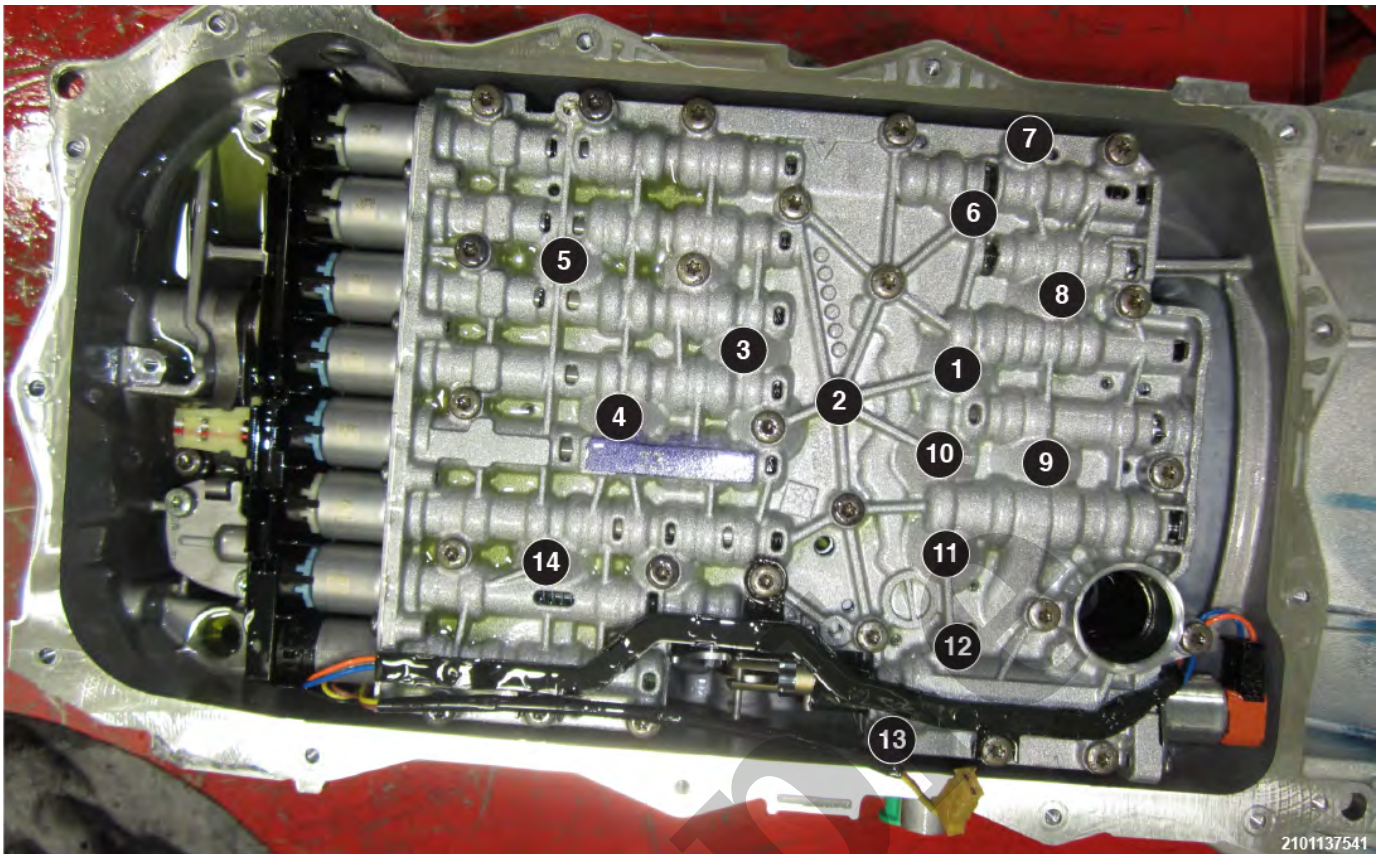


# Your Ultimate Source for OEM Repair Manuals

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.

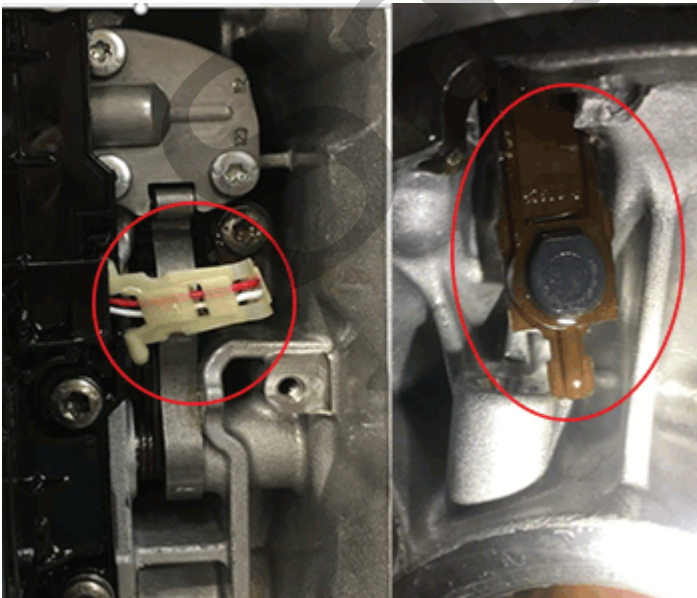
## 2018 JEEP Cherokee OEM Service and Repair Workshop Manual

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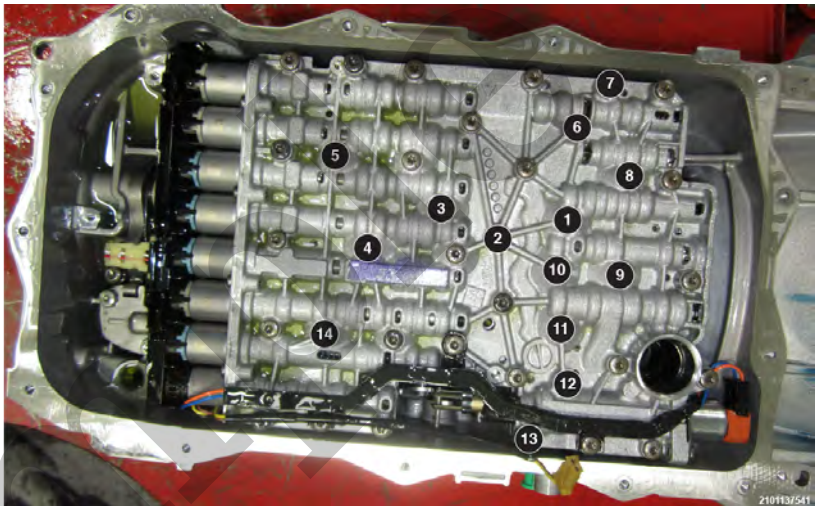


#### 1-14 - Valve Body Bolt Tightening Sequence

- Install valve body assembly retaining bolts and hand tighten the valve body bolts.
- Remove the pins and install the remaining bolts.



#### Incorrect Output Speed Sensor Installation

DESCRIPTION	SPECIFICATION	COMMENT
Transmission Mount to Adapter	<b>30 N·m (22 Ft. Lbs.)</b>	—
Transmission Support Bracket to Transmission	<b>17 N·m (12 Ft. Lbs.)</b>	—
Valve Body Bolt	<b>8 N·m (71 In. Lbs.)</b>	<p>Tightening Sequence</p> 

#### Refer To List:

##### List 1

- [13 - Frame and Bumpers / Under Body Protection / PLATE, Skid / Removal and Installation](#)
- [13 - Frame and Bumpers / Under Body Protection / PLATE, Stiffening / Removal and Installation](#)

