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"

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.

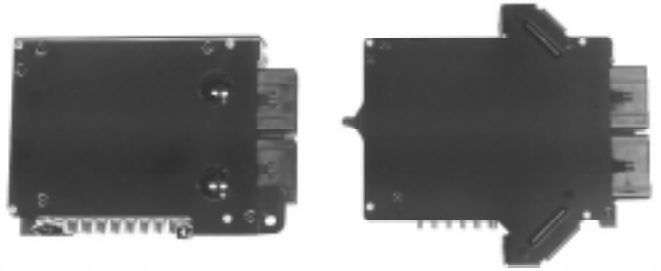
Some states do not allow limitations on how long an implied warranty will last or the exclusion or limitation of incidental or consequential damages, so the above limitations or executions may not apply to you. This warranty gives you specific legal rights and you may also have other rights which vary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

ART 1174-0599

Mopar REMANUFACTURED PARTS

MOPAR REMANUFACTURED SINGLE BOARD ENGINE CONTROLLER (SBEC III)

Removal and Installation Instructions



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)
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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)

Mopar REMANUFACTURED PARTS

Static electricity can damage electronic components. By following a few safety procedures you can reduce the risk of damage from static electricity.

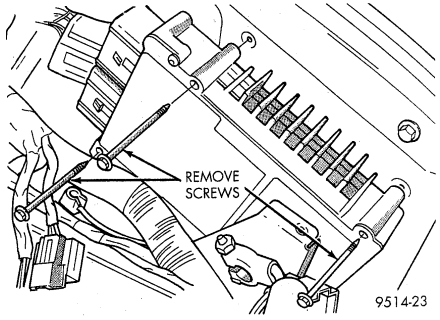
1. Avoid contact with the electrical connectors.
2. By frequently touching a known good ground during installation you can discharge any static electricity that you may have developed.

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**.

Fig. 1



Removal Procedure

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**.

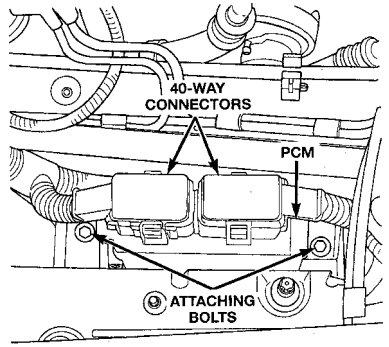


Fig. 2

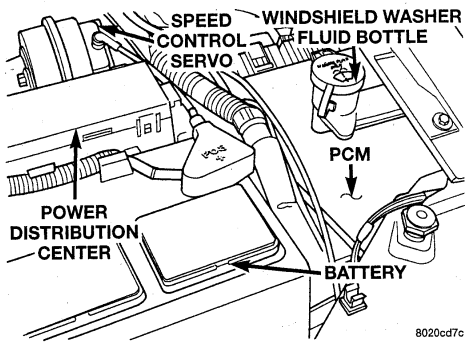
Removal Procedure

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**.

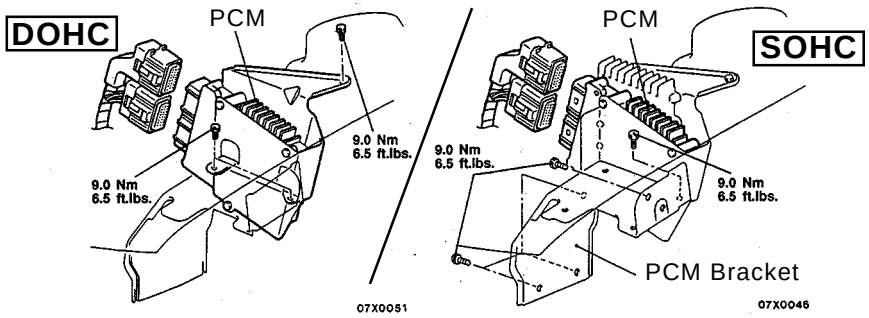
Fig. 3



Removal Procedure

Sebring ▪ Avenger

Note: Refer to dwg. below for appropriate engine type (Fig. 4)



