

DODGE 2005 Magnum

PRECAUTIONS

Warning: The battery is vented to release excess hydrogen gas that is created when the battery is being charged or discharged. However, even with these vents, hydrogen gas can collect in or around the battery. If hydrogen gas is exposed to flame or sparks, it may ignite. Do not smoke, use flame, or create sparks near the battery. Personal injury and vehicle damage may result. The battery contains sulfuric acid, which is poisonous and caustic. Avoid contact with skin, eyes, or clothing. In the event of contact, flush with water and call a physician immediately. Keep out of reach of children.

Warning: To protect hands from battery acid, a suitable pair of heavy duty rubber gloves, not the household type, should be worn when removing or servicing a battery. Safety glasses also should be worn. Remove metallic jewelry worn on hands or wrists to avoid injury by accidental arcing of battery current.

Warning: Do not allow jumper cable clamps to touch each other when connected to a booster source. When using a high output boosting device, do not allow a conventional battery to exceed 16 volts. Never exceed 14.4 volts when charging a spiral cell battery. Personal injury and/or battery damage may result.

Use care when disconnecting the battery vent tube from the battery. The vent tube nipple is made of plastic and is easily damaged if not disconnected properly.

It is important that the battery, starting system, and charging system be thoroughly tested and inspected any time a battery needs to be charged or replaced. The cause of abnormal discharge, over charging or early battery failure must be corrected before a battery is replaced or returned to service.

The battery Group Size number, the Cold Cranking Amperage (CCA) rating, and the Reserve Capacity (RC) rating or Ampere-Hours (AH) rating can be found on the original equipment battery label. Be certain that a replacement battery has the correct Group Size number, as well as CCA and RC or AH ratings that equal or exceed the original equipment specification for the vehicle being serviced.

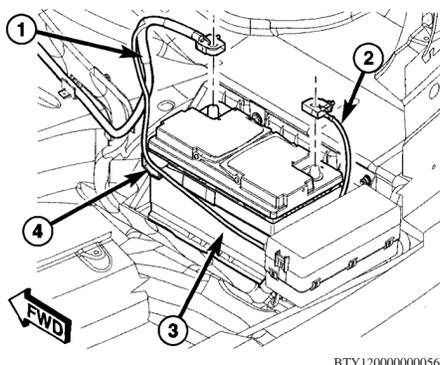


Fig. 1 Battery cable removal

BATTERY Removal

This vehicle is equipped with a single, 12-volt, maintenance-free battery located in the rear floor area near the spare tire.

1. Verify that ignition switch and all accessories are "Off."
2. Remove rear compartment floor trim panel to gain access to battery.
3. Disconnect battery ground cable (2) from battery terminal, **Fig. 1**.
4. Disconnect battery positive cable (1) from battery terminal, **Fig. 1**.
5. Unlatch battery retention strap (4), **Fig. 1**.
6. Gently disconnect battery vent tube from battery nipple, **Fig. 2**.
7. Remove bolt from battery hold down clamp and remove hold down, **Fig. 3**.
8. Remove battery from vehicle.

Installation

1. Position battery in battery tray, **Fig. 4**.
2. Install battery hold down clamp and bolt. **Torque** bolt to 35 inch lbs., **Fig. 3**.
3. Gently connect battery vent tube to battery nipple, **Fig. 2**.
4. Latch battery retention strap (4), **Fig. 1**.
5. Connect battery positive cable (1), **Fig. 1**.
6. Connect battery ground cable (2), **Fig. 1**.
7. Install rear compartment floor trim panel.

Battery Connection

Once the battery has been connected, review and perform the following information as applicable. These connection pro-

cedures are to be performed any time the battery has been disconnected if the vehicle is equipped with these options.

