

26.6 As the engine warms up, the damper door moves down to close off the heat stove passage and open the snorkel passage so outside air can enter the carburetor

the exhaust manifold and the heat stove passage (see illustration).

6 As the engine warms up to operating temperature, the damper should open to allow air through the snorkel end (see illustration). Depending on outside temperature, this may take 10 to 15 minutes. To speed up this check you can reconnect the snorkel air duct, drive the vehicle, then check to see if the damper is completely open.

7 If the thermo-controlled air cleaner isn't operating properly see Chapter 6 for more information.

27 Drivebelt check, adjustment and replacement

Refer to illustrations 27.3, 27.4 and 27.8

1 The drivebelts, or V-belts as they are often called, are located at the front of the engine and play an important role in the overall operation of the engine and accessories. Due to their function and material makeup, the belts are prone to failure after a period of time and should be inspected and adjusted periodically to prevent major engine damage.

2 The number of belts used on a particular vehicle depends on the accessories installed. Drivebelts are used to turn the alternator, power steering pump, water pump and air

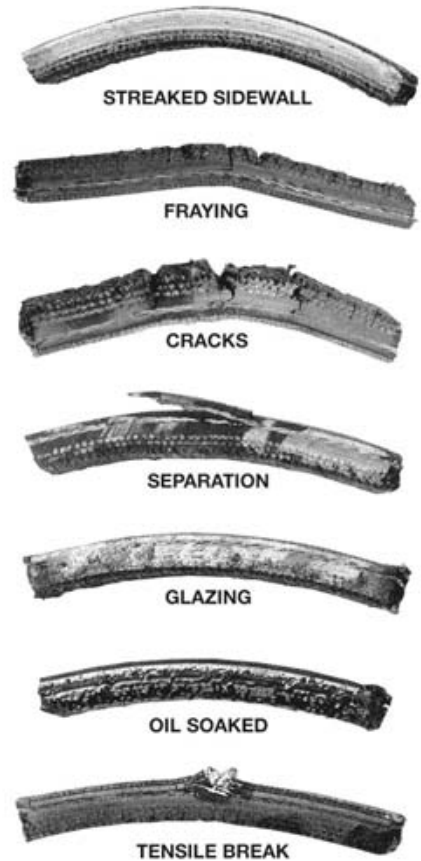
conditioning compressor. Depending on the pulley arrangement, more than one of these components may be driven by a single belt.

3 With the engine off, locate the drivebelts at the front of the engine. Using your fingers (and a flashlight, if necessary), move along the belts checking for cracks and separation of the belt plies. Also check for fraying and glazing, which gives the belt a shiny appearance (see illustration). Both sides of each belt should be inspected, which means you will have to twist the belt to check the underside. Check the pulleys for nicks, cracks, distortion and corrosion.

4 The tension of each belt is checked by pushing on it at a distance halfway between the pulleys. Push firmly with your thumb and see how much the belt moves (deflects) (see illustration). A rule of thumb is that if the distance from pulley center to pulley center is between seven and 11 inches, the belt should deflect 1/4-inch. If the belt travels between pulleys spaced 12 to 16 inches apart, the belt should deflect 1/2-inch.

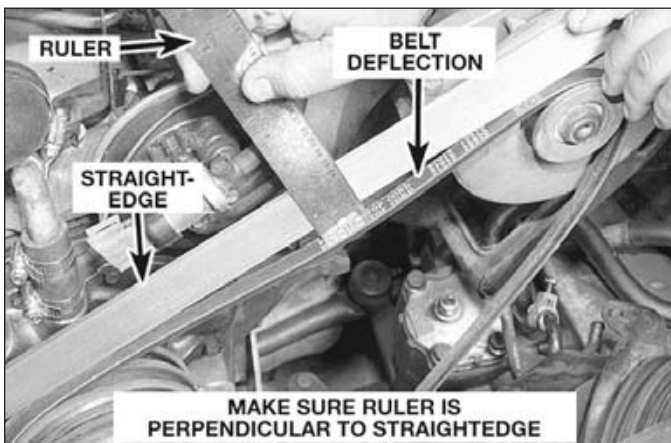
5 If adjustment is needed, either to make the belt tighter or looser, it's done by moving the belt-driven accessory on the bracket.