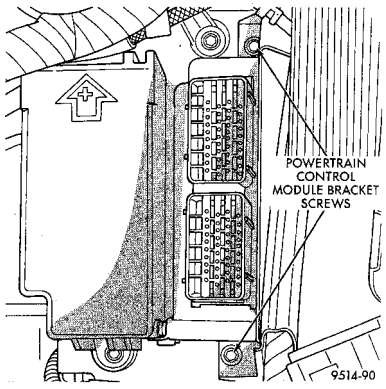
1. Disconnect both cables from battery, Negative Cable **first**.
2. Disconnect both 40-way connectors from PCM.
3. Remove screws attaching PCM to bracket.
4. **REVERSE** the above procedure for **INSTALLATION**.

Removal Procedure

Breeze ▪ Cirrus ▪ Stratus

1. Disconnect Negative Cable from auxiliary jumper terminal.
2. Disconnect both 40-way connectors from PCM.
3. Remove screws attaching PCM to bracket. (Fig. 5)
4. Lift PCM up to remove it from the vehicle.
5. **REVERSE** the above procedure for **INSTALLATION**.

(Fig. 5)



Troubleshooting Tips for SBEC III Controllers

Common failures that cause mis-diagnosis of 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 and 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 9 ½ 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)

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

• Using DRB Scan Tool

WARNING: APPLY PARKING BRAKE AND/OR BLOCK WHEELS BEFORE PERFORMING ANY TEST ON AN OPERATING ENGINE.

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.

(Continued on Page 7)

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.

Fault Codes

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

Code	Generic Scan Tool Code	DRB Display *(See Note 1)*	Description of Fault Code
11**	P1390	Timing belt skipped 1 tooth or more.	Timing belt skipped 1 tooth or more from initial learned value.
	or P1391	Intermittent loss of CMP or CKP During Cranking	Intermittent loss of either camshaft or crankshaft position sensor signal.
	or	No crank reference signal @ PCM	No crank reference signal detected during engine cranking.
	or P3298	Misfire adaptive numerator at limit	CKP sensor target windows have too much variation.
12*		Battery Disconnect	Direct battery input to PCM was disconnected within the last 50 Key-on cycles.
13**	P1297	No Change in MAP from Start to Run	No difference recognized between the engine MAP reading and the barometric (atmosphere) pressure reading from start-up.
14**	P0107	MAP Sensor Voltage Too Low	MAP sensor input below minimum acceptable voltage.
	or P0108	MAP Sensor Voltage Too High	MAP sensor input above maximum acceptable voltage.
	or P1296	No 5 Volts to MAP Sensor	MAP sensor output voltage too low for barometric pressure after key off.
	P1496	5V Output Low	
15**	P0500	No Vehicle Speed Sensor Signal	No Vehicle Speed Sensor Signal detected during road load conditions.
16*		Knock Sensor Circuit	No input from Knock Sensor.
17**	P0125	Closed Loop Temp. not reached	Closed loop operating temp. not reached after 10 minutes.
	or	Engine Cold Too Long	Engine does not reach operating temp. within 20 minutes with a vehicle speed signal.

* 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 8)

