# Pt cruiser troubleshooting

The air conditioner in a Chrysler PT Cruiser keeps you cool in the summer; but if you don't use it on a regular basis, you could end up with a malfunctioning unit. If the belt is broken, obviously this will prevent the compressor from working. However, the belt is a drive belt, so check the entire drive belt on the front of the engine for any signs of wear or deterioration. Check the teeth of the belt. If they are damaged in any way, you must replace them to make sure the belt is driving the compressor properly. Check for cold air being blown into the cabin. Remove the blue cap on the low-pressure line. Place the pressure gauge quick-connect fitting over the top of the valve on the low-pressure line. If you are not blowing cold air in the cabin, it means that the compressor has failed. If there is no pressure or low pressure in the lines, there is a leak somewhere in the lines. Many times when the compressor fails, there is also a leak at the compressor. So have the lines checked by a professional mechanic; if he finds no leaks, then replace the compressor. I am a Registered Financial Consultant with 6 years experience in the financial services industry. I am trained in the financial planning process, with an emphasis in life insurance and annuity contracts. I have written for Demand Studios since Step 2 Turn the vehicle on. Step 3 Check for cold air being blown into the cabin. Step 4 Remove the blue cap on the low-pressure line. Step 5 Place the pressure gauge quick-connect fitting over the top of the valve on the low-pressure line. Haynes; The compact PT Cruiser is a retro-style wagon or convertible produced by American automaker Chrysler. The PT Cruiser debuted in , with the convertible version arriving in Both body styles have been available in several variations and trim levels. Despite a generally good reputation for safety and reliability, the PT Cruiser has become known for several recurring problems that owners and potential buyers should be aware of. Some of the most common problems with the PT Cruiser involve the vehicle's engine. The PT Cruiser's 4-cylinder engine, shared with several other Chrysler vehicles, is sometimes known to burn oil and may need more added on a regular basis in order to operate smoothly. In other cases rough idling or a faulty "check engine" warning light may occur. Stalling and difficulty starting are other common PT Cruiser engine complaints. While some of these issues may be covered under an extended powertrain warranty, engine repairs on older vehicles can be costly. Another series of common PT Cruiser problems center upon the electrical system. Many of these involve the PT Cruiser's ignition, with some owners citing cases where the car will not start. Other electrical problems have concerned the dashboard instruments, with brake warning lights that remain lit and radio malfunctions. Electrical accessories including fog lights and power automatic windows and door locks may also be prone to failure. Throughout its production the PT Cruiser has been the subject of several recalls by Chrysler due to known mechanical issues. A recall impacting nearly 7, vehicles was intended to replace faulty ball joints. In , more than , Chrysler vehicles were recalled because of the positioning of a power steering hose that could result in a power steering fluid leak. Another recall dealt with a known issue involving the anti-lock brakes on just over PT Cruisers. Some PT Cruiser models have also been recalled due to specific problems with safety equipment. In more than 16, vehicles were recalled because of visibility problems with some turn signals. Some 38, vehicles were part of a recall intended to correct glass windows that had been attached using inferior parts and were at risk of detaching from the vehicle while driving. A recall was enacted that did not involve any repairs to the PT Cruiser; rather, a misprint in the owners manual that listed an improper procedure for anchoring a child seat was corrected with new documentation sent to owners. Another group of problems with the PT Cruiser involve general shortcomings. Owners voiced some complaints about the vehicle's power until a turbocharged engine was offered on some models starting in With the exception of a convertible model, modifications to the PT Cruiser have been few and far between, leading come automotive critics to bemoan the lack of modern styling. Mechanical Recalls Throughout its production the PT Cruiser has been the subject of several recalls by Chrysler due to known mechanical issues. Safety Recalls Some PT Cruiser models have also been recalled due to specific problems with safety equipment. References PT Cruiser Problems. PT Cruiser PT stands for personal transportation is a car model that is introduced by Chrysler in This line of automobile is designed with a variety of transmissions, including manual, automatic and semi-automatic. In the transmission system, there is often a transmission machine to regulate the power of the engine in your car. As a result, the transmission if a PT Cruiser car would have a lot of problems. For many people, finding out the problem with the transmission in a PT Cruiser car is a challenging task. In general, most common issues are both electrical as well as mechanical, errors in the form of sounds as well as sensations. In addition, it would cost you a lot of money to replace any parts of the transmission. Good car dealers will have complex computers to provide your car a large amount of data when they are plugged in. Whenever the computer indicates a severe failure, it will activate limp-in mode so that you can get the vehicle to a professional mechanic or save the information to compensate for an issue in the sensor. The transmission sticking in second gear

is one of the major symptoms. The Check Engine light may also lighten due to a loose gas cap. An automatic transmission often changes gears by using hydraulic fluid under pressure. When this process happens, the computer in your car will activate the transmission solenoid, which directs the fluid to the valve body for correct gear engaging. When the vehicle is moving down a road, the computer will analyze information provided by engine speed as well as vehicle speed sensors. A solenoid could control multiple or a single gear, depending on its design. There are some common signs of this problem:. After that, the ECU will register an error code and turn on the engine light, which makes the transmission go into a fail or limp mode. Some major benefits of additives are as following:. My PT is 2. I started to hear a clicking noise and it accelerated and decelerated along with the engine RPMs. I stopped at a stop light and the transmission disengaged. Engine running fine, but no connection to the wheels. What are your thoughts. Hi there, a licking noise in the transmission often indicates one tooth off a gear or a chip broke off of a gear. And this eventually leads to other signs as