MOPAR Remanufactured Single Board Engine Controller (SBEC III)

12 Month / 12,000 Mile Limited Warranty

This MOPAR Single Board Engine Controller is warranted by Chrysler Corporation against defects in workmanship or materials for 12 months or 12,000 miles, whichever comes first, from the date of its installation into a Chrysler, Plymouth, Dodge, Jeep or Eagle vehicle. If it fails, it will be repaired or replaced, at the option of Chrysler Corporation. To obtain service under this Limited Warranty, return the module to an authorized Chrysler Corporation Dealer.

This is the only warranty to this computer. If this computer is not sold for installation into a vehicle which is operated for personal, family or household purposes, Chrysler disclaims any implied warranties which may pass with the sale of this computer, to the extent allowed by law. If this computer is sold for installation into a vehicle which is operated for personal, family or household purposes, Chrysler limits the duration of any implied warranties to the duration of the express warranty made above. Under no circumstances will Chrysler be liable for any incidental or consequential damages which may result from the breach of any expressed or implied warranty, including any liability for loss of use or diminished value.

Some states do not allow limitations on how long an implied warranty will last or the exclusion or limitation of incidental or consequential damages, so the above limitations or executions may not apply to you. This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

Important

WARNING: Use the DRB Scan Tool to reprogram the replacement SBEC 3 (PCM) with the vehicle’s original identification number (VIN) and the vehicle’s original mileage. Failure to do so may cause idling and/or driveability problems and may also set a diagnostic trouble code (DTC).

If you experience any problems with installation, operations or need applications information not covered in this brochure, call our “Mopar Technical Service” hot line toll free at:

1-800-86MOPAR (1-800-866-6727)
8am to 5pm M-F (ET)

“Please have Product Part Number and Application available for reference”

Safety Precautions

Before replacing any damaged component you should always first determine what caused the component to fail and repair that before continuing.

(Continued on page 2)
Static electricity can damage electronic components. By following a few safety procedures you can reduce the risk of damage from static electricity.

1. Avoid contact with the electrical connectors.
2. By frequently touching a known good ground during installation you can discharge any static electricity that you may have developed.

## Removal Procedure

### Town & Country • Caravan • Voyager

1. Disconnect both cables from the battery, Negative cable first.
2. Remove 2 screws holding PDC (*Power Distribution Center*) to bracket.
3. Remove heat shield from battery.
4. Remove nut & clamp holding battery to battery tray.
5. Remove battery from vehicle.
6. Rotate PDC toward center of vehicle to remove from rear bracket.
7. Pull PDC rearward to remove from front bracket. Lay PDC aside to allow access to PCM. (*Powertrain Control Module or SBEC 3*)
8. Disconnect both 40-way connectors from PCM.
9. Remove 3 screws holding PCM to fender.
10. Remove PCM from vehicle. (Fig. 1)
11. **REVERSE** the above procedure for INSTALLATION.

### New Yorker • LHS • Concord • Intrepid • Vision

1. Remove air cleaner.
2. Disconnect both 40-way connectors from PCM. (Fig. 2)
3. Remove 2 bolts from PCM bracket.
4. Remove PCM.
5. **REVERSE** the above procedure for INSTALLATION.

### Neon

*Note:* The PCM attaches to the inner fender panel next to the washer fluid bottle on the passenger side. (Fig. 3)

1. Disconnect both cables from battery, Negative Cable first.
2. Remove washer bottle neck.
3. Squeeze tabs on PDC while pulling PDC up to remove it from the bracket. Lay PDC aside to gain access to PCM bracket screws.
4. Remove screws attaching PCM to body.
5. Lift PCM up and disconnect both 40-way connectors from PCM.
6. Remove PCM.
7. **REVERSE** the above procedure for INSTALLATION.
Troubleshooting Tips for SBEC III Controllers:

- Intermittent grounds; Loose or corroded grounds may cause false sensor readings. Verify all sensor grounds terminate at PCM 40-way connector, pin 43 BK/LB wire or (BK/G on FJ body).
- Manifold absolute pressure (MAP) sensor and Throttle position sensor (TPS) voltages; check voltage over the entire range, not just the extremes. Whenever possible use an oscilloscope to check MAP sensor and TPS sensor output voltages for noise spikes.
- Verify minimum TPS voltage. Minimum TPS voltage should be approximately 0.5 to 1.5 VDC.
- Idle Air Control (IAC); Shorted windings or intermittent connections. If IAC codes are present, check to ensure motor windings or related connectors are not shorted to ground.
- Heater voltage for upstream and downstream oxygen sensors. Verify battery volts +/-1 volt at all oxygen sensor connectors, DG/OR wire (BK/RD on FJ body).
- Charging system malfunction; Alternator defective or battery not fully charged. Check alternator output to ensure there is not excessive ripple voltage. Verify battery volts +/-1 volt at pin 46 (RD/WT wire).
- Sensor voltage supply. Check for approximately 5 volt output from 40-way PCM connector pin 61 VT/WT wire (G/YL on FJ body) to MAP and TPS sensor, with ignition switch on.
- Distributor voltage supply. Check for approximately 8 to 9½ VDC output from 40-way PCM connector pin 44 OR wire (YL on FJ body), or to cam/crank connector(s) with ignition switch on and while cranking.

