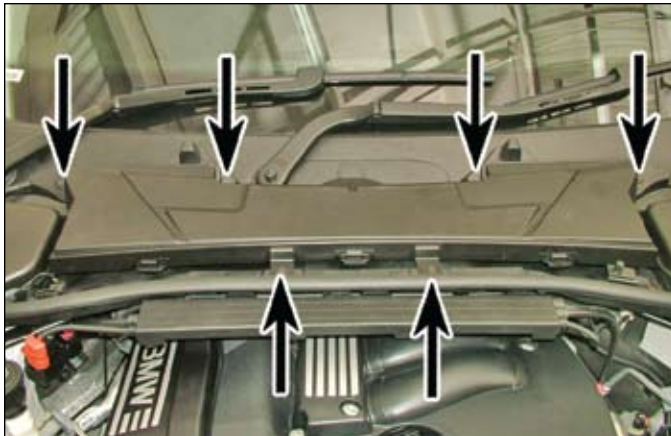




18.2 Remove the mounting bolts and the cabin air filter cover



18.3 Release the clips and lift out the cabin air filter element

17 Transfer case lubricant level check (every 15,000 miles or 12 months)

- 1 Raise the vehicle and support it securely on jackstands at both ends, to keep the vehicle level.
- 2 Using a ratchet or breaker bar, unscrew the check/fill plug from the transfer case.
- 3 Use your little finger to reach inside the housing to feel the lubricant level. The level should be at or near the bottom of the plug hole. If it isn't, add the recommended lubricant through the plug hole with a syringe or squeeze bottle.
- 4 Install and tighten the plug. Check for leaks after the first few miles of driving.

18 Cabin air filter replacement (every 15,000 miles or 12 months)

Refer to illustrations 18.2 and 18.3

- 1 The cabin air filter is located in the cowl on the engine side of the firewall.
- 2 To replace the filter, remove the bolts and remove the upper section of the filter housing (see illustration).



19.2 Flex the driveaxle boots by hand to check for cracks and/or leaking grease

- 3 Release the clips at the front edge and remove the filter element (see illustration).
- 4 Install the new filter element into the housing, ensuring it's correctly seated.
- 5 Install the upper housing and tighten the retaining bolts.

19 Driveaxle boot check (every 15,000 miles or 12 months)

Refer to illustration 19.2

- 1 The driveaxle boots are very important because they prevent dirt, water and foreign material from entering and damaging the constant velocity (CV) joints. Oil and grease can cause the boot material to deteriorate prematurely, so it's a good idea to wash the boots with soap and water. Because it constantly pivots back and forth following the steering action of the front hub, the outer CV boot wears out sooner and should be inspected regularly.

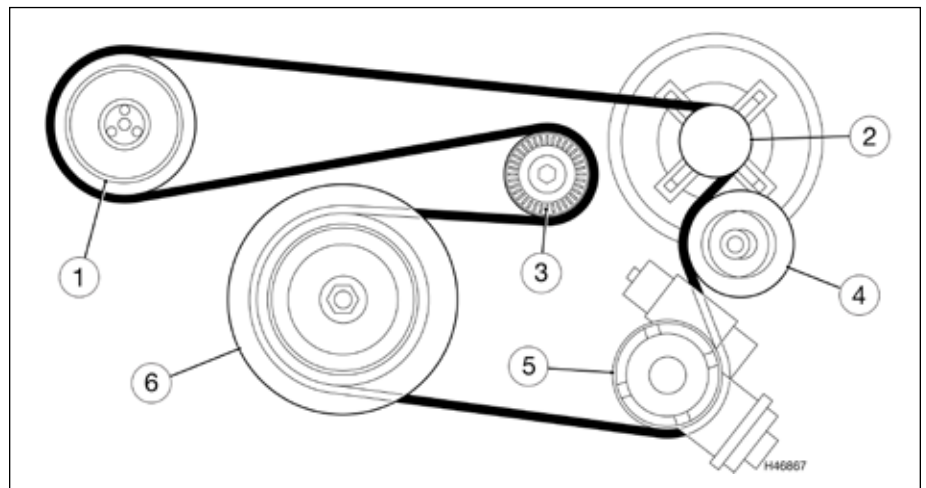
- 2 Inspect the boots for tears and cracks as well as loose clamps (see illustration). If there is any evidence of cracks or leaking lubricant, they must be replaced (see Chapter 8). On AWD models, there are front driveaxles in addition to the driveaxles at the rear.