you can see. I think the best option in this case is bringing your car to a professional mechanic. Very low mileage. I was driving like normal was coming to a stop sign so I let off the gas and applied the brakes. When I was ready to go again. It was in drive as usual. Park worked and nutural worked but nothing else Drive,reverse,low. Any help would be appreciated. I had the exact same problem this last weekend.. I had the car towed home. I was able to apply the brake and give it all the gas I wanted. I sat there and revved the stink out of it.. I have pt cruiser.. I put computer in it.. Plz help.. Save my name, email, and website in this browser for the next time I comment. Very low mileage Reply. I would love to get some input on this. This gangster-style design was completely different from anything with wheels back in And it indeed had a polarizing effect on car buyers. Fans emerged who were fiercely loyal and embraced the car with enthusiasm. Regardless of which team you align yourself with, one thing is certain. This car was drastically different. As with many models, there were a few common complaints from those who actually owned and loved them. PT Cruiser. Looks like a hearse for little people. But for many PT Cruiser owners, it was a legitimate malfunction. More than vehicle owners reported experiencing erratic operation of the turn signal level and some of the exterior lights. Problems occurred for through its final model year, and around 89, miles. Some PT Cruiser owners started having problems with their beloved cars not cranking or turning over. The wireless control module WCM is the primary culprit. Remedies were minor, including the WCM replacement. Over several model years, one recall involved the high-pressure power steering hose and required complete replacement. If left un-replaced, the transaxle differential cover would wear prematurely. The model year has seven recalls posted and a ton of complaints about the peeling of the chrome wheels on CarComplaints. The most recent recall came in , addressing the rear quarter glass fasteners that would fail and allow the glass to separate entirely. Another common PT Cruiser problem , straight from the owners, involves the headache of the constant need for software updates. The powertrain control module, responsible for regulating shift quality, required trips to the dealership for many owners. Others had to return with ongoing issues to address the erroneous CEL software enhancements. More than people pointed this out as a hassle, just to maintain or improve shifting dynamics. Other software updates have been documented as fixes for interior lighting, components, and accessory functions, as well. Do you know who loves Chrysler PT Cruisers? PT Cruiser owners do. Everyone else probably falls into the anti-PT camps. The more recent production years brought more improvements in terms of power under the hood and added features. Just be mindful of some of these past issues and complaints. It can make your PT Cruiser ownership experience that much better. Proceed at your own risk. Some people have cringed at the cost of new keys, due to the anti-theft chip inside them. Locksmiths usually stock antitheft keys, and sell them at lower prices than most dealers, but you may have to program them yourself according to the instructions in the owner's manual. You will need both original keys if you or the locksmith programs new keys; the dealer may be able to make new keys from just one but you cannot. Some Internet sources can supply blanks, including authentic Mopar ones, far more cheaply, but you still need a locksmith or hardware store to cut it, and if they cut it incorrectly, they're unlikely to refund the blank. You may have to crawl into the cargo area and gently remove the plastic trim panel pieces starting at the top, remove the 3rd brake light trim. Everything is plastic push pins, no screws. Warm plastic is less likely to break. A wide flat 'forked' pry tool is recommended to slip on either side of the push pin and gently lever the tool to release the clip from the hatch sheetmetal hole. You may also want light. Continue with the pieces on either side of the rear window and finally pop the large lower panel enough to get your hand inside the hatch and manually release the latch. You may be able to free up and lube the handle and hatch latch to keep this from re-occuring. It may have froze up due to lack of use. In damp or salt belt geographic areas, the bond comes apart from surface rust developing between the rubber and steel. The rear of the control arm then drops down and

rests on the crossmember resulting in a 'clatter' over bumps. It is never a dangerous condition and would never come apart as it is a captive assembly. The caster might change very slightly, but other than that it will not significantly affect alignment. If the bushings were not preloaded, you would never have the strain of shear force against the adhesive to start with. You have to have a load to seperate the adhesive so the corrosion can start to begin with. Wear does become a safety issue when you let the metal parts bang against each other and wear through. The only way to effectively eliminate the issue is to use uni-ball heim joints, not bushings. I just changed the the lower control arm bushings in my PT and the banging noises persisted. I didn't think much about it when I was taking the LCA's off but the bushings for the sway bar had became hardened. They are supposed to be soft, but road chemicals and the like harden them, which can cause noise. If you still do the LCA bushings, get a press. They are impossible to get out otherwise, unless you want to burn them out, but beware, the sleeve that goes between the bushing and the control arm is sensitive to heat, and nearly all of the bushing replacement kits require that you reuse that sleeve. I accidentally scarred mine a little just from the flame of my soldering torch. The factory bushings are adhered to the sleeve and pin so you'll have to clean bushing remnants off of both. I don't know if they require cleaning if you can press them out. I used a 3" long piece of iron pipe and still had a difficult time getting the bolt loose. Don't worry if the nut inside of the frame seems loose, it's a cage nut. To access the passenger side horizontal bolt for the control arm, you need to take off the engine mount. Remember to check your ball joints before you order bushings. Raven wrote: After a time, the spring in the radiator cap looses strength and no longer maintains the ability to keep all of the water in the anti-freeze from escaping. The overflow tank doesn't replenish the loss and eventually it overheats. Like mine did at 70 mph! The cap double locks: when you think you have it closed you have to push it down hard and keep turning until it stops or you will have slight fluid loss again resulting it the same problem It looked like a bomb hit my engine compartment; I thought it was big bucks but it was only the