Code	Generic Scan Tool Code	DRB Display *(See Note 1)*	Description of Fault Code
21** to	P0131 or	Upstream O2 sensor shorted ground	Tested after key off.
	P0132 or	Upstream O2 sensor shorted to voltage	Upstream oxygen sensor input voltage maintained above the normal operating range.
	P0133 or	Upstream O2 sensor Response	Upstream oxygen sensor response slower than minimum required switching frequency or value does not go above .67 volts.
	P0134 or	Upstream O2 sensor stays at center	Neither rich or lean condition detected from the upstream oxygen sensor input.
	P0135 or	Upstream O2 sensor Heater Failure	Upstream oxygen sensor heating element circuit malfunction tested after key off.
	P0137	Downstream O2 sensor shorted to ground	Tested after key off.
	or P0138	Downstream O2 sensor shorted to voltage	Downstream oxygen sensor input voltage maintained above the normal operating range.
	or P0139	Downstream O2 sensor Response	Downstream oxygen sensor does not match required response, rich at WOT or lean at fuel shutoff.
	or P0140	Downstream O2 sensor signal inactive	Neither rich or lean condition detected from the downstream oxygen sensor.
	or P0141 or	Downstream O2 sensor heater failure	Downstream oxygen sensor heating element circuit malfunction tested after key off.
	P0151	Right Upstream O2 sensor Voltage shorted to ground	Tested after key off and at start to run.
	or P0152	Right upstream O2 sensor shorted to voltage	Upstream oxygen sensor input voltage maintained above the normal operation range.
	or P0153	Front bank upstream O2 sensor slow response	
	or P0154	Right upstream O2 sensor stays at center	Neither rich or lean condition detected from the downstream oxygen sensor.
	or P0155	Right upstream O2 sensor heater failure	Upstream oxygen sensor heating element circuit malfunction.
	or P0157	Right Downstream O2 sensor voltage shorted to ground	Tested after key off and at start to run.
	or P0158	Right Downstream O2 sensor shorted to voltage	Downstream oxygen sensor input voltage maintained above the normal operation range.

* 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 9)

Code	Generic Scan Tool Code	DRB Display *(See Note 1)*	Description of Fault Code
21** (Cont.)	P0160 or	Right Downstream O2 sensor stays at center	Neither rich or lean condition detected from the downstream oxygen sensor.
	P0161	Right Downstream O2 sensor heater failure	Downstream oxygen sensor heating element circuit malfunction.
22**	P0117 or	ECT Sensor Voltage Too Low	Engine coolant temp. sensor input below the minimum acceptable voltage.
	P0118	ECT Sensor Voltage Too High	Engine coolant temp. sensor input above the maximum acceptable voltage.
23**	P0112 or	Intake Air Temp. Sensor Voltage Low	Intake air temp. sensor input below the maximum acceptable voltage.
	P0113	Intake Air Temp. Sensor Voltage High	Intake air temp. sensor input above the minimum acceptable voltage.
24*	P0121 or	TPS Voltage does not agree with MAP	TPS signal does not correlate to MAP sensor.
	P0122 or	Throttle Position Sensor Voltage Low	Throttle position sensor input below the minimum acceptable voltage.
	P0123 or	Throttle Position Sensor Voltage High	Throttle position sensor input above the maximum acceptable voltage.
	P1295	No 5 Volts to TPS Sensor	Throttle voltage too low while operating at part throttle.
25**	P0505 or	Idle Air Control Motor Circuits	A shorted or open condition detected in one or more of the idle air control motor circuits.
	P1294	Target Idle Not Reached (±300)	Idle air control motor at zero for more than 20 seconds or engine speed does not equal control speed.
	P1299	Vacuum leak found (IAC fully seated)	Air entering intake manifold after the throttle body or throttle position sensor not reading properly.
27**	P0201 or	Injector # 1 Control Circuit	Injector # 1 output driver does not respond properly to the control signal.
	P0202 or	Injector # 2 Control Circuit	Injector # 2 output driver does not respond properly to the control signal.
	P0203 or	Injector # 3 Control Circuit	Injector # 3 output driver does not respond properly to the control signal.
	P0204 or	Injector # 4 Control Circuit	Injector # 4 output driver does not respond properly to the control signal.
	P0205 or	Injector #5 Control Circuit	Injector # 5 output driver does not respond properly to the control signal.
	P0206	Injector #6 Control Circuit	Injector # 6 output driver does not respond properly to the control signal.

