Your Ultimate Source for OEM Repair Manuals

FactoryManuals.net is a great resource for anyone who wants to save money on repairs by doing their own work. The manuals provide detailed instructions and diagrams that make it easy to understand how to fix a vehicle.

1994 JEEP Grand Cherokee OEM Service and Repair Workshop Manual

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YOUR CURRENT VEHICLE

Torque Specifications

TORQUE SPECIFICATIONS

TORQUE SPECIFICATIONS - DOORS

DESCRIPTION	SPECIFICATION	COMMENT
Door Carrier Plate Bolts	**8 N·m (71 In. Lbs.)**	—
Door Check Arm Bolt	**23 N·m (17 Ft. Lbs.)**	—
Door Check Nuts	**11 N·m (8 Ft. Lbs.)**	—
Door Glass Channel Nuts - Rear Door	**8 N·m (71 In. Lbs.)**	—
Door Stationary Glass Bolt - Rear Door	**8 N·m (71 In. Lbs.)**	—
Door Glass Bolts	**14 N·m (10 Ft. Lbs.)**	—
Door Hinge to Body Bolts	**40 N·m (30 Ft. Lbs.)**	—
Door Hinge to Door Nuts	**23 N·m (17 Ft. Lbs.)**	—
Door Latch Bolts	**7 N·m (62 In. Lbs.)**	—
Door Striker Bolts	**29 N·m (21 Ft. Lbs.)**	—
Door Trim Interior Handle Bolt	**8 N·m (71 In. Lbs.)**	—
Door Trim Pull Cup Bolt	**8 N·m (71 In. Lbs.)**	—

TORQUE SPECIFICATIONS - EXTERIOR

DESCRIPTION	SPECIFICATION	COMMENT
IPDC Bracket to CCB	**13 N·m (10 Ft. Lbs.)**	—
Rear Rail Assembly to Body in White (BIW)	**5 N·m (44 In. Lbs.)**	—
Sill Extension to Sill	**50 N·m (37 Ft. Lbs.)**	—
Wiring Bracket To Small Overlap Rigid Barrier (SORB)	**20 N·m (15 Ft. Lbs.)**	—

TORQUE SPECIFICATIONS - SEATS - LONG WHEELBASE MODELS

DESCRIPTION	SPECIFICATION	COMMENT
Front Seat Crossbrace to Floor Bolt	**52 N-m (38 Ft. Lbs.)**	—
Front Seat Crossbrace to Floor Nuts	**50 N-m (37 Ft. Lbs.)**	—
Front Seat to Floor Front Bolts	**53 N-m (39 Ft. Lbs.)**	—
Front Seat to Floor Rear Bolts	**53 N-m (39 Ft. Lbs.)**	—
Second Row Arm Rest to Arm Rest Bracket Bolt	**23 N-m (17 Ft. Lbs.)**	—
Second Row Seat Back Frame to Recliner A-Bracket Bolts	**60 N·m (44 Ft. Lbs.)**	—
Second Row Seat to Floor Bolts - Front	**48 N·m (35 Ft. Lbs.)**	—
Second Row Seat to Floor Bolts - Rear	**48 N-m (35 Ft. Lbs.)**	—
Second Row Seat to Floor Nuts	**70 N-m (52 Ft. Lbs.)**	—
Second Row Torsion Wire Protection Bracket to Seat Back Frame Bolt	**10 N·m (7 Ft. Lbs.)**	—
Third Row Seat to Floor Bolts - Front	**48 N-m (35 Ft. Lbs.)**	—
Third Row Seat to Floor Bolts - Rear	**23 N-m (17 Ft. Lbs.)**	—
Third Row Seat to Floor Nuts	**70 N-m (52 Ft. Lbs.)**	—

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

WARNING

To avoid serious or fatal injury on vehicles equipped with the Supplemental Restraint System (SRS), never attempt to repair the electrically conductive circuits or wiring components related to the SRS for which there is no Mopar® wiring repair kit. It is important to use ONLY the recommended splicing kit and procedure. For applicable and available Mopar® wiring repair kits, please visit the Mopar® Connection Repair Kit Web Site. Inappropriate repairs can compromise the conductivity and current carrying capacity of those critical electrical circuits, which may cause SRS components not to deploy when required, or to deploy when not required. Only minor cuts or abrasions of wire and terminal insulation where the conductive material has not been damaged, or connector insulators where the integrity of the latching and locking mechanisms have not been compromised may be repaired using appropriate methods.