##### List 2

- [21 - Transmission and Transfer Case / Automatic - 8HP50/850RE / Standard Procedure](#)
- [21 - Transmission and Transfer Case / Automatic - 8HP75 / Standard Procedure](#)
- [21 - Transmission and Transfer Case / Automatic - 8P75PH / Standard Procedure](#)

##### List 3

- [28 - DTC-Based Diagnostics / MODULE, Transmission Control \(TCM\), 8HP50/850RE / Standard Procedure](#)
- [28 - DTC-Based Diagnostics / MODULE, Transmission Control \(TCM\), 8HP75 / Standard Procedure](#)
- [28 - DTC-Based Diagnostics / MODULE, Transmission Control \(TCM\), 8P75PH / Standard Procedure](#)

# Transfer Case Mpt3015

## TRANSFER CASE MPT3015

### NOTE

Proper operation of all-wheel drive vehicles depends on tires of equal size, type and circumference on each wheel. Any difference in tire size can cause damage to the transfer case.

### DIAGNOSIS CHART

CONDITION	POSSIBLE CAUSE	CORRECTION
Transfer case noisy in all drive modes.	1) Insufficient or incorrect lubricant.	1) Drain and refill transfer case with the correct quantity of fluid ( <a href="#">Refer to Vehicle Quick Reference/Capacities and Recommended Fluids/Specifications</a> ).
	2) Internal transfer case components binding, worn, or damaged.	2) Repair or replace components as necessary.
Lubricant leaking from transfer case seals or vent.	1) Transfer case overfilled.	1) Drain lubricant to the correct level.
	2) Transfer case vent closed or restricted.	2) Clean or replace vent as necessary.
	3) Transfer case seals damaged or installed incorrectly.	3) Replace suspect seal.

