WAGNER® Brake Fax #54 SM

SERVICE TIPS FOR THE PROFESSIONAL TECHNICIAN

WAGNER® Brake Products

The #1 Choice Of Brake Professionals

ABS WARNING LAMP ILLUMINATES INTERMITTENTLY

1993 (LH) CHRYSLER CONCORD. DODGE INTREPID, EAGLE VISION

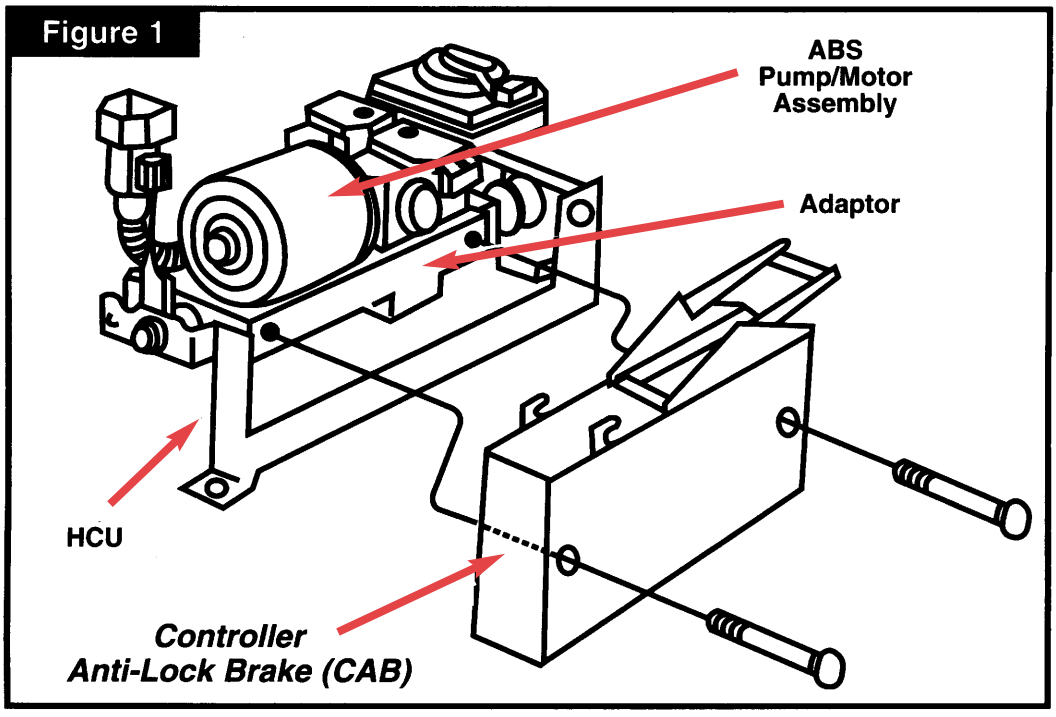
Electrical "noise" created by some combination of accessories may cause the ABS amber warning lamp to illuminate intermittently, even though there is actually no problem with the Teves Mark IV anti-lock brake system.

A DRB II or DRB III Chrysler scan tool must be used along with the appropriate Wagner Anti-Lock Brake Service manual to check for diagnostic fault messages. If a "main relay/power circuit" fault is stored in the Controller-Anti-Lock Brake (CAB) memory, perform the repair procedure listed below. If other fault messages are obtained, diagnose and make the appropriate repairs as required. *(See Parts Required List - NOTE: All part numbers listed are Chrysler part numbers.)*

PARTS REQUIRED:

- 1 - Polyamid (plastic) adaptor kit (contains adaptor, two bolts, adhesive patch)
- ABS equipped part number 4741412
- ABS with traction control equipped part number 4741411

Figure 1



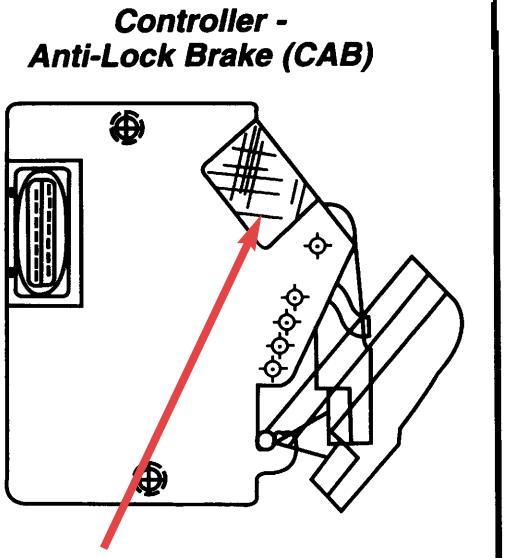
REPAIR PROCEDURE:

The Controller-Anti-Lock Brake (CAB) aluminum adaptor *(see Fig. 1)* must be replaced with a polyamid/plastic adaptor and an adhesive patch must be installed *(see Fig. 2)*.

If an aluminum adaptor is present between the CAB and the housing of the Hydraulic Control Unit (HCU), it must be replaced with the appropriate kit. If the polyamid adaptor is already present, proceed to step 17.

1. Ignition OFF, disconnect negative (–) battery cable.
2. Remove the HCU/CAB heat shield — two screws, one at forward end of shield and one at the rear.
3. Disconnect 37-way CAB connector, fluid level switch connector (mini reservoir on HCU) and the HCU pump motor connector.
4. Remove the three HCU mounting nuts. One nut is located at the forward end of the unit and two are facing the dash panel area.
5. Slightly rotate the HCU counter clockwise (looking at the HCU while standing in front of the vehicle) and remove it from the mounting bracket.
6. Now it is possible to remove the two CAB torx mounting bolts (bolts face shock tower on either side of CAB label).
7. Remove the CAB by gently prying it away from the HCU to separate the 14-way connector at the base of the CAB. (DO NOT WIGGLE, you may damage the connector.)
8. Install the adhesive patch on the HCU side of the CAB as shown in Figure 2.
9. Remove the aluminum adaptor block between the HCU and the CAB. Two T30 torx head bolts hold the adaptor to the HCU.
10. Replace the aluminum adaptor with the polyamid adaptor along with the two new bolts in the kit (female indentations in the adaptor mate to the male nibs on the HCU). Torque the two bolts to 10-14 Nm (88-124 in. lbs.)

Figure 2



11. Install the CAB onto the HCU in the same manner as it was removed. Torque the CAB mounting bolts to 10-14 Nm (88-124 in. lbs.).
12. To install the HCU into its bracket, you will have to slightly rotate the HCU counterclockwise while pulling the unit into the bracket. This allows for clearance between the bottom corner of the CAB and the HCU bracket.
13. Install the three HCU units and tighten to 18-26 Nm (13-19 ft. lbs.).
14. Connect the 37-way connector, fluid level switch connector and the pump motor connector.
15. Install the heat shield.
16. Connect negative battery cable.
17. If the polyamid adaptor is already present, tighten the two vertical screws located on either side of the 37-way connector on the CAB to a torque of 2 + or - 0.15 Nm (18 + or - 1 in. lbs.).
18. Road test to verify repair and that system is functional.