

19.9 Shown here are some of the common defects to look for when inspecting the distributor cap (if in doubt about its condition, install a new one)

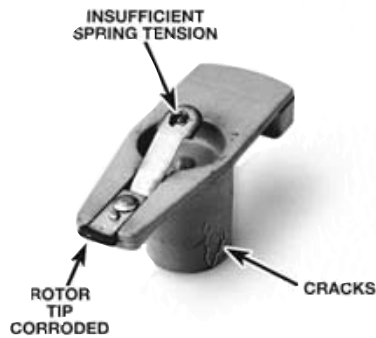
release any trapped air as you push them into place. Continue pushing until you feel the wire clips snap into position.

8 A visual check of the spark plug wires can also be made. In a darkened garage (make sure there is ventilation), start the engine and look at each plug wire. Be careful not to come into contact with any moving engine parts. If there's a crack in the insulation, you'll see arcing or a small spark at the damaged area.

9 Remove the distributor cap with the wires attached and check the cap for cracks, carbon tracks and other damage. Examine the terminals inside the cap for corrosion (slight corrosion can be removed with a pocket knife) (**see illustration**).

10 Check the rotor (now visible on the end of the distributor shaft) for cracks and a secure fit on the shaft. Make sure the terminals aren't burned, corroded or pitted excessively. A small fine file can be used to restore the rotor terminals (**see illustration**).

11 If new spark plug wires are needed,



19.10 The ignition rotor should be checked for wear and corrosion as indicated here (if in doubt about its condition, buy a new one)

purchase a complete pre-cut set for your particular engine. The terminals and rubber boots should already be installed on the wires. Replace the wires one at a time to avoid mixing up the firing order and make sure the terminals are securely seated in the distributor cap and on the spark plugs.

20 Drivebelt check, adjustment and replacement (every 25,000 miles or 18 months)

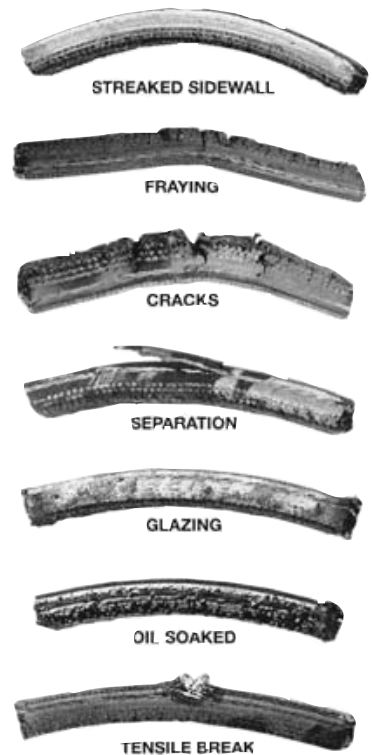
Refer to illustrations 20.3, 20.4, 20.5a, 20.5b, 20.10a and 20.10b

Warning: The electric cooling fan on some models can activate at any time, even when the ignition switch is in the Off position. Disconnect the negative battery cable when working in the vicinity of the fan.

1 The drivebelts, or V-belts as they are sometimes called, at the front of the engine, play an important role in the overall operation 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 on a particular engine 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, a single belt may be used for more than one of these components. Some later models use a serpentine drivebelt in place of multiple V-belts. A serpentine belt requires no adjustment, as this is taken care of by a tensioner.

3 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), examine the belts. Check for cracks and separation of the plies. Look for contamination by grease or oil and glazed areas, which give the belt a shiny appearance. Both sides of each belt should be inspected, which means you'll have to twist them to check the underside (**see illustration**).



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

4 The tightness of each belt is checked by pushing on it at a distance halfway between the pulleys (**see illustration**). Apply about 10 pounds of force with your thumb and see how much the belt moves down (deflects). Refer to this Chapter's Specifications for the amount of deflection allowed in each belt.

