

Enginetech Inc
Tech Assistance 800-410-3664 ext. 340 or 237

TECHNICAL BULLETIN	
	August 2000 TB 1815
Mfg:	CHRYSLER
Model:	DURANGO
Liter:	5.9L
V I N:	Z
Year:	98-03

Spark Knock & Oil Consumption On
1994-99 Chrysler 5.2 & 5.9L VIN T, Y, C, Z & 5 Engines

The AERA Technical Committee offers the following information regarding a spark knock & oil consumption on 1994-99 Chrysler 5.2 & 5.9L VIN T, Y, C, Z & 5 engines. An intake manifold pan gasket leak may occur on these engines causing an internal vacuum leak. Customers have complained of two symptoms, spark knock and/or oil consumption.

If the intake manifold plenum pan gasket is leaking at the lower portion, an additional vacuum source will be created inside of the engine at the location of the pan gasket leak. Combustion within the engine, oil vapors, and air from the crankcase filter may be drawn past the point of the leaking pan gasket and into the intake manifold. To check if an internal gasket leak is present, follow the following steps.

- Step 1. On a warm engine, remove the PCV valve from the manifold and hose.
- Step 2. Seal off the manifold and hose openings.
- Step 3. Attach a 0-25" vacuum gauge to the breather hose going to the air cleaner.
- Step 4. Start the warmed engine and let it idle, observing the vacuum gauge. Do not run the engine longer than 30 seconds.

If no vacuum was observed on the gauge, then the intake manifold plenum gasket is sealing. Note: It is normal to observe a slight amount of pressure on the gauge. Do not allow more than 3 psi of pressure to build (shut engine off when the gauge reaches 3 psi).

If an internal engine vacuum leak is present, refer to the following information to replace the leaking gasket. Be sure to clean all oil residue from the interior surfaces of the plenum pan and the intake manifold plenum chamber before re-installation.

This information is provided from the best available sources. However, AERA does not assume responsibility for data accuracy or consequences of its application. Members and others are not authorized to reproduce or distribute this material in any form, or issue it to their branches, divisions, or subsidiaries, etc. at a different location, without written permission.
© Copyright AERA 2006



Reference:	
-------------------	--

TECHNICAL BULLETIN		Mfg: CHRYSLER
	August 2000	Model: DURANGO
	TB 1815	Liter: 5.9L
		V I N: Z
		Year: 98-03

The parts required are listed below.

ITEM	Part Number	Quantity
Package, Intake Manifold flange gasket & bolts	04897383AC	1
Gasket, Intake Manifold Plenum Pan	05017208AA	1
Bolt, Intake Manifold Plenum Bolts	06034583	15
Gasket, Throttle Body	53030541	1
Conditioner, Combustion Chamber	04318001	2 (or as required)

The proper bolt torque and tightening sequence is critical and must be followed when tightening the plenum and the intake manifold flange bolts. Refer to the following information for the correct procedures.

Plenum Pan Bolt Tightening Sequence & Torque Value (Figure 1)

- Step 1: Tighten all bolts in sequence to 48 in/lbs
- Step 2: Tighten all bolts in sequence to 84 in/lbs
- Step 3: Re-Check All bolts in sequence @ 84 in/lbs

Intake Manifold Bolt Tightening Sequence & Torque Value (Figure 2)

- Step 1: Tighten bolts 1&2 in sequence to 12 in/lbs
- Step 2: Tighten bolts 1&2 in sequence to 24 in/lbs
- Step 3: Tighten bolts 1&2 in sequence to 36 in/lbs
- Step 4: Tighten bolts 1&2 in sequence to 48 in/lbs
- Step 5: Tighten bolts 1&2 in sequence to 60 in/lbs
- Step 6: Tighten bolts 1&2 in sequence to 72 in/lbs
- Step 7: Tighten bolts 3-12 in sequence to 72 in/lbs
- Step 8: Check all bolts in sequence @ 72 in/lbs
- Step 9: Tighten all bolts in sequence to 12 ft/lbs
- Step 10: Re-Check all bolts in sequence @ 12 ft/lbs

The AERA Technical Committee

This information is provided from the best available sources. However, AERA does not assume responsibility for data accuracy or consequences of its application. Members and others are not authorized to reproduce or distribute this material in any form, or issue it to their branches, divisions, or subsidiaries, etc. at a different location, without written permission.
© Copyright AERA 2006