WARNING

To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, Occupant Classification System (OCS), seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to follow these instructions may result in accidental airbag deployment.

WARNING

To avoid potential physical injury or damage to sensitive electronic circuits and systems, always disconnect and isolate the battery negative (ground) cable and the positive cable, then ground the positive cable to discharge the Occupant Restraint Controller (ORC) capacitor before performing any welding operations on the vehicle. Failure to take the proper precautions could result in accidental airbag deployment, possible damage to the Supplemental Restraint System (SRS) circuits and components, and possible damage to

YOUR CURRENT VEHICLE

Adhesives, Sealers And Additional Materials

ADHESIVES, SEALERS AND ADDITIONAL MATERIALS

NOTE

Panel Bonding grade adhesives should only be used on non-structural sheet metal panels such as door skins, quarter panels, roof panels and rear closure panels.Always use in conjunction with Squeeze Type Resistant Spot Welds unless otherwise instructed in a component specific procedure.

Approved materials can be found within the charts for the following-

- Crash / Impact Grade Structural Adhesives
- Panel Bonding Grade Adhesives
- Anti-Flutter Adhesives
- Weld-Through Primers / Coatings
- Seam Sealers
- Cavity Wax
- PUR Foam / Noise Vibration Harshness (NVH) FOAM
- Undercoating

Crash / Impact Grade Structural Adhesives

CRASH / IMPACT GRADE STRUCTURAL ADHESIVES	Product
LORD	Fusor #2098 Crash Durable Structural Adheisve
3M	3M #07333 Impact Resistant Structural adhesive

Panel Bonding Grade Adhesives

AkzoNobel	**System**
	Autocoat LV650 Topcoat
	Autobase Plus RV
U-Tech	UTECH 280
	UTECH 350
	UTECH 500
	U-Base Basecoat

Axalta

Axalta	**System**
Axalta	Cromax
	Cromax Pro
	XP
Standox	Standox Basecoat
	Standox Standohyd
	Standox Standoblue
Nason	—
Spies Hecker	Hi Tech
	293/295
Fleet/Commercial Paint Systems	
Imron	Elite

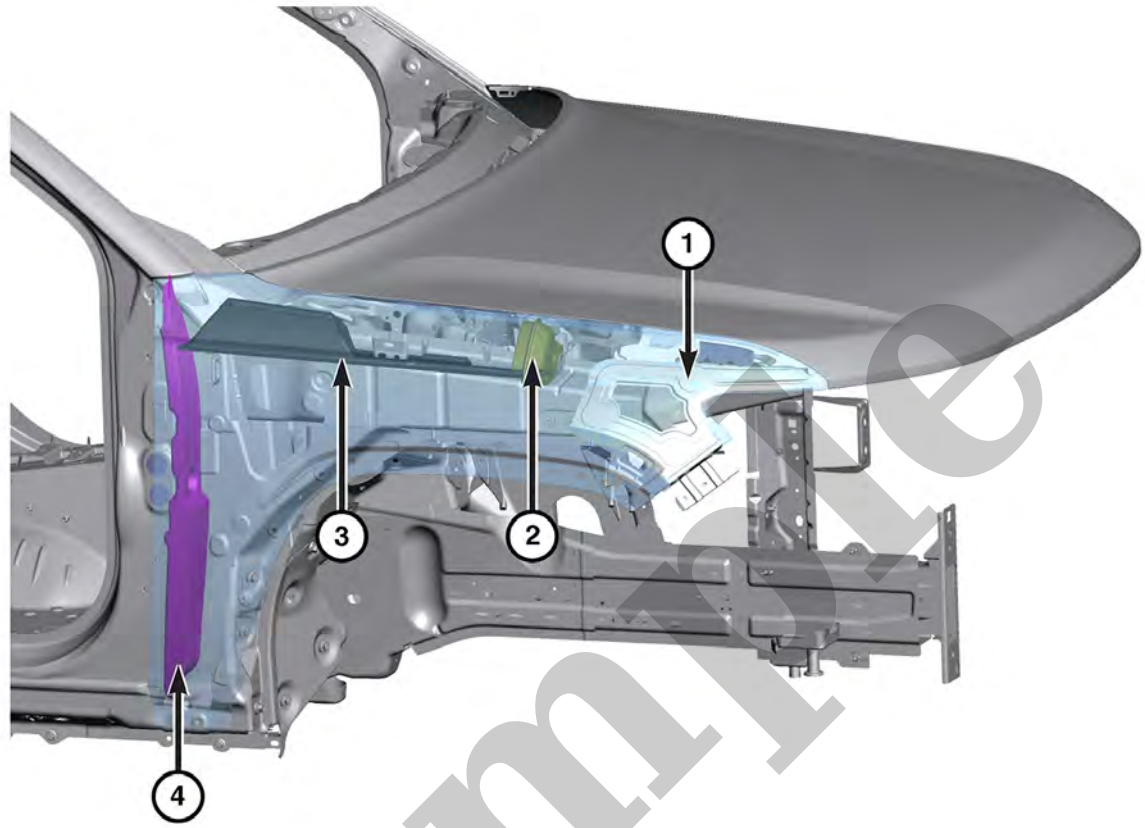
- Several types of sealers and sound deadeners are used during assembly. Therefore, specific applications may not be identified in this publication. General applications and the various types of products for repair will be featured to identify and replace OEM sealers and sound deadeners.