* 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 10)

Code	Generic Scan Tool Code	DRB Display *(See Note 1)*	Description of Fault Code
31*	P0441	Evap Purge Flow Monitor Failure	Insufficient vapor flow detected during evaporative emission system operation at idle.
	or		
	P0442	Evap System small leak	
	or		
	P0443	EVAP Solenoid Circuit	An open or shorted condition detected in the duty cycle purge 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	
32**	P0401	EGR System Failure	Required change in air/fuel ratio not detected during test.
	or		
	P0403	EGR Solenoid Circuit	An open or shorted condition detected in the EGR transducer solenoid circuit.
33*		A/C Clutch Relay Circuit	An open or shorted condition detected in the A/C clutch relay circuit.
	or		
		A/C Pressure Sensor Volts Too High	A/C pressure transducer input above the maximum acceptable voltage.
	or		
		A/C Pressure Sensor Volts Too Low	A/C pressure transducer input below the minimum acceptable voltage.
	or		
		No 5V to A/C Pressure	
34*		Speed Control Solenoid Circuits	An open or shorted condition detected in the Speed Control vacuum or vent solenoid circuits.
	or		
		Speed Control Switch Always Low	Speed Control switch input below min. acceptable voltage.
	or		
		Speed Control Switch Always High	Speed Control switch input above max. acceptable voltage.
35**	P1487	High Speed Fan CTRL Relay Circuit	
	or		
	P1489	High Speed Fan CTRL Relay Circuit	An open or shorted condition detected in the high speed radiator fan relay control circuit.
	or		
	P1490	Low Speed Fan CTRL Relay Circuit	An open or shorted condition detected in the low speed radiator fan relay control circuit.
	or		
	P1491	Rad Fan Control Relay Circuit	An open or shorted condition detected in the low speed radiator fan relay control 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)

Code	Generic Scan Tool Code	DRB Display *(See Note 1)*	Description of Fault Code
37**	P0740	Torque Converter Clutch - No RPM Drop at Lockup	Relationship between engine speed & vehicle speed indicates no torque converter clutch engagement.
	or		
	P0743	Torque Converter Clutch Solenoid CKT	An open or shorted condition detected in the torque converter part throttle unlock solenoid control circuit.
	or		
	P1899	Park/Neutral switch failure	Incorrect input state detected for the park/neutral switch.
41***		Generator Field Not Switching Properly	An open or shorted condition detected in the generator field control circuit.
42*		Fuel Pump Relay Control Circuit	An open or shorted condition detected in the fuel pump relay control circuit.
	or		
		Auto Shutdown Relay Control Circuit	An open or shorted condition detected in the auto shutdown relay control circuit.
	or		
		No ASD Relay Output Voltage at PCM	No ASD output voltage sensed when the ASD relay is energized
	or		
		Fuel Level Sending Unit Volts Too Low	Open circuit between Body Controller and fuel gauge sending unit.
	or		
		Fuel Level Sending Unit Volts Too High	Circuit shorted to voltage between Body Controller and fuel gauge sending unit.
	or		
		Fuel Level Unit No Change Over Miles	No movement of fuel level sender detected.
43**	P0300	Multiple Cylinder Misfire	Misfire detected in multiple cylinders.
	or		
	P0301	Cylinder # 1 Misfire	Misfire detected in cylinder # 1.
	or		
	P0302	Cylinder # 2 Misfire	Misfire detected in cylinder # 2.
	or		
	P0303	Cylinder # 3 Misfire	Misfire detected in cylinder # 3.
	or		
	P0304	Cylinder # 4 Misfire	Misfire detected in cylinder # 4.
	or		
	P0305	Cylinder # 5 Misfire	Misfire detected in cylinder # 5.
	or		
	P0306	Cylinder # 6 Misfire	Misfire detected in cylinder # 6.
	or		
	P0351	Ignition Coil # 1 Primary Circuit	Peak primary circuit current not achieved w/ max. dwell time.
	or		
	P0352	Ignition Coil # 2 Primary Circuit	Peak primary circuit current not achieved w/ max. dwell time.
	or		
	P0353	Ignition Coil # 3 Primary Circuit	Peak primary circuit current not achieved w/ max. dwell time.
44**	P1492	Battery Temp. Sensor Voltage Too High	Battery temp. sensor input voltage above acceptable range.
	or		
	P1493	Battery Temp. Sensor Voltage Too Low	Battery temp. sensor input voltage below acceptable range.