Reference:	
-------------------	--

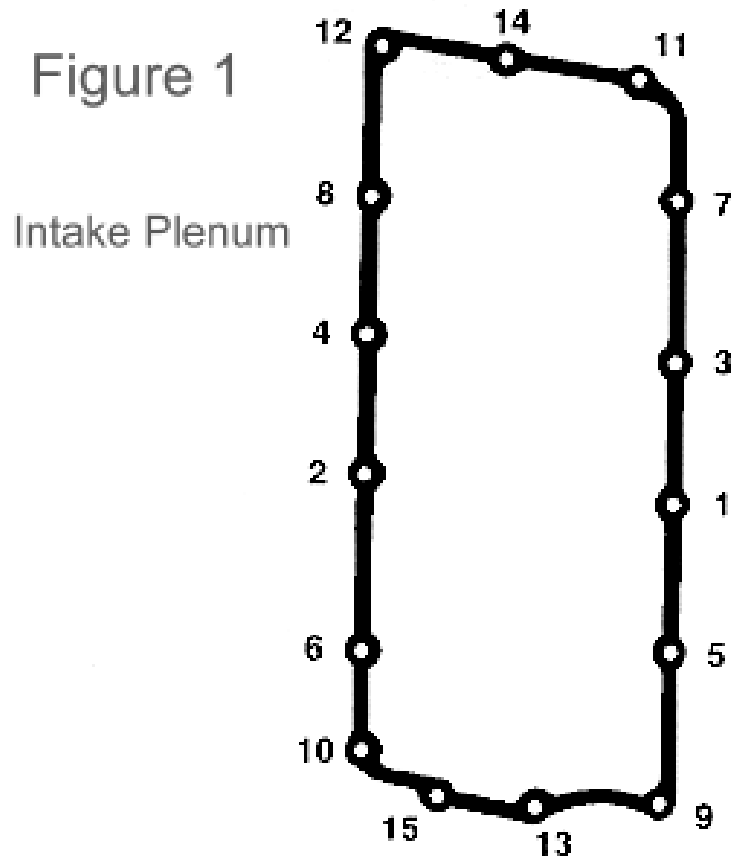
TECHNICAL BULLETIN



August 2000
TB 1815

Mfg: CHRYSLER
Model: DURANGO
Liter: 5.9L
VIN: Z
Year: 98-03

Bulletin Diagram: TB 1815 Figure 1



This information is provided from the best available sources. However, AERA does not assume responsibility for data accuracy or consequences of its application. Members and others are not authorized to reproduce or distribute this material in any form, or issue it to their branches, divisions, or subsidiaries, etc. at a different location, without written permission.
© Copyright AERA 2006



Reference:

TECHNICAL BULLETIN



August 2000

TB 1815

Mfg: CHRYSLER
Model: DURANGO
Liter: 5.9L
VIN: Z
Year: 98-03

Bulletin Diagram: TB 1815 Figure 2

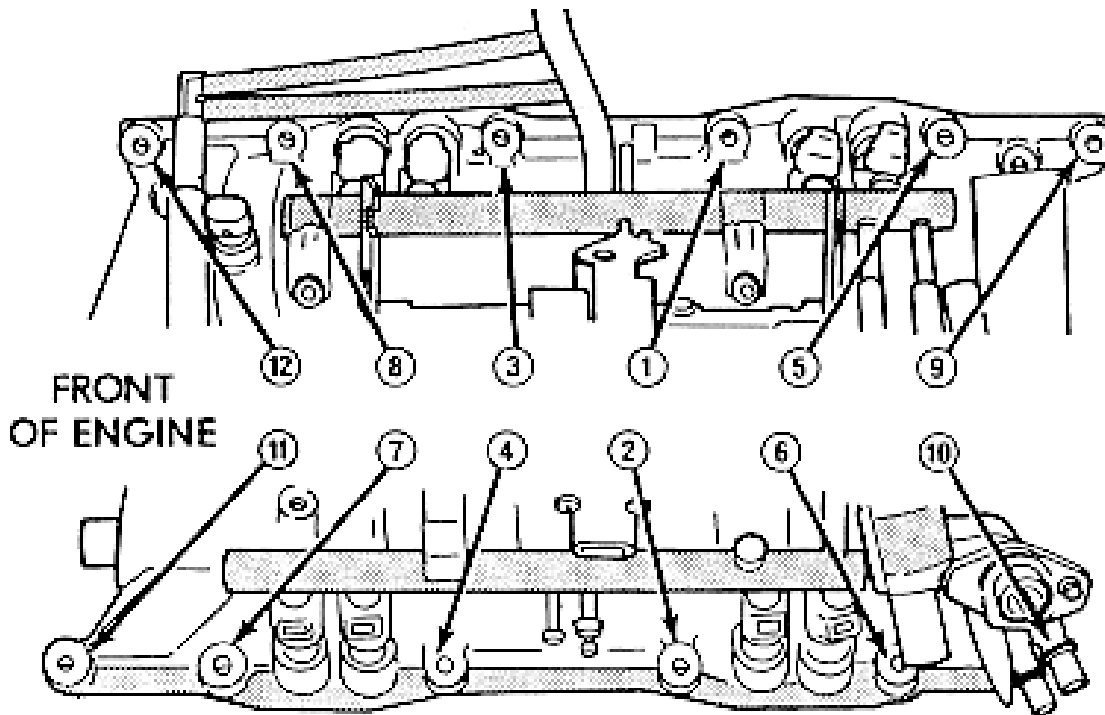


Figure 2

This information is provided from the best available sources. However, AERA does not assume responsibility for data accuracy or consequences of its application. Members and others are not authorized to reproduce or distribute this material in any form, or issue it to their branches, divisions, or subsidiaries, etc. at a different location, without written permission.
© Copyright AERA 2006



Reference: