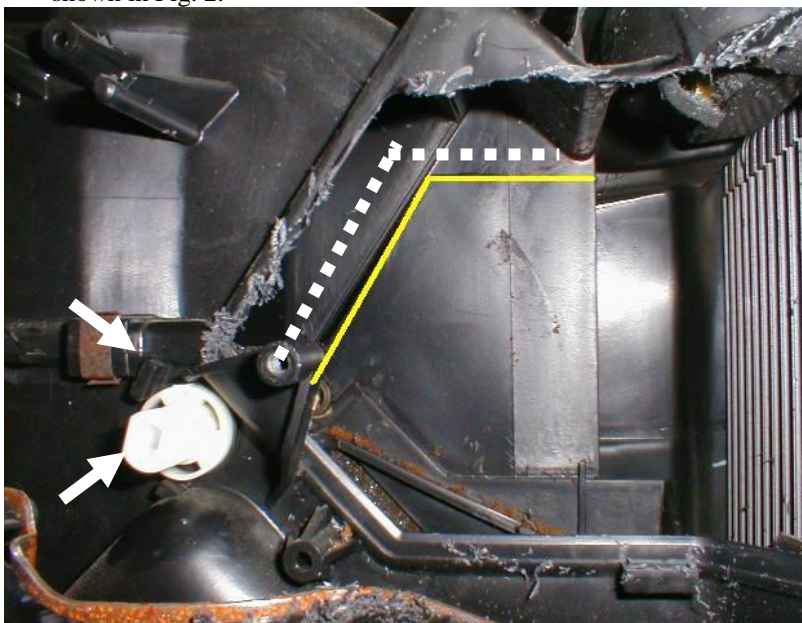


Fig. 2

8. Remove the white axle connector shown in Fig. 1 with pliers. Remove the old blend doors.

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9. Place the new doors into the box
10. Insert the provided axle through the box and through both doors. . The axle has a roll pin that limits the extents of rotational movement. Fig.2 shows the location of the two stop points molded into the heater box. The axle is inserted such that the roll pin is constrained between those two points.
11. Spin the doors, making sure they do not bind.
12. Re-install the motor and connect the wire.
13. Start the car and turn the heater on. The doors should cycle to the extents of the open and closed position, calibrating itself to the open and closed position. You can now use the driver's side temp control knob to cycle between hot and cold and observe the doors moving. If you did not clean the plastic shavings as mentioned in steps 6 & 8, you will have lots of plastic shavings and old foam insulation blowing into the car through the opening in the heater box. This is also a good time to turn on the AC and verify that the cooling coils are cold, and switch to heat and verify that the heater coil is hot. If the basic cooling and heating systems are not operating properly, replacing the vent doors alone, will not fix your problems. If the doors do not move when you start the car, the easiest way to activate them is to turn off the car and disconnect, then re-connect the battery, forcing the computer to reset and go through the startup cycle.
Since the system now operates with a single control on the driver's side, it is not necessary to replace the divider that was cut out from the interior of the box in Step 7. Replace the piece that was cut out from the front of the box in Step 6, replace the spring clip on the bottom, and seal the seams with the provided metal duct tape.
14. Replace the glove box...DONE!!! . Note that the codes will still show fails for the passenger side vent door. Since the back motor is not used, it doesn't matter if the trouble codes show this fault.

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