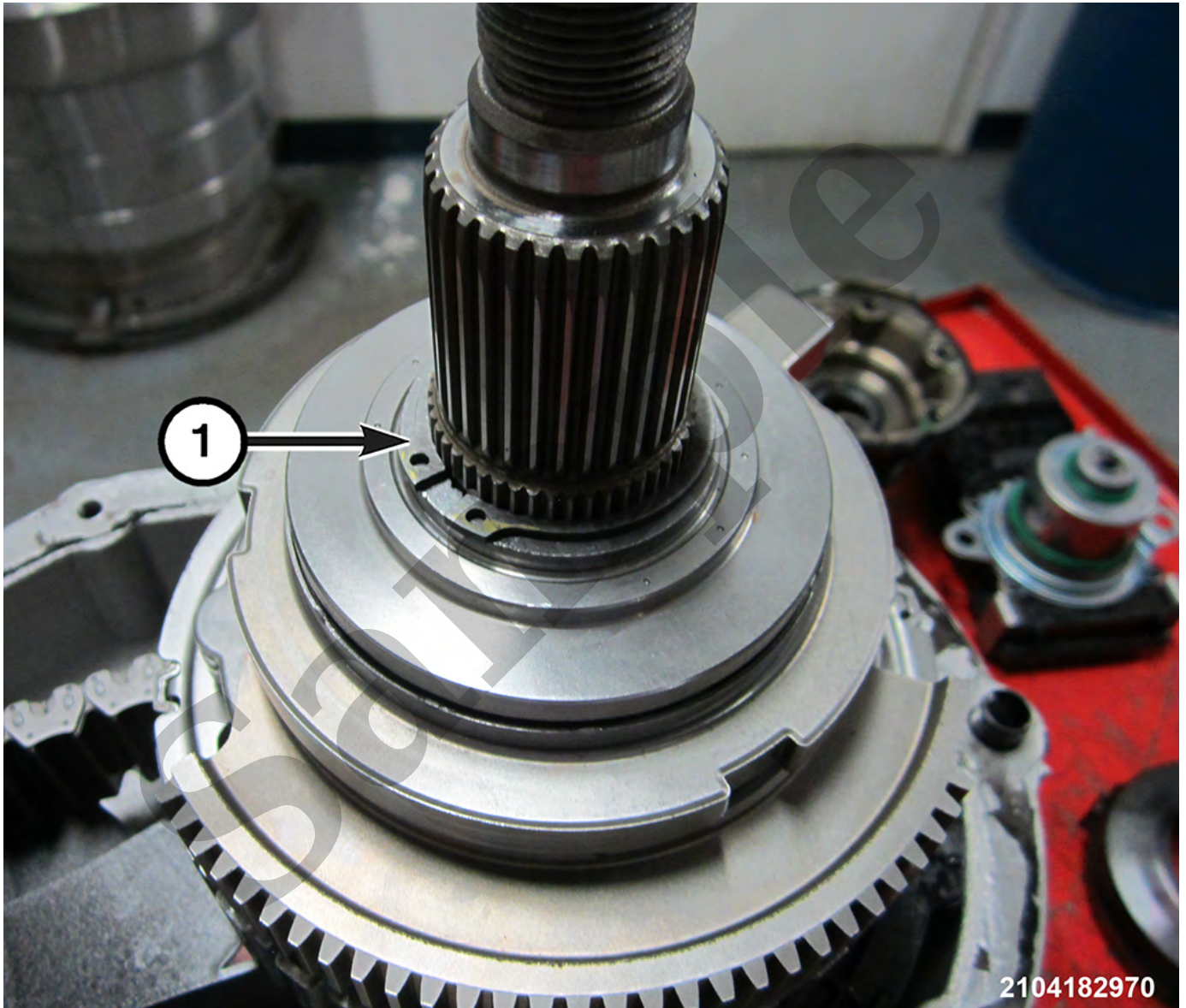


6. Separate the case halves.

#### NOTE