* 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 12)

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

* 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

Part Number Applications

Reman. Part No.	Vehicle Application - Year, Body Type	Engine Specifications
R4727217	1996 NS BODY	2.4L DOHC A/T (3ATX & 4EATX) FED/CAL
R4727218	1996 NS BODY	3.0L MPI A/T (3ATX) WO/LDP FED/CAL
R4727219	1996 NS BODY	3.3L MPI A/T W/LDP FED/ALT
R4727222	1996 NS BODY	3.8L MPI AWD A/T W/LDP FED/CAL/ALT
R4748220	1996 NS BODY	3.3L MPI A/T TLEV W/LDP CAL
R4748221	1996 NS BODY	3.8L MPI FWD A/T W/LDP FED/CAL/ALT
R4883267	1996 NS BODY	3.3L MPI A/T FED/ALT
R4883268	1996 NS BODY	3.3L MPI A/T TLEV CAL
R4883269	1996 NS BODY	3.8L MPI FWD A/T FED/CAL/ALT
R4606174	1995 JA BODY	2.0L FED 126 MPH LIM M/T FED
R4606175	1995 JA BODY	2.0L 108 MPH LIM M/T 50ST
R4606176	1995 JA BODY	2.0L 126 MPH LIM M/T 50ST
R4606185	1995 JA BODY	2.4L 108 MPH LIM A/T 50ST
R4606186	1995 JA BODY	2.4L 126 MPH LIM A/T 50ST
R4606273	1995 JA BODY	2.0L 108 MPH LIM M/T FED
R5010270AA	1995 JA BODY	2.5L 108 MPH LIM A/T 50ST
R5012458AA	1995 JA BODY	2.5L 126 MPH LIM A/T 50ST
R4606420AB	1996 JA BODY	2.5L 108 MPH GCC LIM 50ST
R4886468AA	1996 JA BODY	2.0L 108 MPH LIM W/ LDP A/T 50ST
R4886469AA	1996 JA BODY	2.0L 126 MPH W/O FIRM SUS M/T 50ST
R4886470AA	1996 JA BODY	2.0L 108 MPH W/O FIRM SUS M/T 50ST
R4886472AA	1996 JA BODY	2.0L 108 MPH LIM W/O LDP A/T 50ST
R4897832AE	1996 JA BODY	2.5L 126 MPH LIM A/T 50ST
R4897833AE	1996 JA BODY	2.5L 108 MPH LIM A/T 50ST
R4897834AD	1996 JX BODY	2.5L A/T (4EATX) CAL
R4897835AD	1996 JX BODY	2.5L A/T (4EATX) 50ST
R5015120AA	1996 JA BODY	2.4L W/ FIRM SUS A/T 50ST
R5015121AA	1996 JA BODY	2.4L W/O FIRM SUS A/T 50ST
R5015122AA	1996 JX BODY	2.4L A/T (4EATX) 50ST
R5015123AA	1996 JX BODY	2.4L A/T (4EATX) CAL
R4897402AA	1996 LH BODY	3.3L MPI A/T FED
R4897405AA	1996 LH BODY	3.3L MPI A/T TLEV
R5012676AA	1996 LH BODY	3.5L MPI A/T LIMITED 50ST
R5012677AA	1996 LH BODY	3.5L MPI A/T UNLIMITED 50ST
R5011509AA	1995 FJ BODY	2.5L A/T 50ST
R4887050	1996 FJ BODY	2.0L DOHC A/T (4EATX) FED CAL
R4887051	1996 FJ BODY	2.0L DOHC M/T FED/CAL
R4897869AB	1996 FJ BODY	2.5L FJ-22 A/T 50ST
R5269939	1996 PL BODY	2.0L MPI M/T FED/CAL
R5269940	1996 PL BODY	2.0L MPI M/T (ACR) FED/CAL
R5269941	1996 PL BODY	2.0L MPI A/T (3ATX) FED
R5269942	1996 PL BODY	2.0L MPI A/T (3ATX) TLEV CAL
R5269943	1996 PL BODY	2.0L MPI DOHC M/T FED/CAL
R5269944	1996 PL BODY	2.0L MPI DOHC (ACR) FED/CAL
R5269945	1996 PL BODY	2.0L MPI DOHC A/T (3ATX) FED/CAL