Other things to consider:

- Auto-shutdown (ASD) relay; Corroded wires or faulty relay.
- Minimum air flow; check for air leaks or airflow obstruction.
- Vacuum system; Contaminants or leaks in vacuum lines.
- Fuel pressure and leak down.
- Vehicle speed sensor operation.
- Crankshaft and Camshaft sensors; Some aftermarket sensors have not worked properly with Mopar engine controllers.

(Continued on Page 6)
Fault Codes

11** P1390 Timing belt skipped 1 tooth or more.
or P1391 Intermittent loss of CMP or CKP During Cranking
or No crank reference signal @ PCM
or P3298 Misfire adaptive numerator at limit

12* Battery Disconnect

13** P1297 No Change in MAP from Start to Run
or P0107 MAP Sensor Voltage Too Low or P0108 MAP Sensor Voltage Too High or P1296 No 5 Volts to MAP Sensor or P1496 5V Output Low

14** P0500 No Vehicle Speed Sensor Signal
or P0125 Closed Loop Temp. not reached or Engine Cold Too Long

Obtaining Fault Codes

1. Connect DRB scan tool to data link (diagnostic) connector located in the passenger compartment, below the center of instrument cluster on driver's side.
2. Turn the ignition switch on; access "Read Fault" Screen. Record all the DTC's shown on the DRB scan tool. Observe the malfunction indicator (check engine) lamp on the instrument panel. The lamp should light for 2 seconds, then go out.

Other things to consider (Continued from Page 5)

• Splices and Fusible Links; check for open and/or shorted wires.
• Damaged connector terminals; Always ensure holding tabs are securely seated.
• Excessive current on certain connector pins may damage the PCM. Use of a test lamp or a short in the wiring harness of the vehicle can cause this condition. Always use a DVM when checking the unit/system.
• Check Technical Service Bulletins according to model year and system malfunction

On Board Diagnostics

The Powertrain Control Module (PCM) monitor several different circuits in the fuel injection, ignition, emission and engine systems. If the PCM senses a problem with a monitored circuit often enough to indicate an actual problem, it stores a Diagnostic Trouble Code (DTC) in the PCM's memory. If code applies to a non-emissions related component or system, and the problem is repaired or ceases to exist, the PCM cancels the code after 40 warmup cycles. DTC's that affect vehicle emissions illuminate the Malfunction Indicator Lamp. (MIL)

Fault Code Description

A Diagnostic Trouble Code (DTC) indicates the PCM has recognized an abnormal condition in the system. The technician can display DTC's in two ways. The first way is to cycle the ignition switch and count the number of times the malfunction indicator (Check Engine) lamp on the instrument panel flashes on and off. The DRB scan tool provides the second method of displaying DTC's. DTC's are the results of a system or circuit failure, but do not directly identify the failed component or components.

Obtaining Fault Codes (Continued from Page 6)

3. To erase DTC's, use the "Erase Trouble Code" data screen on the DRB scan tool.

• Using the Malfunction Indicator Lamp (MIL)

1. Cycle the ignition key ON - OFF - ON - OFF - ON within 5 seconds.
2. Count the number of times the MIL (check engine lamp) on the instrument panel flashes on and off - the number of flashes represents the trouble code. There is a slight pause between the flashes representing the 1st and 2nd digits of the code. Longer pauses separate individual 2-digit trouble codes.

• NOTICE: Not all Fault Codes listed are applicable to all vehicles. For specific vehicle codes, refer to appropriate Chrysler Service/Repair Manual.

<table>
<thead>
<tr>
<th>Code</th>
<th>Code</th>
<th>Description of Fault Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>11**</td>
<td>P1390</td>
<td>Timing belt skipped 1 tooth or more.</td>
</tr>
</tbody>
</table>
or | P1391 | Intermittent loss of CMP or CKP During Cranking |
or | No crank reference signal @ PCM |
or | P3298 | Misfire adaptive numerator at limit |
| 12* | Battery Disconnect |
| 13** | P1297 | No Change in MAP from Start to Run |
or | P0107 | MAP Sensor Voltage Too Low |
or | P0108 | MAP Sensor Voltage Too High |
or | P1296 | No 5 Volts to MAP Sensor |
or | P1496 | 5V Output Low |
| 14** | P0500 | No Vehicle Speed Sensor Signal |
or | P0125 | Closed Loop Temp. not reached |
or | Engine Cold Too Long |

* Check Engine Lamp (MIL) will not illuminate if this Diagnostic Trouble Code was recorded. Cycle Ignition key as described in manual and observe code flashed by Check Engine lamp.