6 For each component there will be an adjusting bolt and a pivot bolt. Both bolts must be loosened slightly to enable you to move the component.

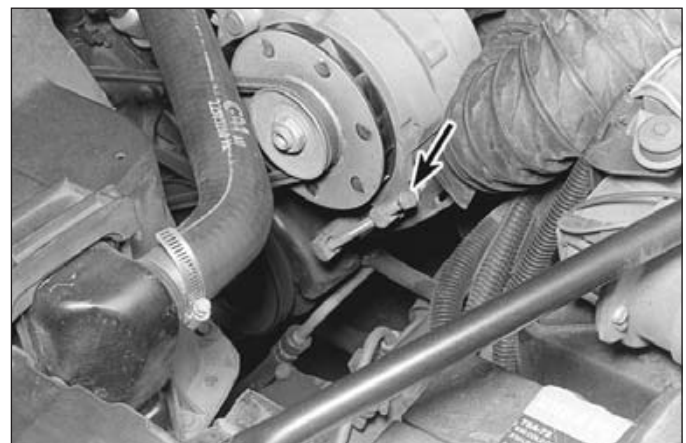


27.3 Here are some of the more common problems associated with drivebelts (check the belts very carefully to prevent untimely breakdown)

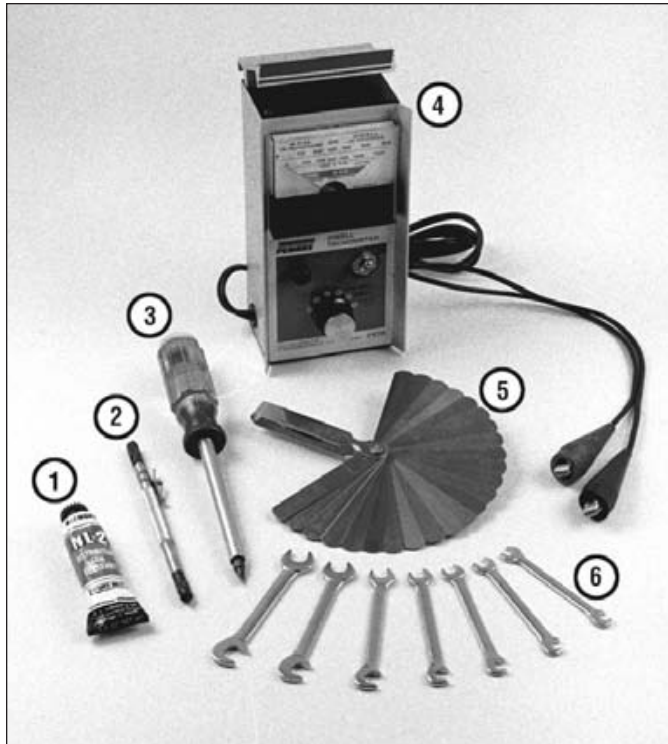
7 After the two bolts have been loosened, move the component away from the engine to tighten the belt or toward the engine to loosen the belt. Hold the accessory in position and check the belt tension. If it's correct, tighten the two bolts until just snug, then recheck the tension. If the tension is all right, tighten the bolts.



27.4 Drivebelt tension can be checked with a straightedge and a ruler



27.8 On some later models, the alternator drivebelt tension is adjusted by turning the adjustment bolt (arrow)



30.1 Tools and materials needed for contact point replacement and dwell angle adjustment

- 1 **Distributor cam lube** - Sometimes this special lubricant comes with the new points; however, it's a good idea to buy a tube and have it on hand
- 2 **Screw starter** - This tool has special claws which hold the screw securely as it's started, which helps prevent accidental dropping of the screw
- 3 **Magnetic screwdriver** - Serves the same purpose as 2 above. If you don't have one of these special screwdrivers, you risk dropping the point mounting screws down into the distributor body
- 4 **Dwell meter** - A dwell meter is the only accurate way to determine the point setting (gap). Connect the meter according to the instructions supplied with it.
- 5 **Blade-type feeler gauges** - These are required to set the initial point gap (space between the points when they are open)
- 6 **Ignition wrenches** - These special wrenches are made to work within the tight confines of the distributor. Specifically, they are needed to loosen the nut/bolt which secures the leads to the points

8 To adjust the alternator drivebelt on some later models, loosen the pivot bolt and turn the adjusting bolt to tension the belt (**see illustration**).

