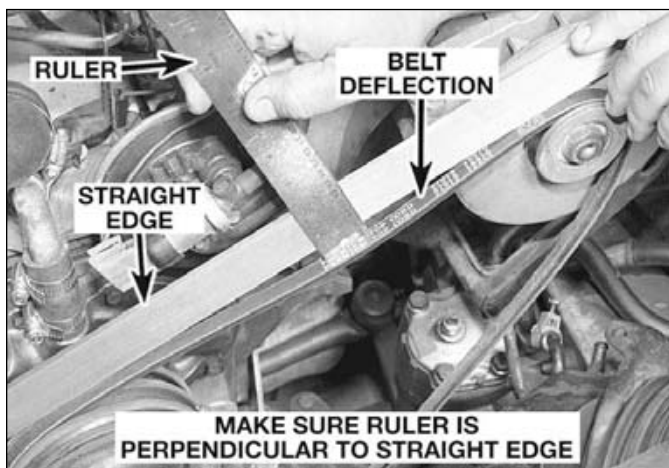


20.2 A drivebelt routing diagram is mounted under the hood



20.4 Measuring drivebelt deflection with a straightedge and ruler

tion). Sometimes the filler neck hose will leak due to loose clamps or deteriorated rubber; problems a home mechanic can usually rectify.

6 Carefully inspect all rubber hoses and metal lines leading to-and-from the fuel tank. Check for loose connections, deteriorated hoses, crimped lines and damage of any kind. Follow the lines up to the front of the vehicle, carefully inspecting them all the way. Repair or replace damaged sections as necessary (see Chapter 4).

## 20 Drivebelt - check, adjustment and replacement (every 15,000 miles or 12 months)

**Warning:** The electric cooling fan(s) on these models can activate at any time the ignition switch is in the ON position. Make sure the ignition is OFF when working in the vicinity of the fan(s).

### Check

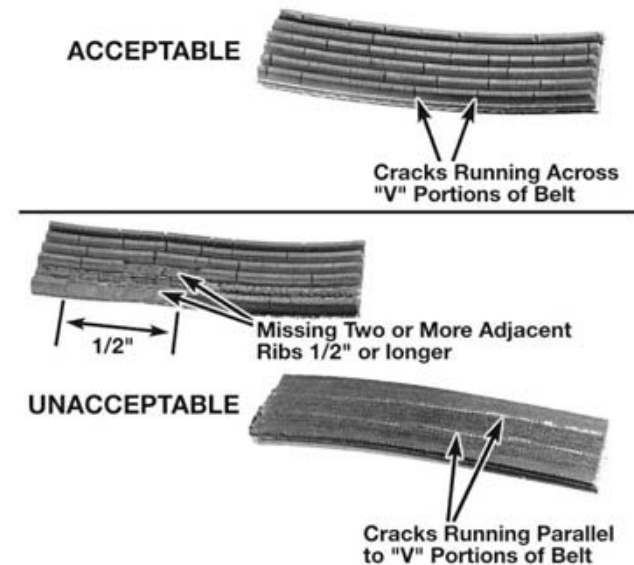
Refer to illustrations 20.2, 20.3 and 20.4

1 The drivebelts located at the front of the engine, play an important role in the opera-

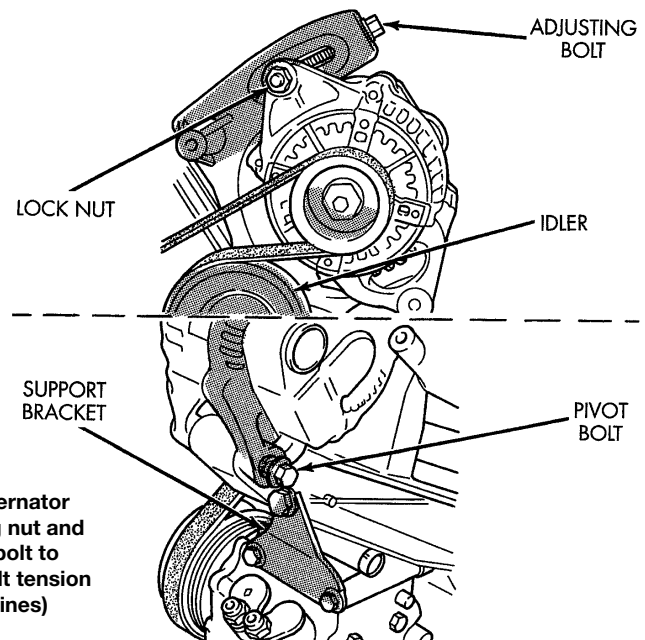
tion of the vehicle and its components. Due to their function and material makeup, the belts are prone to failure after a period of time and should be inspected and adjusted periodically to prevent major damage.

