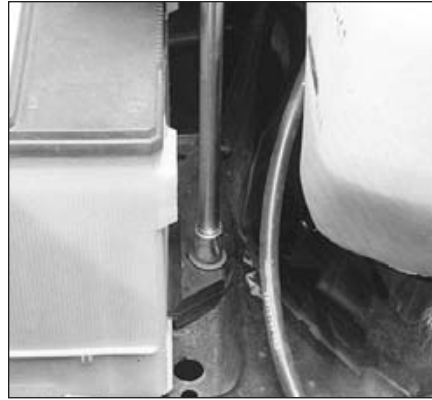




5.3 Unlike older model batteries, the cable terminals are on the side of these batteries



5.6 Use a socket extension to reach the battery hold-down bolt



6.3 The arrow on the tensioner must be within the marked range - if it isn't, the belt is stretched and must be replaced

ating temperature.

52 Remove the dipstick (**see illustration**), wipe it off with a clean rag, reinsert it, then withdraw it and read the fluid level (**see illustration**). The level should be between the Add and Full Hot marks.

53 If additional fluid is required, pour the specified type directly into the reservoir using a funnel to prevent spills.

54 If the reservoir requires frequent fluid additions, all power steering hoses, hose connections, the power steering pump and the steering box should be carefully checked for leaks.

5 Battery check and maintenance

Refer to illustrations 5.3 and 5.6

1 A sealed maintenance-free battery is standard equipment on all vehicles with which this manual is concerned. Although this type of battery has many advantages over the older, capped cell type and never requires the addition of water, it should nevertheless be routinely maintained according to the procedures which follow. **Warning:** Hydrogen gas in small quantities is present in the area of the two small side vents on sealed batteries, so keep lighted tobacco and open flames or sparks away from them.

2 The external condition of the battery should be monitored periodically for damage such as a cracked case or cover.

3 Check the tightness of the battery cable clamps to ensure good electrical connections and check the entire length of each cable for cracks and frayed conductors (**see illustration**).

4 If corrosion (visible as white, fluffy deposits) is evident, remove the cables from the terminals, clean them with a battery brush and reinstall the cables. Corrosion can be kept to a minimum by applying a layer of petroleum jelly or grease to the terminals and cable clamps after they are assembled.

5 Make sure that the rubber protector (if so equipped) over the positive terminal is not torn or missing. It should completely cover the terminal.

6 Make sure that the battery carrier is in good condition and that the hold-down clamp bolts are tight. If the battery is removed from the carrier, make sure that no parts remain in the bottom of the carrier when the battery is reinstalled (**see illustration**). When reinstalling the hold-down clamp bolts, do not over-tighten them.

7 Corrosion on the hold-down components, battery case and surrounding areas may be removed with a solution of water and baking soda, but take care to prevent any solution from coming in contact with your eyes, skin or clothes, as it contains acid. Protective gloves should be worn. Thoroughly wash all cleaned areas with plain water.

8 Any metal parts of the vehicle damaged by corrosion should be covered with a zinc-based primer, then painted after the affected areas have been cleaned and dried.

9 Further information on the battery, charging and jump-starting can be found in Chapter 5.

6 Drivebelt check and adjustment

Refer to illustrations 6.3, 6.4a, 6.4b, 6.5, 6.7a, 6.7b, 6.9 and 6.10

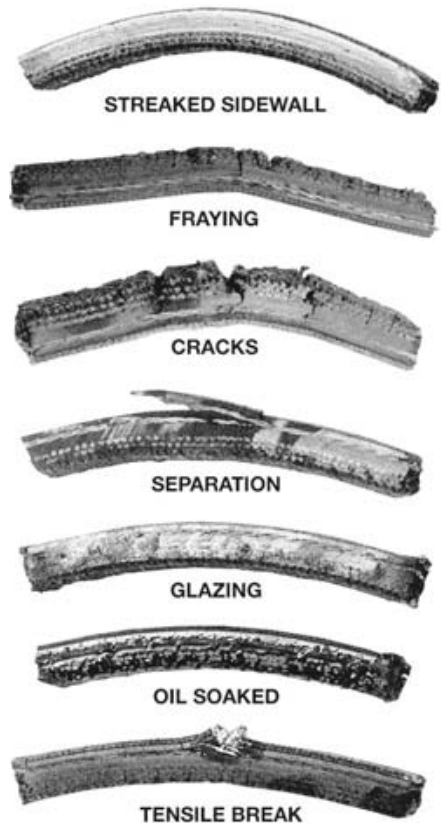
1 The drivebelts, or V-belts as they are sometimes called, are located at the front of the engine and play an important role in the overall operation of the vehicle and its components. Due to their function and material make-up, the belts are prone to failure after a period of time and should be inspected 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 generator/alternator, air injection (smog) pump, power steering pump, water pump, fan and air-conditioning compressor. Depending on the pulley arrangement, a single belt may be used to drive more than one of these components.