result of a bad cap. Maybe when people have their water pumps changed mechanics neglect to replace the cap and the overheating still exists. It is controlled by the largest relay in the black box under the hood on the drivers side. The fan may fail intermittently. It is controlled by the sensor near the thermostat on the passenger side which has a slide mechanism as well as a clip like the radiator fan to secure it. High speed operation can be checked by disconnecting the sensor, while low speed can be checked while engine is idling without disconnecting it. It is noticeable when standing in traffic as the engine will "stutter" while idling if it's failing intermittently. Check to make sure your oil change guys haven't been hanging their drop lights on the fan wires first! I took it to a radiator specialist who replaced the radiator fan and now no problems. He said if I had gone on like that the air conditioning would have been ruined and then the engine would be next. So thanks to the person on this site who alerted me to that. Middle dash bezel panel peeling was a problem on some models: a service bulletin exists and a dealer might replace it for free they do not have to. Replacement looks easy in the Chilton's manual: remove the climate control knobs, pull off the bezel "middle section". You can find replacement bezels in different styles from aftermarket suppliers - though they may be far pricier than junkyard or dealer parts. The oils from the air freshener takes the paint right off! There are two oxygen sensors, upstream and downstream; by comparing the readings, the computer can see how effective the catalytic converter is. The upstream one is somewhat more likely to fail. You may need a special oxygen sensor socket, or you may not. Run the engine for a minute or two, so the sensor and surrounding area will be hot and easier to remove without damage. This means you need to be extra careful that you don't burn yourself on the dangerously hot catalytic converter or exhaust manifold when working. Then disconnect the battery, jack up the vehicle, and place it securely on jack stands or rent a hydraulic lift. The upstream sensor is on the top side of the exhaust manifold, the lower one is on the side of the catalytic converter. Opinions on whether the PT uses an interference design or not vary. In any case, the timing belt tensioner design was changed in to provide greater durability. The flat-rate cost is eight hours; it may take experienced mechanics less time. He supported the engine at both ends and disconnected the engine mounts, allowing maneuvering the engine to access the timing area; and he unbolted the throttle body to keep it from going against the computer. Taking off the engine mounts may be more dangerous than the other method of making room. Next move the wheel up and down slowly while applying pressure to the left and right to encourage an electrical open condition. If the lights go out you now can fix the problem as I did. Be sure to form the spring ends so they stay put on the hinge arms by moving the steering wheel up and down. This will eliminate the winking light problem. A weak point on many PTs, the wheel bearings can make a whining or growling sound which is hard to distinguish. Listen and locate the noise source. Be sure that your front tires aren't cupping as tires and wheel bearings can sound the same. Make sure that your front strut ground straps are intact as these

commonly rot off and can cause repeat failures. The factory was seeing some early bearing failures even though the lube in the bearing was still good. On close examination you could see pitting, actual arc marks, on the balls and races making them noisy. The current from road static charges and possibly poor engine to body grounds was passing through the bearing itself, greatly reducing its life. By adding ground straps and keeping everything at the same voltage potential solved the problem. If you need to get under the vehicle with the front wheels turning, I would suggest using a vehicle lift to be safe. I usually take the car in and say "there is a noise when I do this" and let them figure it out. In this way I don't put the mechanic on the wrong track if it is not the problem. Later the key broke off not in the cylinder, thank goodness! The locksmith replaced the cylinder but when he tried to reprogram the new keys, the code wouldn't work. He gave up and left me with the 2 new keys that weren't programmed, and the one old working key. Thanks to this forum I realized I might be able to program the new keys myself, but I needed two keys to proceed. Tape the head of the old key to the "courtesy key" a key with no transponder head. The car thinks it is key 1; then used my one working key as Key 2. GT Cruisers commonly go through their first set of tires in under 20, miles. Most replacement tires are far more long-lived and many also have better performance. We found Goodyear's own Eagle F1 All-Season be careful not to get the F1 "summer tire" to be quieter, better in wet and dry weather, and cheaper than the original Eagle RS-A, despite a much higher treadwear index. If your wheels are having issues with peeling chrome, this may be a good time to step down to 16 or even 15 inch wheels; the tires will be cheaper and more comfortable, though some performance may be lost with the higher aspect ratio. One insider suggested that, while the wheels are off, if the wheels are peeling inside, to steam-clean the wheels, get rid of any peeling clearcoat, and then respray them with new clearcoat to prevent corrosion. To look at a list of stored computer fault codes in your car, click here. This includes instructions for finding them. The automatic transmission in Chrysler's PT Cruiser can only be used with Type transmission fluid. Do not use Dexron. Make sure mechanics and oil change places use the right fluid. For evidence and horror stories, click here. If it's in this report, your dealer is entitled to provide you with it. Thanks, Samba. Dealers can also provide you with a full repair history. There is a guide to resolving problems with Chrysler dealers and the company itself over at Allpar. Use it if you can't get something fixed under warranty, and remember - Chrysler will often do repairs out of warranty if there was a common problem, or if you have only exceeded either the mileage or the time limit or if you're just out of warranty. A covers this note you probably have to pay to have this done. It's basically getting the air bubbles out. Hg of vacuum to the power steering system for at least 3 minutes. Repeat the process until the fluid level stays the same; then start the engine and move the wheel from lock to lock three times without stopping. Check for leaks and signs of air in the reservoir; check the fluid level and repeat if needed. A number of PTs appear to be experiencing spark plug problems leading to a variety of driveability problems. This appears to be most prevalent on turbo models. To troubleshoot, first check for computer codes , then check the spark plugs for cracking, dirt, or other problems simply replacing the plugs may be the best bet. This is not difficult even for amateurs; we suggest using antiseize lubricant when putting in new plugs very small amounts of it! On older cars, replacing the wires may be helpful you can certainly do this yourself. Check the battery terminals - they should be tight and clean. See the battery section for info on cleaning the terminals which may also be cause. Here's a guide to spark plugs - buying and installing them. Some people have been noting early wear on front and rear bushings, with potential damage to the Watts linkage if they fail. Owners of early PTs should check their bushings for wear periodically, starting at 40, miles check the front lower control arm bushings and rear Watts linkage central link. Later PTs apparently used better bushings we don't know when they switched. If the dealer won't cover it, try calling the national customer service line at USA. The Watts linkage on a number of PTs appears to be breaking with age, causing a clunking sound from the rear. Not enough room to apply leverage. So I removed the arms from the chassis and the pivot bolt from the link and worked on the pivot on the bench. The left hand arm-to-chassis bolt was unbelievably hard to remove. I had to remove the left rear wheel to be able to add a long bar to the get sufficient leverage to start it turning. On the bench it took my strongest ball joint breaker to remove the arms from the link. Grip the link in a vice because parts fly everwhere when the tapers finally give. Otherwise, it's just a normal car repair job but probably compounded in my case by the rust up here in Canada. I then raised each wheel in turn and slipped a ramp under each wheel making it safe to work under the car. Man, was that bolt tight. To do this, I jacked up the axle enough to remove the left wheel then removed the bolt without going under car. It's about 6 months ago and so far no problems. I wouldn't want to jack on the axle too far away from the wheels. Some with perfectly clean batteries and terminals are also having the problem. Dealers seem unable to find the problem, which appears to only affect lighting - both headlights and interior lighting. Some say

that it is not a major issue; it doesn't seem to affect anything but the lights. Electronics appear to have a separate voltage regulator. Not only is the cold start hesitation and surging very much improved, but the overall engine performance is much, much smoother and I can no longer feel it when the AC compressor kicks in--a problem that had made it really hard to just drive smoothly with the stick shift. Credit to Chrysler to carrying through and releasing a fix. This sometimes gets lost but the high temperatures in the engine bay can shorten the life of your battery. Check to see if you have the wrap around your battery, it is a black plastic insulated sleeve. If you need a new battery, install a heat resistant type. Mine had corroded connections which led to high resistance and melted the terminal end at the starter. Finally, a battery with an internal short will run the lights and radio, etc. You may hear a staccato machine gun like clicking as the solenoid tries to engage. In short, check your battery and wiring harness to the starter before having your starter replaced. Tom Conway, a ten-year dealer service veteran, wrote that rotors may wear quickly because the inside pads may weld themselves with rust to the slide rails. The caliper would still work but the outside pad could wear very quickly while the inside pad stayed good. This would also affect performance and gas mileage. The bottom line is to get your rear wheels off and check the brakes. Tom suggested filing the slides and trueing up the replacement pads' "corner" where the pad tracks the slides to provide some additional relief. He also used copper coat antiseize on the corners of the pads, the slides, caliper guides He wrote: "Getting the rotor off is easier if you pull the rubber plug and back off the emergency brake shoes as the rust flakes are going to frustrate you otherwise. The oil filter gaskets would blow out after increasing the rpm's a little bit. I tried many different oil filters and called many repair shops including the dealership. They all told me that the oil pump was bad. I replaced the valve, spring, and new cap into my old pump. But the re-occuring problem with both has been the driver's seat. There's currently nothing under the seat to prevent anything in the back from rolling right under the driver's seat and then under the pedals! Quick stops especially highlight the problem. I had my nephew in the back with a bottle, and when he dropped it on the floor, it ended up underneath my brake pedal as I was trying to stop. Luckily, I wasn't going fast and was able to get the bottle out before hitting anything. I tried to report this to Chrysler, but none of their phone operators seemed to understand that I was trying to report a problem, not find out about existing recalls. Right now, I'm driving with a towel under the seat to block any stray items. Well, as you know, the sides of the fascia are painted body color in a bake oven, Consequently, the gray part had to be taped off so the sides could be primed and then painted body color. When the part is heated in the baking oven, the tape on the fascia interacts with the plastic pulling the UV resins out, mainly due to the high temp of the oven. DC did much Xenon accelerated weather testing to solve this issue for us PT owners. They understood the problem was caused by the interaction of the tape, heat, plastic, and UV exposure, but could never quantify how much of what actually caused the failure. They were lead to believe that there was another element out in the field that was not being accounted for wax, polish, chemical, etc But in the test labs, they could never duplicate the nasty failures we see on our cars. As you all know, in DC went to an all painted fascia, partly because of the problem with the white condition, but also cause it was less expensive because they didn't have to apply the tape anymore because the entire fascia was being painted. DC is extremly committed to taking care of us. They did not revisit the issue until , when customers started complaining. The remainder need to go through a second time or a third time, heating it up again and again. So, the conclusion in April of was to run the fascias through the paint line a maximum of 2 times. But bear in mind, that by , they were already onto the painted fascias and there wasn't a whole lot they could do, except try to make sure the fascias in MOPAR were acceptable for service. Which, they are having problems with those because there is something out there that is causing this and they can't find it. Also, keep in mind, engineers move on to new and upcoming projects and don't always stay with one car, so issues