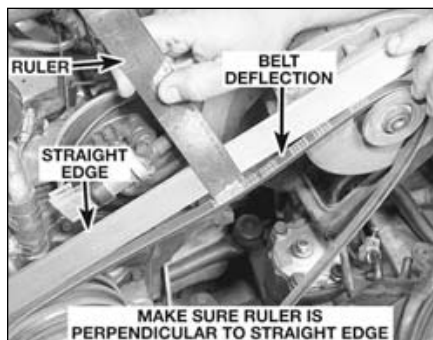
5 If adjustment is necessary, it's done by moving the belt-driven accessory on the bracket (**see illustrations**).

6 For each component, there's a locking bolt and a pivot bolt or nut. Both must be loosened slightly to move the component.

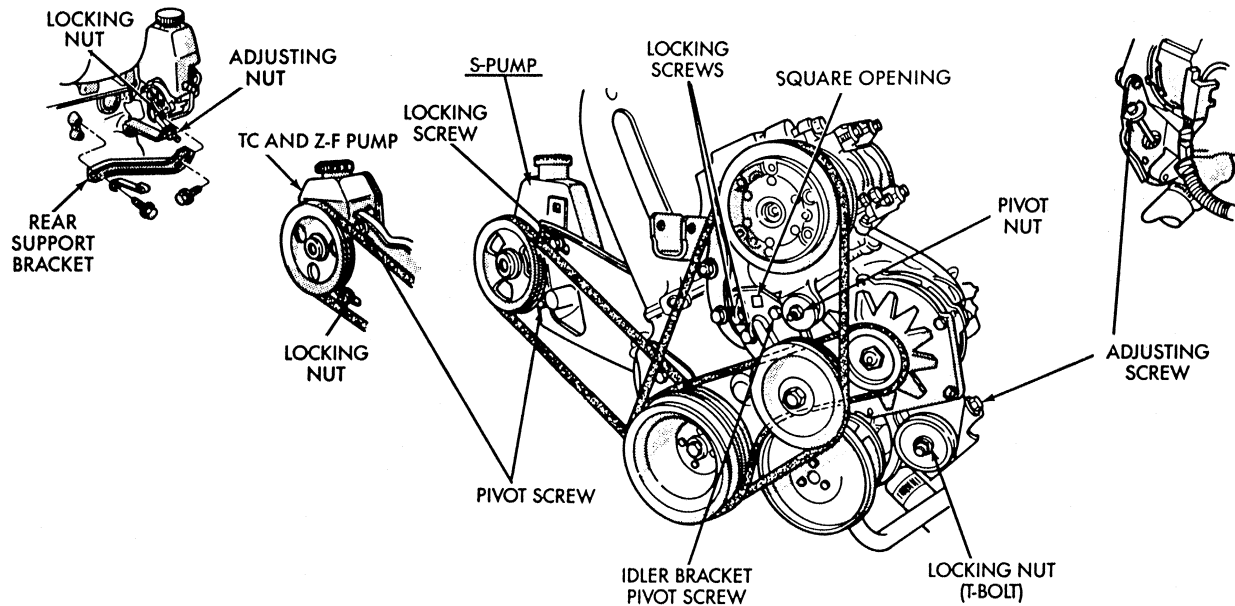
7 After the two bolts have been loosened, move the component away from the engine (to tighten the belt) or toward the engine (to loosen the belt). Many accessories are equipped with a square hole designed to accept a 3/8-inch or 1/2-inch square drive breaker bar. The bar can be used to lever the component and tension the drivebelt. Hold the accessory in position and check the belt tension. If it's correct, tighten the two bolts until snug, then recheck the tension. If it's all right, tighten the two bolts completely.

8 To adjust the alternator drivebelt, loosen the pivot nut and the locking screw or T-bolt locknut, then turn the adjusting bolt to tension the belt.

9 It may be necessary to use some sort of prybar to move a component while the belt is adjusted. If this must be done, be very careful not to damage the component being moved, or the part being pried against.