AUTO UP FRONT WINDOW

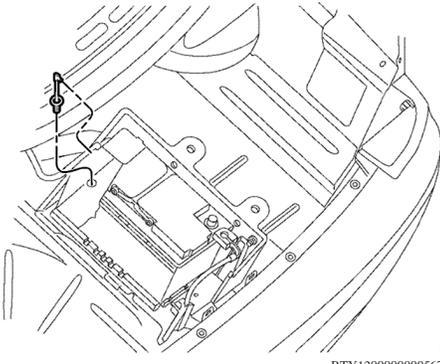
If the vehicle is equipped with the auto-up front window feature, once the battery is reconnected the door module needs to be calibrated. The door module requires calibration any time the battery or door module has been disconnected for any length of time.

1. Turn ignition to "Run" position.
2. Regardless of current window position, move driver side front window upward until window stalls in full up position. Allow window motor to stall for at least 2 seconds before releasing switch.
3. Move driver side front window downward until window stalls in full down position. Allow window motor to stall for at least 2 seconds before releasing switch.
4. Move driver side front window upward until window stalls in full up position. Allow window motor to stall for at least 2 second before releasing switch.
5. Repeat steps 2, 3 and 4 for passenger side front window.
6. Verify windows are properly calibrated by operating express down and up features on windows. Repeat this procedure if calibration failed. If unable to properly calibrate after second attempt, scan Driver Door Module (DDM) and Passenger Door Module (PDM) for Diagnostic Trouble Codes (DTCs) and correct as required.

ELECTRONIC STABILITY CONTROL

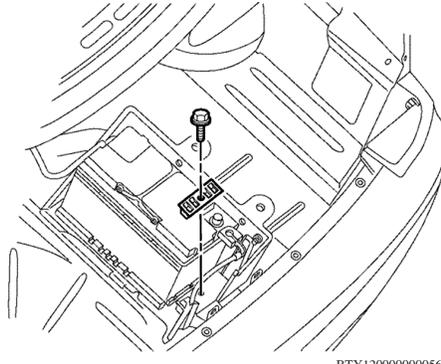
If the vehicle is equipped with Electronic Stability Control, also known as Electronic Stability Program (ESP), once the battery is reconnected, the Steering Angle Sensor (SAS) needs to be calibrated. The SAS requires calibration anytime the battery or an ABS (ESP) component has been disconnected for any length of time. If the SAS is not calibrated following battery connection, the ESP/BAS indicator lamp is illuminated following five ignition cycles indicating the need for calibration.

1. Start engine.
2. Center steering wheel.
3. Turn steering wheel in lefthand direction until internal stop in steering gear is met, then turn steering wheel in righthand direction until opposite internal stop in steering gear is met.
4. Center steering wheel.
5. Turn engine "Off."



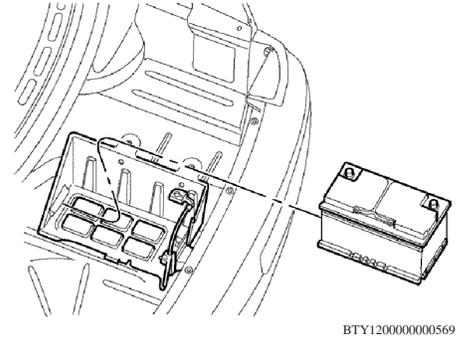
BTY1200000000567

Fig. 2 Vent tube nipple location



BTY1200000000568

Fig. 3 Battery hold down removal



BTY1200000000569

Fig. 4 Battery installation

The material herein may not be used without the prior express written permission of the copyright holder, including, but not limited to reproduction or transmission in any form by any means such as electronic, mechanical, photocopying, recording or otherwise; nor may it be stored on any retrieval system of any nature.

"The data reported herein has been compiled from authoritative sources. While every effort is made by the analysts to attain accuracy, manufacturing changes as well as typographical errors and omissions may occur on occasion. The publisher cannot be responsible nor does it assume any responsibility whatsoever for such omissions, errors or changes."

MOTOR INFORMATION SYSTEMS
MOTOR is a trademark of Hearst Business Media
A Unit of Hearst Corporation
1301 W. Long Lake, Suite 300
Troy, MI 48098

Copyright © 2012 Hearst Business Media. All rights reserved.