sometimes get lost as new people step in. So, that kinda explains why its been so long and nothing was done. As far as when I say a TSB is coming out. It is coming. Trust me on that, and the only solution is to paint the fascia because the tape marks will keep coming back no matter how many new fascias you put on your car. But it is difficult to paint because the gray fascia has a textured surface and for the painted style the texture in the mold was polished out. The texture causes the paint when sprayed on to appear a little darker. So the main thing is to have a dealer that knows what they are doing, spray some adhesive promoter on and perhaps lots of paint so that the texture isn't as visible. OR just paint the fascia a gray color and then you don't have to worry about color matching. The TSB he provided cannot legally be reproduced here, but it is number and talks about discoloration or whitening of the bumper. As skidsmadawg said, it uses scuff cleaner, plastic prep, plastic adhesion promoter, and bumper promoter; it is indeed covered under the warranty! Does not harm plastic as color is molded in. Inspect with 20 power magnification.

Click here for Allpar's list of parts sources. The hatch supports - liftgate props, as they're called - may last only four or five years before they start needing more help to go up. Neal noted that there is an exact replacement for the PT battery, even though it may not show up in parts books: It's the 26R style. It's the same battery that the Neon uses, so you can always use the Neon as the "search" vehicle. One drawback of the PT battery is that it has the reverse terminal design hence the "R" in 26R and most other batteries do not There is a new style "gel" battery which supposedly fits in a cruiser. Batteries have a highly variable lifespan, from three to nine years, roughly. Past tests have shown that there is substantial variability even from the same manufacturer and possibly within the same battery model! However, if batteries go bad very rapidly, there may be a problem with the voltage regulator too high voltage can cook the battery , with the wiring, or with high load e. Often, the battery is blamed when the real problem is electrical contact between the battery post and the cable. Cheap tools are sold to clean both ends. This can lead to intermittent stalling, rough idling, and other problems. The cable ends are replaceable and inexpensive if you do it yourself; this may help in cases where the leads cannot be fastened properly at all. Recalls are "enforced" repairs - the manufacturer must do them - whereas service bulletins are "optional" - dealers can charge you. For recall related questions call No accidents have been reported. The upgrade should take a few minutes. A fuel leak was detected during an inspection following a government crash test. There are no known incidents or complaints related to this issue. Approximately one-quarter of these vehicles also will be recalled for a separate safety issue involving the underhood fuel supply line. The line may rub against the air conditioning service port, which could result in a fuel leak. While this is unlikely to occur, Chrysler will attach a clip to the fuel line to prevent contact. There may have been around eight fires due to this - all seemingly occuring after the recall notices went out and vehicles had time to be serviced. Yep, the cap no longer rubs the side of the car, and has just enough room to leave it looped and still locks in opening. This is the way it should have been installed in the first place. The attendent puts it on the gas pump. No dangling cap! Oscarcat wrote: On models and later there is a slot in the filler door at about a 45 degree angle on which to suspend the tether and keep it above the fender. I checked a friend's and it wasn't there. It is referenced in the '03 manual but is easy to miss. Those with earlier models may want to use a self-adhesive hook - be sure it is small enough to provide clearance - to accomplish the same thing. Does your dealer deny the existence of a TSB? Do they claim everything you read on a forum is nonsense? Clear it up right away by calling Chrysler. Within the US, There is a computer upgrade which improves acceleration from a full stop and changes transmission shift points. It applies to automatic transmission-equipped vehicles built before August 22, The TSB number is Thanks, Yardley Cruiser. Otherwise, TSB or not, the dealers would not do it. Chris Durham wrote that there is a TSB on excessive wind noise which gives dealers some pointers on what to fix. Chris wrote that common fixes are replacing door and hood seals, fine-tuning the door hinges and hood position, and eliminating spoilers, ground effects kits, ventshades, and racks. Steering wheel clicks : ct cruzr wrote: My steering wheel was popping when I turned it, especially at low speeds. The steering column had to be replaced because of fault bushings or something like that. Moon roof: Ickspt wrote: It is not the wind deflector Squeaky seats: Some Chrysler PT Cruisers have been delayed because of a squeaking problem with the seats. On the brighter side, we understand that Chrysler is replacing the seats with the new lumbar control heated seats. Grinding when accelerating from a stop: A noise like the starter grinding was heard when accelerating from a stop in first gear. Would also make the noise when stopped with foot on the brakes and engine reved in first or reverse. Turned out to be a broken motor mount or motor mount bolt. The engine was torquing enough to cause the pulleys to grind on the frame of the car. The problem was caught before other damage occurred. Good to know that the grinding can be avoided by accelerating slowly from a stop. Engine would only move enough to grind under mid to hard acceleration. When the knob is turned to the left, the air conditioning goes on even when the blue-and-red knob is turned to HEAT. Likewise, when the defroster is on, the air conditioner compressor is on. Despite what Chrysler Group might think about its highly qualified, skilled mechanics, there are lots of careless, overconfident, and just plain ignorant people out there in the dealerships. Even those who do care are often rushed and pushed to get work done too quickly. There are, by the way, also caring, intelligent, highly skilled people in the dealerships. It's just hard to know which one will be working on your car until it's over! Stu in Georgia pointed out that damage to the hood can be caused by people forgetting the hood has a prop rod, since the car looks like it would have springed hinges. He recommended removing the hood prop rod entirely to avoid people from denting the hood by trying to close it while the prop rod is in place He also pointed out that the plastic shroud on top of the engine, with DOHC 16V printed on it, has three snap-fit lugs. If it is not snapped down completely, it can stick up just enough to dimple the center of the hood. This happened to him.