** Check Engine Lamp (MIL) will illuminate during engine operation if this Diagnostic Trouble Code was recorded.

*** Generator Lamp illuminated

(Continued on Page 7)
P0031 Upstream O2 sensor shorted to ground
P0032 Upstream O2 sensor shorted to voltage
P0033 Upstream O2 sensor response or failure
P0034 Upstream O2 sensor stays at center
P0035 Upstream O2 sensor heater failure
P0037 Downstream O2 sensor shorted to ground
P0038 Downstream O2 sensor shorted to voltage
P0039 Downstream O2 sensor response
P0040 Downstream O2 sensor signal inactive
P0041 Downstream O2 sensor heater failure
P0051 Right Upstream O2 sensor voltage shorted to ground
P0052 Right upstream O2 sensor voltage shorted to voltage
P0053 Front bank upstream O2 sensor slow response
P0054 Right upstream O2 sensor stays at center
P0055 Right upstream O2 sensor heater failure
P0057 Right Downstream O2 sensor voltage shorted to ground
P0058 Right Downstream O2 sensor shorted to voltage

* Check Engine Lamp (MIL) will not illuminate if this Diagnostic Trouble Code was recorded. Cycle ignition key as described in manual and observe code flashed by Check Engine lamp.
** Check Engine Lamp (MIL) will not illuminate if this Diagnostic Trouble Code was recorded.
*** Generator Lamp illuminated (Continued on page 9)
**Description of Fault Code**

**Generator Lamp illuminated**  

*** Generator Lamp illuminated  

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### 31*

**P0441** Evap Purge Flow Monitor Failure  
**or**  
**P0442** Evap System small leak  
**or**  
**P0443** EVAP Solenoid Circuit  
**or**  
**P0455** EVAP System gross leak  
**or**  
**P1486** EVAP Hose Pinched  
**or**  
**P1494** Leak Detection Pump Press. SW.  
**or**  
**P1495** Leak Detection Pump Solenoid Circuit  
**or**  
**P1498** High speed radiator fan ground control relay circuit  

**Generic Scan Tool Code**

32**  

**P0401** EGR System Failure  
**or**  
**P0403** EGR Solenoid Circuit  

33*

**A/C Clutch Relay Circuit**  

34*

**Speed Control Solenoid Circuits**  

35**  

**P1487** High Speed Fan CTRL Relay Circuit  
**or**  
**P1489** High Speed Fan CTRL Relay Circuit  
**or**  
**P1490** Low Speed Fan CTRL Relay Circuit  
**or**  
**P1491** Rad Fan Control Relay Circuit  

- An open or shorted condition detected in the duty cycle purge solenoid circuit.  
- An open or shorted condition detected in the EGR transducer solenoid circuit.  
- A/C pressure transducer input above the maximum acceptable voltage.  
- A/C pressure transducer input below the minimum acceptable voltage.  
- Speed Control switch input above max. acceptable voltage.  
- Speed Control switch input below min. acceptable voltage.  
- Speed Control switch input above max. acceptable voltage.  
- Speed Control switch input below min. acceptable voltage.  

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### 32**

**P0401** EGR System Failure  
**or**  
**P0403** EGR Solenoid Circuit  

33*

**A/C Clutch Relay Circuit**  

34*

**Speed Control Solenoid Circuits**  

35**  

**P1487** High Speed Fan CTRL Relay Circuit  
**or**  
**P1489** High Speed Fan CTRL Relay Circuit  
**or**  
**P1490** Low Speed Fan CTRL Relay Circuit  
**or**  
**P1491** Rad Fan Control Relay Circuit  

- Required change in air/fuel ratio not detected during test.  
- An open or shorted condition detected in the A/C clutch relay circuit.  
- An open or shorted condition detected in the duty cycle purge solenoid circuit.  
- An open or shorted condition detected in the duty cycle purge solenoid circuit.  
- An open or shorted condition detected in the duty cycle purge solenoid circuit.  
- An open or shorted condition detected in the duty cycle purge solenoid circuit.  

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### 33*

**A/C Clutch Relay Circuit**  

34*

**Speed Control Solenoid Circuits**  

35**  

**P1487** High Speed Fan CTRL Relay Circuit  
**or**  
**P1489** High Speed Fan CTRL Relay Circuit  
**or**  
**P1490** Low Speed Fan CTRL Relay Circuit  
**or**  
**P1491** Rad Fan Control Relay Circuit  

- An open or shorted condition detected in the duty cycle purge solenoid circuit.  
- An open or shorted condition detected in the duty cycle purge solenoid circuit.  
- An open or shorted condition detected in the duty cycle purge solenoid circuit.  
- An open or shorted condition detected in the duty cycle purge solenoid circuit.  
- An open or shorted condition detected in the duty cycle purge solenoid circuit.  

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### 34*

**Speed Control Solenoid Circuits**  

35**  

**P1487** High Speed Fan CTRL Relay Circuit  
**or**  
**P1489** High Speed Fan CTRL Relay Circuit  
**or**  
**P1490** Low Speed Fan CTRL Relay Circuit  
**or**  
**P1491** Rad Fan Control Relay Circuit  

* Check Engine Lamp (MIL) will not illuminate if this Diagnostic Trouble Code was recorded. Cycle Ignition key as described in manual and observe code flashed by Check Engine lamp.  
** Check Engine Lamp (MIL) will illuminate during engine operation if this Diagnostic Trouble Code was recorded.  
*** Generator Lamp illuminated  

(Continued on page 11)
### Description of Fault Code

<table>
<thead>
<tr>
<th>Code</th>
<th>DRB Display (See Note 1)</th>
<th>Description of Fault Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>45</td>
<td>P0700</td>
<td>Transmission Fault Present or P1899 Park/Neutral switch failure</td>
</tr>
<tr>
<td>46***</td>
<td>Charging System Voltage Too High</td>
<td>Battery voltage sense input above target charging voltage during engine operation.</td>
</tr>
<tr>
<td>47***</td>
<td>Charging System Voltage Too Low</td>
<td>Battery voltage sense input below target charging voltage during engine operation. Also, no significant change detected in battery voltage during active test of generator output circuit.</td>
</tr>
<tr>
<td>51**</td>
<td>P0171 Fuel System Lean or P0175 Left Downstream Fuel System Lean</td>
<td>A lean air-fuel mixture has been indicated by an abnormally rich correction factor.</td>
</tr>
<tr>
<td>52**</td>
<td>P0172 Fuel System Rich or P0174 Right Downstream Fuel System Lean</td>
<td>A rich air-fuel mixture has been indicated by an abnormally lean correction factor.</td>
</tr>
<tr>
<td>53**</td>
<td>P0600 PCM Failure SPI Communications or P0601 Internal Controller Failure Condition Detected</td>
<td>PCM Internal fault condition detected.</td>
</tr>
<tr>
<td>54**</td>
<td>P0340 No Cam Signal at PCM</td>
<td>No camshaft signal detected during engine cranking.</td>
</tr>
<tr>
<td>55*</td>
<td>P1697 PCM Failure SRI Miles Not Stored</td>
<td>Completion of fault code display on Check Engine Lamp.</td>
</tr>
<tr>
<td>62</td>
<td>P1696 PCM Failure EEPROM Write Denied or P1698 PCM Failure EEPROM Write Denied</td>
<td>Unsuccessful attempt to update EMR mileage in the PCM EEPROM.</td>
</tr>
<tr>
<td>63**</td>
<td>P0422 Rear Bank Catalytic Converter Efficiency Failure</td>
<td>Catalyst efficiency below required level.</td>
</tr>
<tr>
<td>65**</td>
<td>P0703 Brake Switch Performance Circuit</td>
<td>Catalyst efficiency below required level.</td>
</tr>
<tr>
<td>66**</td>
<td>P1698 No Transmission CCD Message or No CCD Message from Body Ctrl.</td>
<td>No communication from transmission control module.</td>
</tr>
<tr>
<td>71**</td>
<td>P1496 5 Volt Output Low</td>
<td>Internal PCM check for 5 volts.</td>
</tr>
<tr>
<td>72**</td>
<td>P0420 Catalytic Converter Efficiency Failure or P0432 Catalytic Converter Efficiency Failure</td>
<td>Catalyst efficiency below required level.</td>
</tr>
<tr>
<td>77</td>
<td>S/C Power Relay Circuit</td>
<td>Malfunction detected with power feed to speed control servo solenoids.</td>
</tr>
</tbody>
</table>

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** Check Engine Lamp (MIL) will illuminate during engine operation if this Diagnostic Trouble Code was recorded.  
*** Generator Lamp illuminated

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### Part Number Applications

<table>
<thead>
<tr>
<th>Reman. Part No.</th>
<th>Year, Body Type</th>
<th>Vehicle Application - Engine Specifications</th>
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</thead>
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<tr>
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<td>1996 NS BODY</td>
<td>2.4L DOHC A/T (3ATX &amp; 4EATX) FED/CAL</td>
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