2 The number of belts used depends on the engine accessories. All engines equipped with power steering and/or air conditioning are equipped with two drivebelts (see illustration). One drivebelt drives the alternator and air conditioning compressor while the other belt drives the power steering pump.

3 With the engine off, open the hood and locate the drivebelts at the front of the engine. Using a flashlight, check each belt for

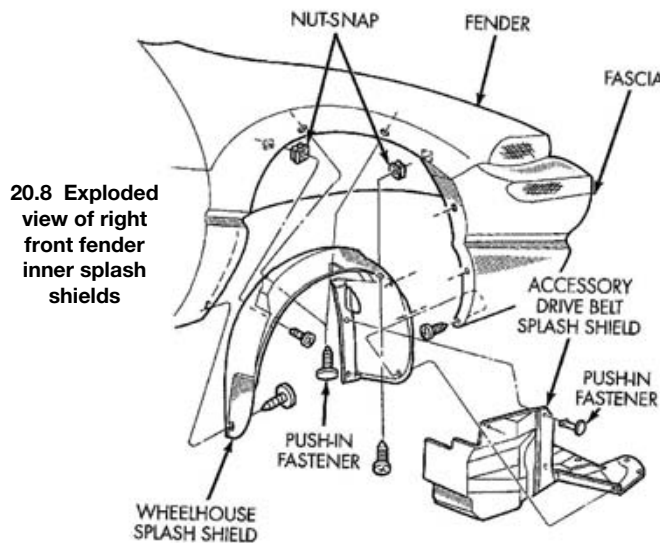


20.3 Here are some of the more common problems associated with drivebelts (check the belts very carefully to prevent an untimely breakdown)

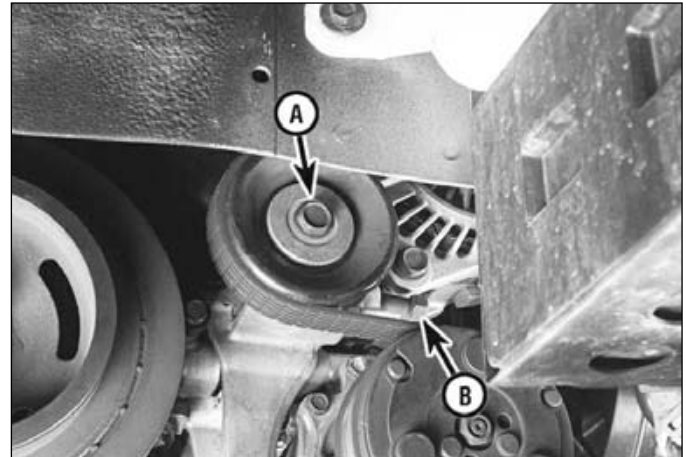


20.5 Loosen the alternator pivot bolt and locking nut and turn the adjusting bolt to achieve the proper belt tension (four-cylinder engines)

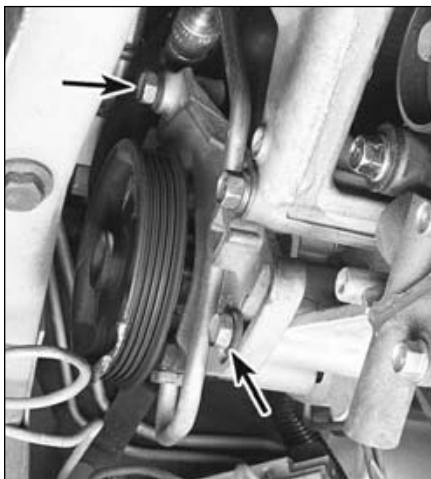
separation of the adhesive rubber on both sides of the core, core separation from the belt side, a severed core, separation of the ribs from the adhesive rubber, cracking or separation of the ribs, and torn or worn ribs or cracks in the inner ridges of the ribs (see illustration). Also check for fraying and glazing, which gives the belt a shiny appearance. Both sides of the belt should be inspected, which means you will have to twist the belt to check the underside. Use your fingers to feel the belt where you can't see it. If any of the above conditions are evident, replace the belt(s). **Note:** On V6 engines, a better drivebelt inspection can be made by removing the