Adam W. I brought my PT Cruiser in to a body shop after slightly damaging the bumper when I slid across an icy bridge last year. I went to pick up the car and noticed a large bulge in the left part of the hood. I asked the manager about it and he seemed surprised. I told him it looked like someone had tried to shut the hood with the prop rod up. He got very angry at me for accusing his guys of that but there it was, a huge bulge in the hood. Two months later, I got a new hood out of the deal. I did not realize this was a common problem until I read your story. Stu in Georgia wrote that early PT Cruisers first year or so? Other symptoms include oil in the PCV hose and intake plenum - if you pull the PCV hose off of the nipple that is molded into the plenum, oil will drip out of both the hose and the nipple. The cause: the valve cover is different from the other 2. If a valve cover not designed for the Cruiser is used, oil will get sucked into the PCV valve. It cannot be modified to work! Here are the part numbers of the correct valve cover replacing it requires removing the intake plenum :. The valve cover also came with all bolts as well as a new PCV valve;. My advice is don't bother with getting any gaskets. The Haynes manual was adequate enough although it said nothing about loosening the power steering reservoir bracket or reattaching the ignition coil! The car still ran fine, but it was obvious I had blown a fuse or fuses. Online, there were references to the IOD fuse, but no clear answer on what it truly affected and how to replace it since it's in a protective clip you pull up. Here's the scoop:. This included those in the fuse box by the driver's left knee inside the car and a 40 amp fuse up in the power distribution box under the hood. All checked out good, so I strongly suspected the IOD was the culprit. I know it affects at least the following systems:. It stands out because it is encased in a protective clip that allows you to pull it up to break the circuit, but leave it in place for transport and not get lost. The challenge is getting it out of that clip. To make it a bit easier to access, I removed the housing top to the air filter, which is simple disengage the clips on the left side and the right front side, and then the screw holding the retaining ring on the rubber hose on the back left side. You'll see a small rectangle opening in the top where you'll be able to read the "20" on the fuse. I think a small curved tip screwdriver would work, too. Take the tip of your screwdriver and insert it in the opening, with the pressure up under the left side of the opening the top is actually hinged, with the left side being where it clips down in place and the plastic hinges on the right. After a while I got it, and the top opened up to allow access to the fuse. Popped in a new yellow 20 amp mini fuse, closed the top of the clip, reinserted the fuse into the fuse box by gently pushing down, and then checked things in the car. I had everything restored. To code the key yourself after it has been cut to match your existing key , put one of your original keys into the ignition, turn to ON run , leave it there between four and ten seconds, and remove the key. Immediately put the second original key in, and turn it to ON for about ten seconds. A chime should sound. Immediately take the key out, put in the new spare key, and turn it to the ON position. After about ten seconds, you should hear one more chime. Only a limited number of keys can be programmed, and you only get a few attempts to get it right, so be careful and wait to hear the chimes when doing this process. We have now done this ourselves. It is the same process as on many other Chrysler vehicles. I put water in the radiator and replaced the MAP sensor unnecessarily because it read 0. Swapping the MAP changed nothing, so from that point I took my time learning and diagnosing. I found 14 ohms resistance from the block to the fender and negative battery terminal. There was some fine surface corrosion on some of the pins salt water and even beach air is corrosive, I cleaned them with a plastic brush and contact cleaner, CRC I think. That or some other fiddling apparently improved my block to ground resistance because it went away. Looking at the bigger picture, most or all of the codes implied a 5V problem, I would have thought the supply, but that was fine in different places. Finally, I decided to pull all of the sensors involved, one-by-one to see if one was pulling the MAP output down from an internal short to ground. I connected the meter to the MAP signal orange as I recall still read 0. Got the new Cam Position Sensor installed and she cranked right up. The important learning here to me is that He eventually found a pin that fixed the magnet to the cam for Cam Position Sensor to read had sheared. The magnet piece stayed in place while the cam still rotated until he replaced the pin. I finally fixed the problem! For asthetics I stained them a nice warm medium old english shade with some Formby's and then coated with poly urethane for shine. No more sagging the sleeve on the pins and they really sort of look nice with the neutral shades of the interior! A relatively small number of people have reported cracking windshields which appear to be due to incorrect assembly or similar issues. If this happens to you, pressure the dealer or Chrysler via for replacement. Some people have also reported windshield chipping. This may be a result of airflow; Dean said he had good results with a three-piece Lexan deflector from Advanced Auto. PTZoom wrote: "there is a TSB regarding replacing the parking brake 'equalizer' with a stronger unit as regards the failure to engage problem. To find the date your car was built, open the driver's door. On the door, just under the latch, is a white sticker. Thanks, Poodles. This blew