20.4 Measuring drivebelt deflection with a straightedge and ruler



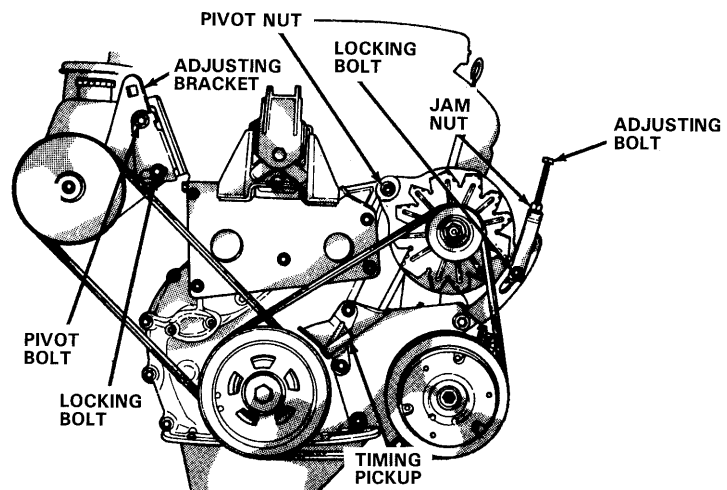
20.5a Typical non-turbo, four-cylinder engine drivebelt adjustment details

- 10 When replacing a serpentine belt, use a 1/2-inch drive breaker bar to rotate the tensioner counterclockwise (1990 and earlier models) or clockwise (1991 on) as required to release the belt tension (**see illustrations**). Make sure the new belt is routed correctly (refer to the label in the engine compartment).
- 11 Run the engine for about 15 minutes, then recheck the belt tension.

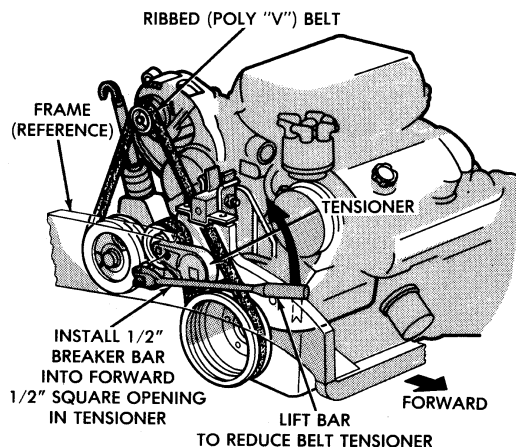
21 Air filter replacement (every 25,000 miles or 18 months)

Refer to illustrations 21.3a, 21.3b, 21.5, 21.6, 21.10a, 21.10b and 21.11

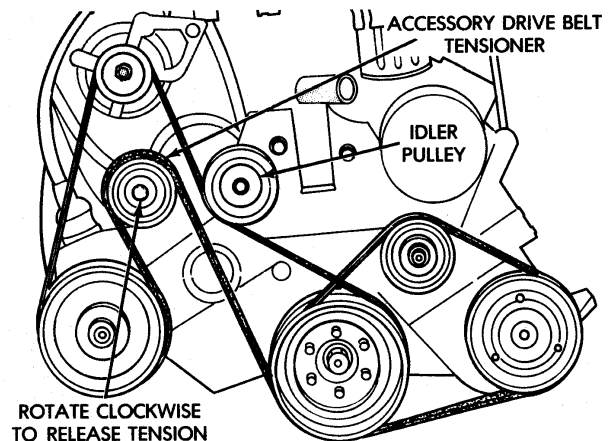
- 1 At the specified intervals, the air filter element and (if equipped) crankcase ventilation filter should be replaced.
- 2 The air filter element is located in a housing on top of or adjacent to the engine.



20.5b Typical 2.6L engine drivebelt details



20.10a Rotate the serpentine drivebelt tensioner counterclockwise on 1990 and earlier models



20.10b On 1991 and later serpentine belt models, the idler pulley is rotated clockwise to relieve belt tension