20.8 Exploded view of right front fender inner splash shields



20.9 To adjust the alternator drivebelt tension, loosen the idler pulley lock bolt (A) and turn the adjuster bolt (B) as required to achieve the proper belt tension (V6 engine)



20.12a Power steering pump pivot bolt (upper arrow) and front locking bolt (lower arrow) as viewed from under the vehicle (V6 engine shown)



20.12b Power steering rear locking bolt (arrow) as viewed from under the vehicle (V6 engine shown)

accessory drivebelt splash shield located inside the right hand fender well (see Adjustment Section below for removal procedures).

4 The tension of each belt is checked by pushing on it at a distance halfway between the pulleys. Apply about 10 pounds of force with your thumb and see how much the belt moves down (deflects). Measure the deflection with a ruler (see illustration). The belt should deflect about 1/4-inch if the distance between pulleys is between 7 and 11 inches and around 1/2-inch if the distance is between 12 and 16 inches.

## Adjustment

### Alternator and air conditioning compressor drivebelt

#### Four-cylinder engines

Refer to illustration 20.5

5 Loosen the alternator locking nut and pivot bolt (see illustration). Both must be

loosened slightly to move the component.

6 After the bolt and nut have been loosened, turn the adjuster bolt as necessary to move the component away from the engine (to tighten the belt) or toward the engine (to loosen the belt) to achieve the correct drivebelt tension (see Step 4). Tighten the pivot bolt and locking nut securely.

#### V6 engine

Refer to illustrations 20.8 and 20.9

7 Raise the front of the vehicle and support it securely on jackstands. Remove the right front wheel. **Warning:** Never work under a vehicle that is only supported by a jack!

8 Remove the screw and push-in fasteners securing the accessory drivebelt splash shield to the fender and frame rail, respectively (see illustration).

9 Loosen the idler pulley lock bolt then turn the adjuster bolt (see illustration) as required to achieve the correct drivebelt tension (see Step 4). Tighten the idler pulley lock bolt securely after adjustment.

### Power steering drivebelt

Refer to illustrations 20.12a and 20.12b

10 Raise the front of the vehicle and support it securely on jackstands. **Warning:** Never work under a vehicle that is supported only by a jack!

11 Remove the accessory drivebelt splash shield (see illustration 20.8).

12 Working under the vehicle, loosen the power steering pump pivot and locking bolts (front and rear) (see illustrations). The power steering pump should now be free to move.

13 The power steering pump is equipped with a square hole designed to accept a 1/2-inch square drive breaker bar to assist with adjusting the drivebelt tension.

14 Position the power steering pump as required to achieve the correct drivebelt tension (see Step 4). Tighten the pivot and locking bolts securely.

15 Install the accessory drivebelt splash shield and lower the vehicle.

## Replacement

Refer to illustration 20.18

16 To replace a drivebelt, follow the above procedures for drivebelt adjustment except loosen the adjustment enough to allow you to slip the drivebelt off the crankshaft pulley and remove it. If you are replacing the alternator and A/C compressor drivebelt, you must remove the power steering drivebelt first because of the way they are arranged on the crankshaft pulley. Because both drivebelts tend to wear out equally, it's a good idea to replace both belts at the same time. As they are removed, identify each belt as to its appropriate drive function (PS or ALT-A/C) so the replacement belts can be installed in their proper positions.

17 Take the old drivebelts with you when you go to the auto parts store in order to make a direct comparison for length, width and design.

18 Install the new drivebelts. Make sure they are routed correctly and properly seated