out the starter and the battery and could have caused a fire. New PT Guy wrote that Chrysler is aware of the "leaky squirter" issue; see your dealer to get a revised one. They may be backordered. The dealer should replace both even if only one is working. Until then, try washing the hood with water after using them. Gas mileage: Proper tire inflation, upgraded plugs and wires, forward-looking driving habits e. A small number of Cruisers seem to have been built with bad headlight switches which can cause the lights to go out. Use this form over at allpar! We have lots of Chrysler PT Cruiser car information. Site directory. PT Cruiser Forums. Read our terms of service. All rights reserved. Forums allpar. GT Cruiser Convertible Concepts. Scroll to the bottom of this page. Replacement keys Some people have cringed at the cost of new keys, due to the anti-theft chip inside them. Definitely check the sway bar bushings before you jump into the LCA bushing job. Overheating, stuttering Raven wrote: After a time, the spring in the radiator cap looses strength and no longer maintains the abililty to keep all of the water in the anti-freeze from escaping. Timing belt Opinions on whether the PT uses an interference design or not vary. Wheel bearings A weak point on many PTs, the wheel bearings can make a whining or growling sound which is hard to distinguish. Keys [Introduction: the PT uses an anti-theft system where a small radio transponder is built into the head of the keys. Wheels and tires GT Cruisers commonly go through their first set of tires in under 20, miles. Key issues To look at a list of stored computer fault codes in your car, click here. Clean the filler cap and fill the reservoir. Slowly release the vacuum, then remove the special tools and add fluid if needed. Idle problems, bogging, misses, etc. Bushings and Watts linkages Some people have been noting early wear on front and rear bushings, with potential damage to the Watts linkage if they fail. Brakes Tom Conway, a ten-year dealer service veteran, wrote that rotors may wear quickly because the inside pads may weld themselves with rust to the slide rails. Batteries Neal noted that there is an exact replacement for the PT battery, even though it may not show up in parts books: It's the 26R style. Recalls Recalls are "enforced" repairs - the manufacturer must do them - whereas service bulletins are "optional" - dealers can charge you. Early Cruisers were recalled to add child seat information to the manuals. Preventing the gas cap from scratching the paint "Redhead" wrote: The long plastic straip works fine - if you open the fuel door, undo the cap, then loop the cap counter clockwise from the bottom of the door around and over the door onto the fuel door hinge! Service bulletins Does your dealer deny the existence of a TSB? A previously noted TSB on models fixes idle problems. Noises Steering wheel clicks : ct cruzr wrote: My steering wheel was popping when I turned it, especially at low speeds. Avoid hood damage! Here are the part numbers of the correct valve cover replacing it requires removing the intake plenum : AB Cover-Cylinder Head Gasket-Valve Cover AB Gasket-Intake Manifold Clean the spark plugs and intake plenum to eliminate leftover oil while the engine is apart. Update: Todd W Miller wrote The valve cover also came with all bolts as well as a new PCV valve; 3 my dealer had a different part number for the intake manifold gasketsAA--but those were nowhere near the gaskets needed to connect the PTC's upper intake manifold to the lower intake manifold. Multiple sensor problems? MD Butler wrote See our performance tips. Terms of Use. Privacy Policy. Do Not Sell My Data. Manage Consent. One of the most common issues your Chrysler PT Cruiser is likely to develop is a stalling problem. The most challenging part of diagnosing a stalling problem is reproducing the conditions that led to the stall in the first place. Stalls can happen at any time, and it can be incredibly jarring when it does happen. Before troubleshooting any automotive issue, including stalling issues with the PT Cruiser, make sure that you check the vehicles trouble codes with an OBD2 scanner. Without them, you are in the dark. These codes are vital to diagnosis. They are often specific enough to get you all the way to the problem, or pretty darn near. Here are some of the issues that cause the PT Cruiser to stall out. Remember, a vehicle needs air, fuel, and spark to run. Fuel issues are one of the most common reasons that a vehicle would stall out, that includes your Chrysler PT Cruiser. Here are some of the more common causes of an engine timing problem:. The ECU then uses this information to adjust the timing, air fuel mixture, and more. When one of them goes wrong it can lead to stalling for sure. There are many other sensors that can cause your PT Cruiser to stall. These were just some of the most common ones. A dirty throttle body can lead to stalling in your PT Cruiser. If you let off of the gas coming to a stoplight and it stalls for a second or two and recovers itself, it very well could be a dirty throttle body that is causing the problem. A dirty throttle body may not trigger the check engine light. So, If your stalling happens when coming to a stop, and the check engine light is on, it may be worth taking a look at it. What this locking does is provide a true mechanical connection from the engine to the wheels. This eliminates some driveline power loss and improves fuel mileage. If there is almost no oil left at all, the engine could be on its way to locking up. As you can see above, there are many different reasons that your PT Cruiser could be stalling. Please, please have your trouble codes read if there is a check engine light on at all. It can really help narrow down what you need to do. If