20 Drivebelt check and replacement

Check

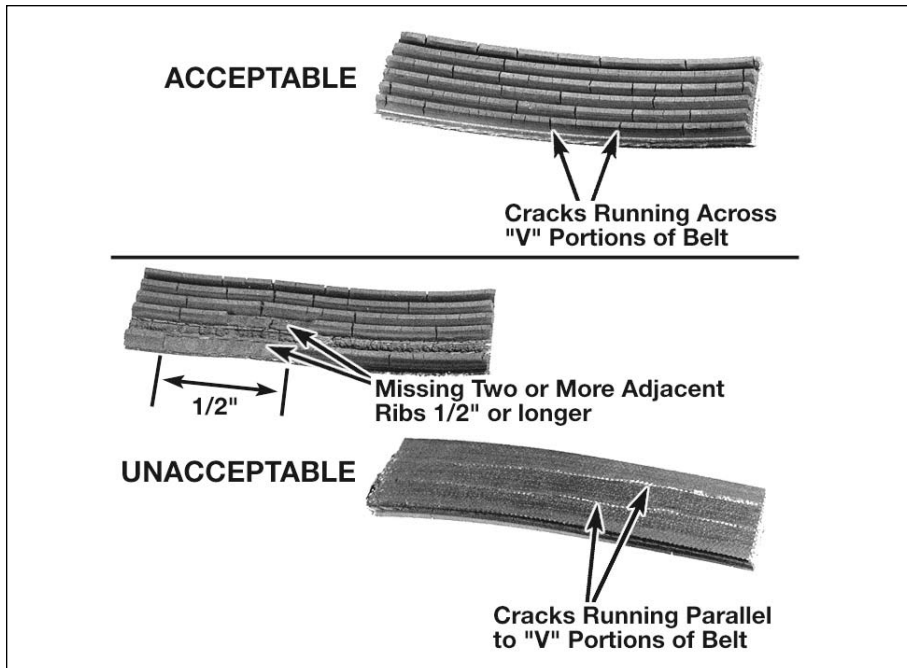
Refer to illustrations 20.2 and 20.4

- 1 Due to their function and construction, belts are prone to failure after a period of time, and should be inspected periodically to prevent problems.
- 2 The drivebelt on these models is used to drive the alternator, power steering pump and air conditioning compressor (see illustration). The engine coolant pump and cooling fan are electrically powered, instead of being belt-driven.



20.2 Drivebelt routing

- | | |
|------------------------------|--------------------------------------|
| 1 Power steering pump pulley | 4 Idler pulley |
| 2 Alternator pulley | 5 Air conditioning compressor pulley |
| 3 Tensioner pulley | 6 Crankshaft pulley |



20.4 Small cracks in the underside of a V-ribbed belt are acceptable - lengthwise cracks, or missing pieces that cause the belt to make noise, are cause for replacement

3 The engine must be Off. Using your fingers (and a flashlight if necessary), move along the belt, checking for cracks and separation of the belt plies. Also check for fraying and glazing, which gives the belt a shiny appearance.

4 Both sides of the belts should be inspected, which means the belt will have to be twisted to check the underside. If necessary, turn the engine using a wrench or socket on the crankshaft pulley bolt so that the whole belt can be inspected (**see illustration**).

Replacement

Refer to illustrations 20.6 and 20.7

5 If the drivebelt is to be re-used, before removal, mark the belt with an arrow to indicate the direction of rotation.

6 Using a Torx bit or key, rotate the tensioner pulley clockwise to compress the tensioner, and slide the drivebelt from the pulleys (**see illustration**).

7 If desired, to help in installation, the tensioner can be compressed fully and locked in position using a metal rod engaged with a hole in the tensioner and mounting plate (**see illustration**). **Caution:** The tensioner has a powerful spring, so a strong rod will be required.

8 If the original belt is being installed, observe the rotational direction mark made before removal.

9 If the tensioner has not been locked in position, compress the tensioner and engage the belt with the pulleys, ensuring that it is routed as noted before removal (**see illustration 20.2**). Make sure that the belt engages cor-

rectly with the grooves in the pulleys.

10 Where applicable, compress the tensioner until the locking rod can be removed, then withdraw the rod and release the tensioner.

11 Install the cooling fan and shroud (**see Chapter 3**).

Drivebelt tensioner replacement

12 Remove the drivebelt (**see Step 6**).

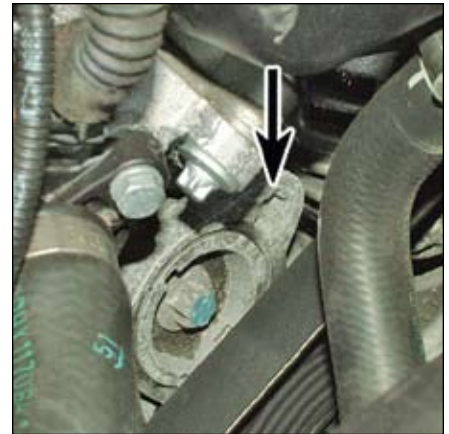
13 Remove the drivebelt tensioner mounting bolt.

14 Maneuver the tensioner out from the timing chain cover. **Note:** The mounting bolt is aluminum and must be replaced.

15 Installation is the reverse of removal.



20.7 Insert a rod or drill bit into the holes to lock the tensioner in the compressed position



20.6 Use a Torx bit or key in the socket of the tensioner housing

21 Exhaust system check (every 30,000 miles or 24 months)

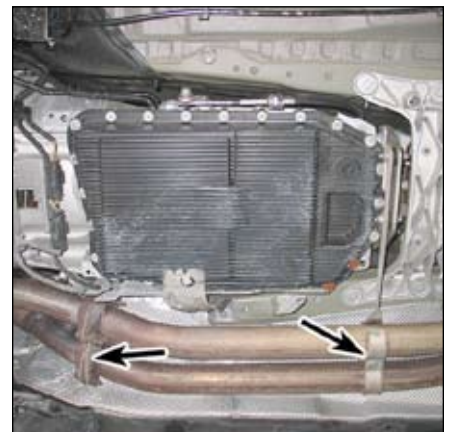
Refer to illustration 21.2

1 With the engine cold (at least three hours after the vehicle has been driven), check the complete exhaust system from the engine to the end of the tailpipe. Ideally, the inspection should be done with the vehicle on a hoist to permit unrestricted access. If a hoist isn't available, raise the vehicle and support it securely on jackstands.

2 Check the exhaust pipes and connections for evidence of leaks, severe corrosion and damage. Make sure that all brackets and hangers are in good condition and tight (**see illustration**).

3 At the same time, inspect the underside of the body for holes, corrosion, open seams, etc. which may allow exhaust gases to enter the passenger compartment. Seal all body openings with silicone or body putty.

4 Rattles and other noises can often be traced to the exhaust system, especially the mounts and hangers. Try to move the pipes,



21.2 Check the condition of the exhaust mounts, gaskets and fasteners