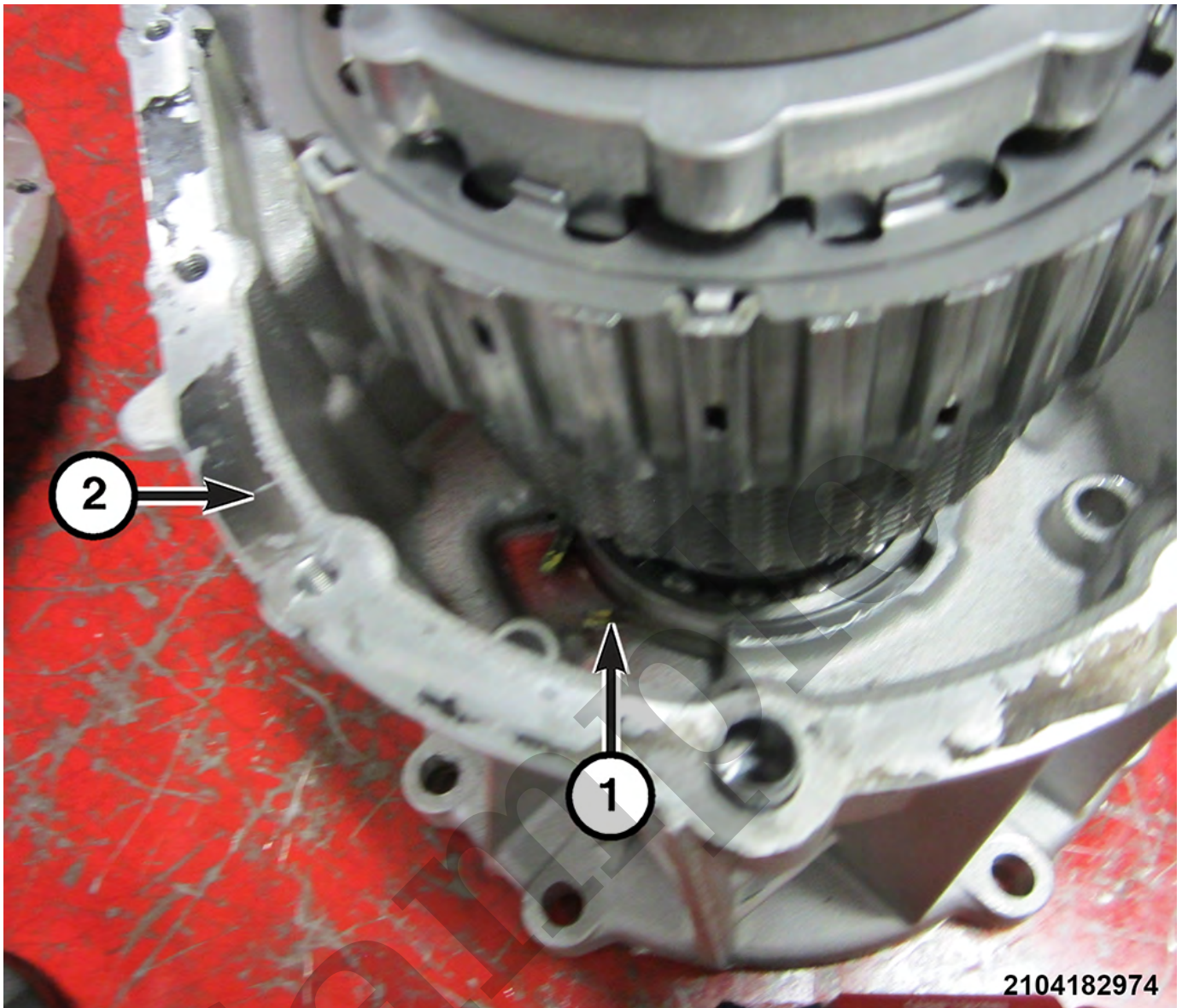
Carefully pry at the pry points on the case halves to break the seal.