there is anything that you would like to add, please drop a comment. Good luck! Fuel Fuel issues are one of the most common reasons that a vehicle would stall out, that includes your Chrysler PT Cruiser. Bad gas- can cause an engine to stall out. Water in the gas tank can also cause gas to not fire properly. If there were no other symptoms and suddenly you find that the vehicle is running very rough, bad gas could certainly be the problem. Bad Fuel Injectors â€" If the fuel injection system is allowing too much or too little fuel into the combustion chamber, than your PT Cruiser will stall out. Or, it just may not be able to properly atomize the fuel anymore. Not Enough Fuel â€" The fuel pump may not be able to provide the fuel pressure needed for the engine to run properly. When it asks for a lot of fuel, instead of taking off, it stalls out with the demand. This can be caused by the fuel pump or fuel filter. This is often the cause of the stalling. If that happens you are going to go from misfire to un-drivable. Throttle Position Sensor â€" The throttle position sensor is typically located on the gas pedal. This sensor is responsible for telling the engine how much air and fuel to allow in. It is very rare these days to be actually directly controlling the amount of fuel and air entering the engine directly. These days the computer handles all of that. This serves two purposes. The first is that by limiting the amount of torque when you push the gas pedal for a second or two, engine life is increased by reducing the stress on it during takeoff. The second is improved fuel economy. Oxygen Sensor â€" The oxygen sensors measure the exhaust gasses after they exit the combustion chamber. If one of them has gone bad , then it could lead to stalling. Oil Consumption If there is almost no oil left at all, the engine could be on its way to locking up. There are many different issues that can cause the problem. This article is written with the assumption that you are looking for a way to get your Chrysler PT Cruiser started now, and is meant to provide you with practical advice to help aid in the diagnosis. There are really two main ways that a vehicle will not start. Just use the jump list below to move to your particular situation. But, there are less things to troubleshoot than if it were cranking but will not start. Here are some of the most common issues that cause a vehicle to not crank:. While the battery cables are not necessarily the most likely issue to cause your PT Cruiser to not start, they are some of the easiest to diagnose. You can take a look at the battery poles where the cables connect. If there appears to be green or white corrosion all around it, cleaning them may help get you back on the road. If your battery no longer has enough charge to turn the starter, your PT Cruiser will not start. You can take your battery up to the local parts store, or even Wal-Mart, and have it tested to see if it is still holding a charge. A bad alternator can cause your battery to lose enough charge to start your PT Cruiser. When a starter goes bad, they will usually not give you much warning first. Also, if you are stuck somewhere and are trying to start your PT Cruiser, the old beat the starter with a hammer trick is not a wives tale. It really can get that one last start out of it. There are a lot of issues that can cause your PT Cruiser to crank, but not start. The engine needs air, fuel, and a spark in order to run. It is highly likely that if the engine is cranking, but not starting that it has thrown an OBDII code. It is definitely worth it to use an OBDII scanner to check and see if the engine has thrown any trouble codes. These codes will tell you what the computer is saying is wrong with your engine. By looking them up on this site, or just Googling them in general will lead you to a detailed diagnosis of that code. Without the proper amount of fuel getting into the combustion chamber, the PT Cruiser will crank, but not start. One of the biggest issues that causes a vehicle to crank but not start is ignition issues. When there is no spark, the engine will not start. Ignition issues can be caused by many things, including bad spark plugs , bad coil packs, bad plug wires, computer issues, and more. P is a common camshaft position related code. The crankshaft sensor can go bad as well. When these sensors go bad, it can be impossible for your PT Cruiser to start. Most modern vehicles come with smart keys that have electronic protection built in. This makes it more challenging for thieves to steal them. There are occasions where this security system will cause the PT Cruiser to not start. There are a lot of issues that can cause your PT Cruiser to not start. There are many reasons that your PT Cruiser may not start. Tracking them down can be downright challenging. With enough time and patience, you can diagnose exactly what is wrong. Good luck with the diagnosis. If there is anything that you would like to add, please leave a comment below. Thank you. Here are some of the most common issues that cause a vehicle to not crank: 1. Battery Cables While the battery cables are not necessarily the most likely issue to cause your PT Cruiser to not start, they are some of the easiest to diagnose. Battery Charge If your battery no longer has enough charge to turn the starter, your PT Cruiser will not start. Battery is Charged â€" If the battery is charged, then it would still be advisable to take a look at the battery cables and see if there is an issue with corrosion. Otherwise, it may be the starter that you need to look at. Ignition Issues One of the biggest issues that causes a vehicle to crank but not start is ignition issues. Security Most modern vehicles come with smart keys that have electronic protection built in.