

The '04- '06 LJ Rubicon locker light flashing

The light flashing doesn't necessarily mean the locker isn't working. There is a switch inside the Diff, activated when the diaphragm inflates, that has to make contact to make the light stay constant instead of flashing. Sometimes that switch fails even though the locker is working. Another possible cause is a connector at both the front and rear differential that can also fail if it is damaged. (I hit something that damaged the connector on my front diff that cause the light to flash even though the locker was working.)

First check the compressor:

First check to see if the compressor runs when you press the switch on the dash. There are two compressors, one for the front and one for the rear.

(I'm hard of hearing so I have to be under my LJ to hear the compressor but most people can hear it from inside the Jeep.)

If the compressor doesn't run, either there is a wiring problem getting 12v to the compressor or you have a bad compressor. If the compressor starts, then turns off by itself, that is a good indication that the locker is probably working even if the locker light keeps flashing. If the compressor continues to run longer than a few seconds, there probably is an air leak. The leak can be in the hose or, worst case, inside the diff. If the compressor keep running, the lockers are likely not working. Air leaks outside the differential are usually near the compressor or near the diff and are pretty easy to find from under the Jeep with the compressor turned on.

If the compressor is getting 12v but doesn't run remove the hose at the compressor and see if it starts. If it doesn't you probably have a bad compressor. (Each compressor has two hoses. One for air in and one for compressed air out.) Remove the "out" hose.

By the way, if you have to replace the compressor, The Jeep dealers are "Very Proud" of their compressors. They are way over priced but I don't know of an alternative to the factory compressors. Jeep sells them either as a complete assembly with two compressors and a bracket or a single compressor alone. I think I paid over \$200 for a single compressor. The dealers don't like to sell the single compressor. If you press them, you can buy just one compressor alone.

The compressors are easy to replace yourself either as a complete assembly or a single compressor. However, the electrical connectors for the front is different than the connector for the rear. For some reason the dealer parts catalog only calls out one part number for both even though they have different connectors. I believe the p/n they call out is for the front. It is exactly like the rear but has a different connector. If you buy a single compressor you may have to cut off the connector from your old bad compressor and splice it onto the new compressor. (Stupid Jeep!)

The compressors commonly fail so it might be a good idea to just buy the whole assembly then keep your old (good compressor) as a spare.

The compressors are located on the frame rail about under the driver's seat.