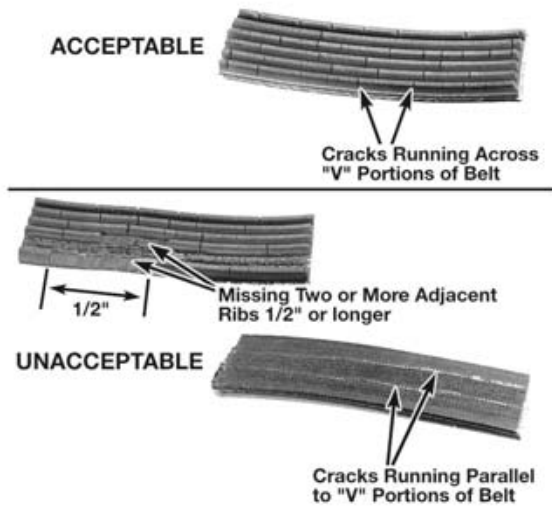
3 On later models, a single serpentine drivebelt is used in place of multiple V-belts. A serpentine belt requires no adjustment, as this is taken care of by a spring-loaded

tensioner pulley. The belt should be replaced when the wear indicator on the tensioner reaches its maximum travel (**see illustration**). Inspect the belt for missing ribs, fraying and other signs of abnormal wear.

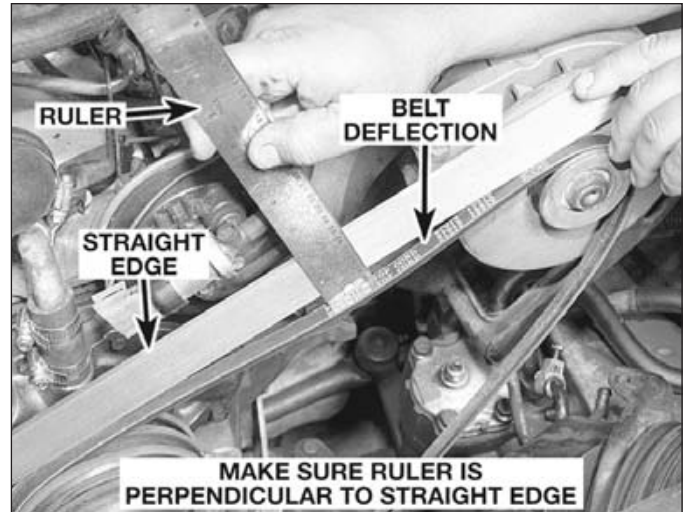
4 With the engine off, open the hood and locate the various belts at the front of the engine. Using your fingers (and a flashlight, if necessary), move along the belts checking for cracks and separation of the belt plies. Also check for fraying and glazing, which gives the



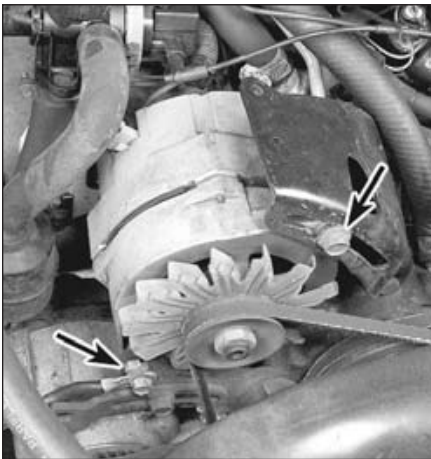
6.4a Here are some of the more common problems associated with the drivebelts (check the belts very carefully to prevent an untimely breakdown)



6.4b Small cracks in the underside of a serpentine belt are acceptable - lengthwise cracks or missing pieces are cause for replacement



6.5 Drivebelt tension can be checked with a straightedge and ruler



6.7a Typically each component is mounted with a pivot bolt (1) and at least one adjustment bolt (2)

belt a shiny appearance (see illustrations). Both sides of the belt should be inspected, which means you will have to twist the belt to check the underside.

5 The tension of each belt is checked by pushing on the belt at a distance halfway between the pulleys. Push firmly with your thumb and see how much the belt moves down (deflects) (see illustration). A rule of thumb is that if the distance from pulley center-to-pulley center is between 7 and 11 inches, the belt should deflect 1/4-inch. If the belt is longer and travels between pulleys spaced 12 to 16 inches apart, the belt should deflect 1/2-inch.

6 If it is necessary to adjust the belt tension, either to make the belt tighter or looser, it is done by moving the belt-driven accessory on the bracket.

7 For each component there will be an adjustment bolt and a pivot bolt (see illustrations). Both bolts must be loosened slightly to enable you to move the component.

8 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 is correct, tighten the two bolts until just snug, then recheck the tension. If it is all right, tighten the bolts.

9 It will often be necessary to use some sort of pry bar to move the accessory while the belt is adjusted (see illustration). 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 on.

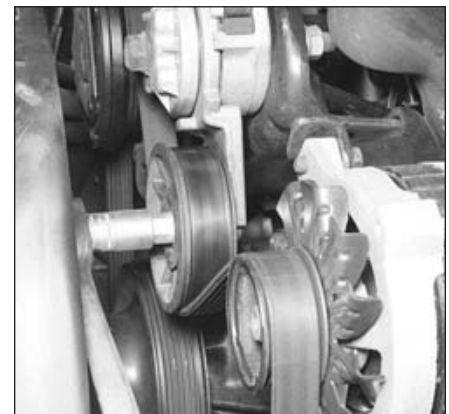
10 When replacing the serpentine belt (used on later models), use a socket and breaker bar placed on the pulley center bolt (if a 1/2-inch drive square hole is not provided) to rotate the tensioner pulley away from the belt to release the belt tension (see illustration). Make sure the new belt is routed correctly (refer to the label in the engine compartment) then rotate the pulley away from the belt, slip the belt under the pulley and release the pulley. Also, the belt must completely engage



6.7b One of the power steering pump adjustment bolts is located behind the pump



6.9 Use a 1/2-inch drive breaker bar in the square hole provided, to tension the air conditioning compressor drivebelt



6.10 Use a socket and breaker bar placed on the tensioner pulley center bolt to rotate the tensioner away from the belt