7. Remove the rear oil deflector from the mainshaft.



1 - Clutch Assembly Snap Ring

8. **DO NOT** remove the snap ring that is on the mainshaft under the rear deflector, holding the clutch and ball ramp assembly together. The mainshaft, clutch and ball ramp assembly cannot be serviced. Altering



1 - Snap Ring

2 - Front Case Half

12. Using a long pair of snap ring pliers, spread the snap ring holding the mainshaft assembly in the front case half while lifting the mainshaft assembly from the case until it is free of the snap ring.

#### NOTE

The input bearing will come out with the mainshaft.

- Clean the Loctite™ from the threads with a thread chaser before installing new motor bolts. Installing new bolts with Loctite™ can cause the case to crack and damage the case half if the old Loctite™ sealer is not removed.
- Remove all traces of sealer from the cases and retainers with a scraper and 3M™ all purpose cleaner.
- Use compressed air to remove solvent residue from oil feed passages in the case halves, retainers, gears, and shafts.

#### INSPECTION:

- Inspect the case halves for wear and damage.
- Check for gouges and severe scoring of case half sealing surfaces.
- Check the threads in the case half bolt holes. The threads can be cleaned up with a thread chaser if necessary.
- Inspect the worm shaft for damage. If the worm shaft is damaged, the rear case half must be replaced.
- Check all bearings in the case halves for fatigue or pitting. Replace the bearings if rough, noisy or any damage is found.
- Inspect the splines on the output shafts.
- Examine the drive chain and gears. Replace the chain if stretched, distorted, or if any of the links bind. Replace the sprockets if the teeth are damaged.
- Examine the chain guides for signs of wear.
- Check the oil deflectors for damaged retaining tabs.
- Check the clutch, ball ramp and gear for any damage or improper operation.
- Check the front case mounting studs and vent tube. The tube can be secured with Loctite™ 271 or 680 if loose. The stud threads can be cleaned up with a die if necessary. Also check condition of the fill/drain plug threads in the rear case.