9 It will often be necessary to use some sort of pry bar to move the accessory while the belt is adjusted. If this must be done to gain the proper leverage, be very careful not to damage the component being moved or the part being pried against.

10 To replace a belt, follow the above procedures for drivebelt adjustment but slip the belt off the pulleys and remove it. Since belts tend to wear out more or less at the same time, it's a good idea to replace all of them at the same time. Mark each belt and the corresponding pulley grooves so the replacement belts can be installed properly.

11 Take the old belts with you when purchasing new ones in order to make a direct comparison for length, width and design.

12 Adjust the belts as described earlier in this Section.

13 When replacing a serpentine drivebelt (used on some later models), insert a 1/2-inch drive breaker bar into the tensioner and rotate it counterclockwise to release the belt tension. Make sure the new belt is routed correctly (refer to the label in the engine compartment). Also, the belt must completely engage the grooves in the pulleys.

28 Seatbelt check

1 Check the seatbelts, buckles, latch plates and guide loops for any obvious damage or signs of wear.

2 Make sure the seatbelt reminder light

comes on when the key is turned on.

3 The seatbelts are designed to lock up during a sudden stop or impact, yet allow free movement during normal driving. The retractors should hold the belt against your chest while driving and rewind the belt when the buckle is unlatched.

4 If any of the above checks reveal problems with the seatbelt system, replace parts as necessary.

29 Starter/Neutral safety switch check

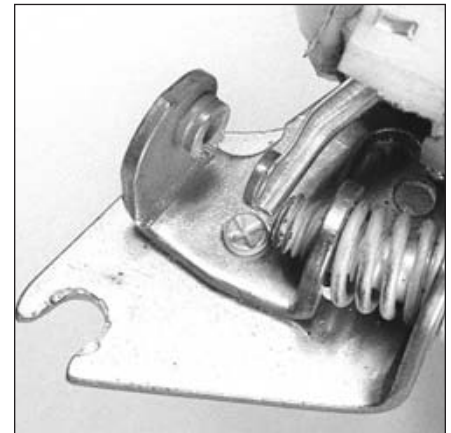
Warning: During the following checks there is a chance that the vehicle could lunge forward, possibly causing damage or injuries. Allow plenty of room around the vehicle, apply the parking brake firmly and hold down the regular brake pedal during the checks.

1 These models are equipped with a starter/Neutral safety switch which prevents the engine from starting unless the clutch pedal is depressed (manual transmission) or the shift lever is in Neutral or Park (automatic transmission).

2 On automatic transmission vehicles, try to start the vehicle in each gear. The engine should crank only in Park or Neutral.

3 If equipped with a manual transmission, place the shift lever in Neutral. The engine should crank only with the clutch pedal depressed.

4 Make sure the steering column lock allows the key to go into the Lock position only when the shift lever is in Park (automatic transmission) or Reverse (manual transmission).



30.2 Although it is possible to restore ignition points that are pitted, burned and corroded (as shown here), they should be replaced instead

5 The ignition key should come out only in the Lock position.

30 Ignition point replacement

Refer to illustrations 30.1, 30.2, 30.7, 30.9, 30.16, 30.17 and 30.29

1 The ignition points must be replaced at regular intervals on vehicles not equipped with electronic ignition. Occasionally the rubbing block will wear enough to require adjustment of the points. It's also possible to clean and dress them with a fine file, but replacement is recommended since they are relatively inaccessible and very inexpensive. Several special tools are required for this procedure (**see illus-**