Helpful Sealer Tips

- Check shelf life or expiration date prior to beginning sealer applications.
- Be sure "work time" is appropriate for sealer application.
- Temperature, humidity and thickness of sealer will affect the work, set and paintable times.
- Test fit replacement panels prior to installation to be certain of a tight fit and proper seal.
- Equalize 2K Products according to adhesive manufacturer's recommendations.
- Always follow manufacturer's recommendations for storage, usage and application to achieve best performance of the product.

2- Hood Silencer

Right Fender



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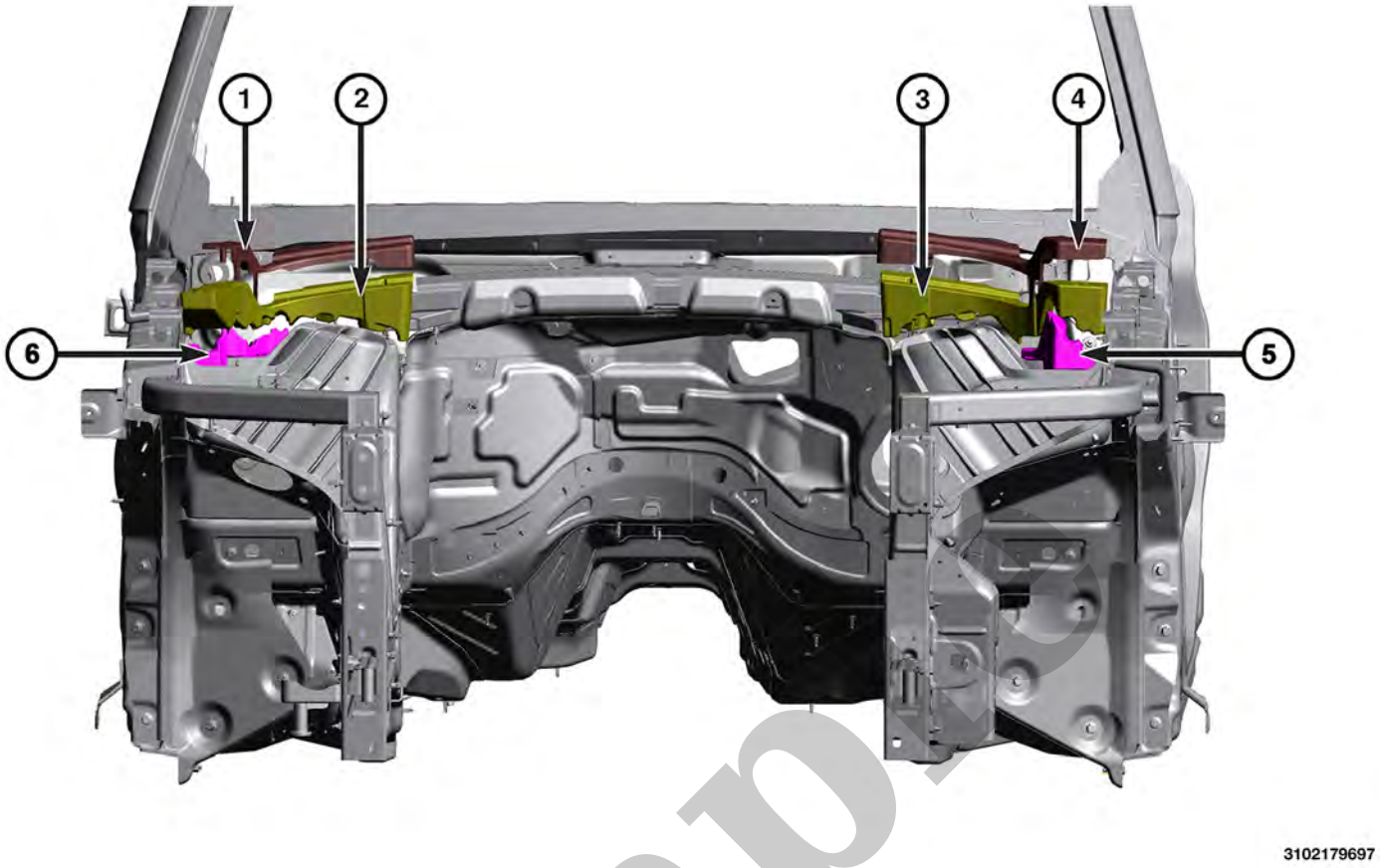
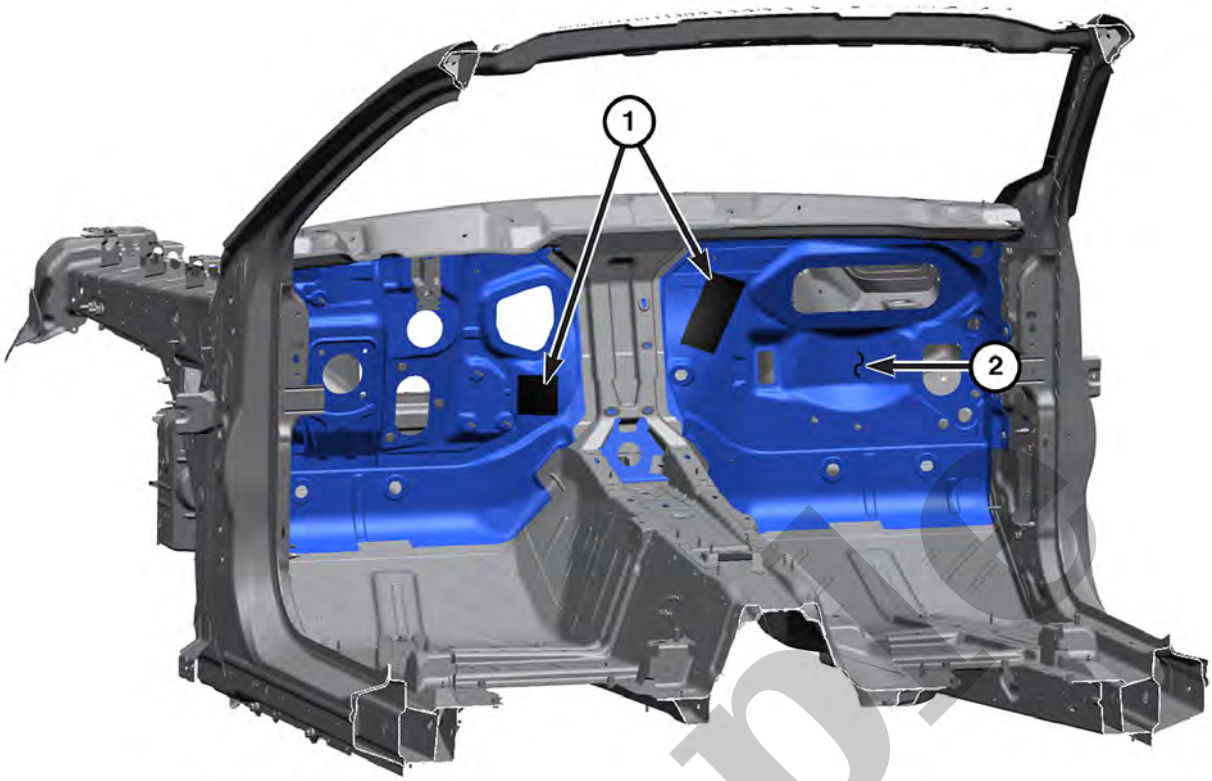
1- Cowl Side to Fender Silencer
2- Fender Stuffer
3- Front Wheelhouse Stuffer
4 - Cowl Side to Fender Silence

Left Fender



1- Right Close Out Support
2- Right Dash Panel Upper Foam
3- Left Dash Panel Upper Foam
4- Left Close Out Support
5- Left Dash Panel Lower Foam
6- Right Dash Panel Lower Foam

Double Dash (2 of 2)



1- Dash Panel LASD
2- Dash Panel
3- Front Door Outer Panel
4- Front Door Mastic Pad

Lower Dash Panel, Center Tunnel and Front Floor Panel (Left Side)