#### NOTE

**If the mainshaft or clutch/ball ramp assembly are damaged, the transfer case assembly must be replaced.**

#### ASSEMBLY

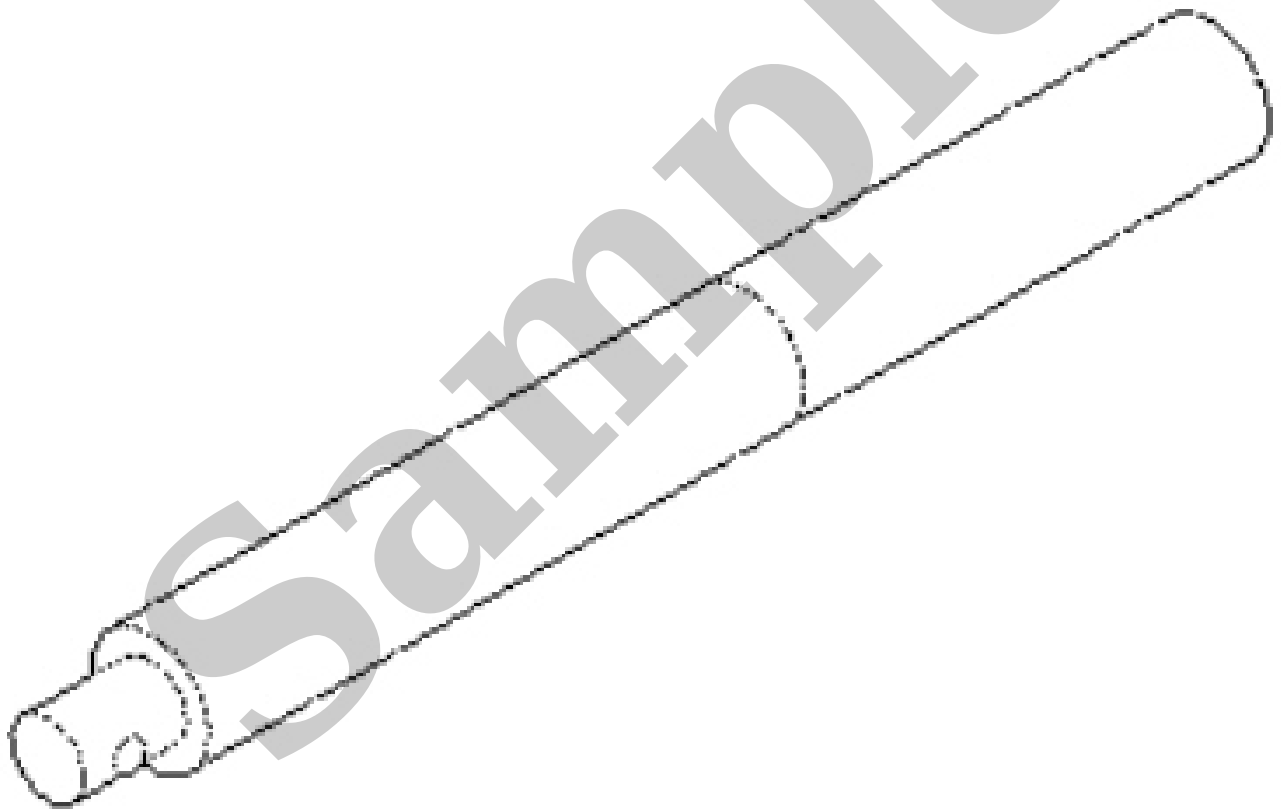
#### ASSEMBLY

1. If necessary, use the

Installer, Seal

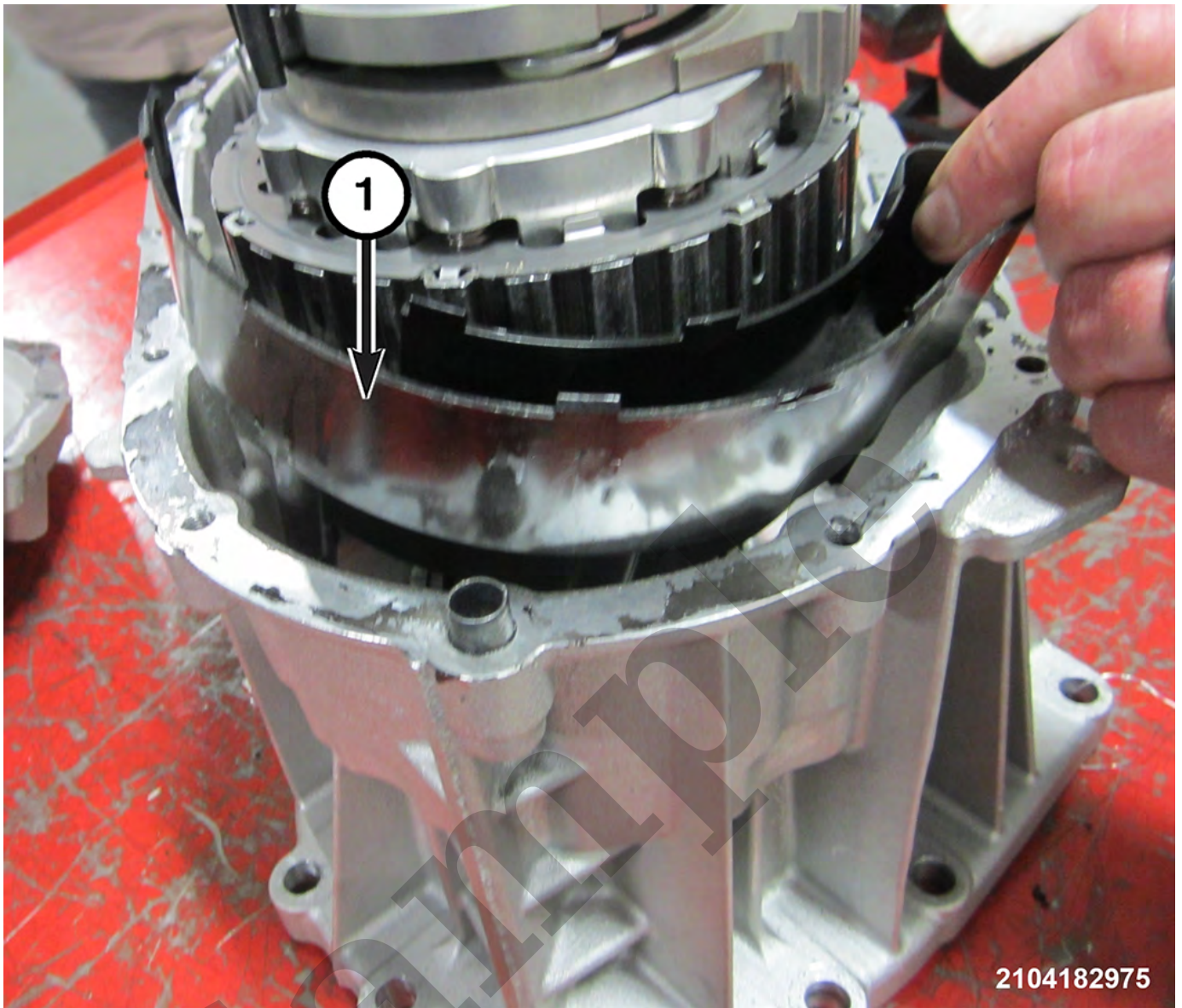
with the

Driver Handle, Universal



, install rear output seal.

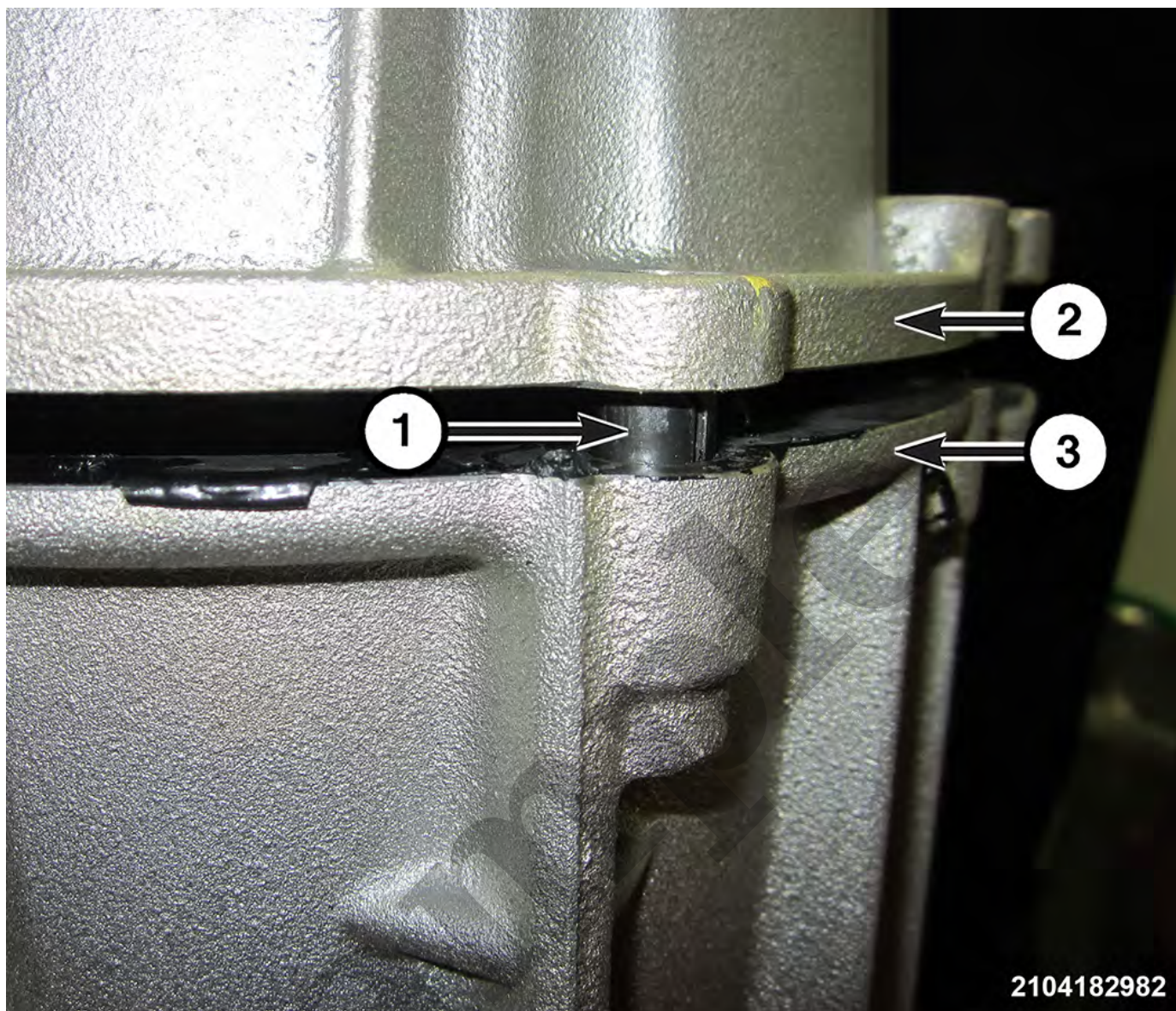




1 - Oil Tank Deflector

8. Install the deflector tank into the front case half. The deflector tank will typically not go in with the tank cover on.





1 - Locating Dowels

2 - Rear Case Half

3 - Front Case Half

14. Carefully install the rear case half to the front case half and verify the locating dowels are aligned.

#### NOTE

Do not force the rear case half.