

18.14 If the lining is bonded to the brake shoe, measure the lining thickness from the outer surface to the metal shoe, as shown here; if the lining is riveted to the shoe, measure from the lining outer surface to the rivet head

at the caliper and for damaged brake hoses (cracks, leaks, chafed areas, etc.). Replace hoses or fittings as necessary (see Chapter 9).

8 Check the discs for score marks, wear, and burned spots. If these conditions exist, the hub/disc assembly should be removed for servicing (see Chapter 9).

Drum brakes

9 Raise the vehicle and support it securely on jackstands (see *Jacking and towing* at the front of this manual). Block the front tires to prevent the vehicle from rolling. Don't apply the parking brake or it will lock the drums.

10 Remove the rear wheels.

11 Mark the hub so it can be reinstalled in the same position. Use a scribe, chalk, etc. on the drum, hub and backing plate.

12 Remove the brake drum (see Chapter 9).

13 With the drum removed, clean off dirt and dust using brake cleaner. **Warning:** Don't blow the out dust with compressed air and don't inhale it (it may contain asbestos, which is harmful to your health).

14 Note the thickness of the lining on the front and rear brake shoes. If the material is within 1/16-inch of the recessed rivets or metal backing, the shoes should be replaced (see illustration). The shoes should also be replaced if they're cracked, glazed (shiny areas), or covered with brake fluid.



18.16 Use a small screwdriver to carefully pry the boot away from the cylinder and check for fluid leakage

15 Make sure the brake springs are connected and in good condition.

16 Check brake components (including hoses and connections) for fluid leakage. Carefully pry back the rubber cups on the wheel cylinder located at the top of the brake shoes (see illustration). Leakage indicates that the wheel cylinders should be overhauled (see Chapter 9).

17 Wipe the inside of the drum with a clean rag and denatured alcohol or brake cleaner. Be careful not to inhale asbestos dust.

18 Check the inside of the drum for cracks, score marks, deep scratches, and "hard spots" which appear as small discolored areas. If imperfections cannot be removed with fine emery cloth, the drum must be taken to an automotive machine shop to be "turned".

19 Repeat the procedure on the remaining wheel. If the inspection reveals that all parts are in good condition, reinstall the brake drums, and the wheels, and lower the vehicle to the ground.

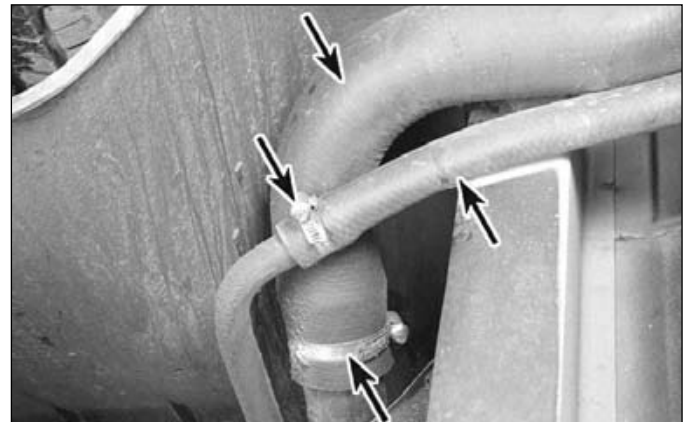
Parking brake

20 The parking brake is operated by a foot pedal and locks the rear brakes. The easiest way to check the parking brake is to park the vehicle on a steep hill, set the parking brake, and shift the transmission to Neutral. If the parking brake does not keep the vehicle from rolling, it needs adjustment (see Chapter 9).

19 Fuel system check (every 15,000 miles or 12 months)

Refer to illustration 19.6

Warning: Gasoline is extremely flammable. Take extra precautions when working on any part of the fuel system. Don't smoke or allow open flames or bare light bulbs near the work area, and don't work in a garage where a natural gas-type appliance (such as a water heater or clothes dryer) with a pilot light is present. If you spill fuel on your skin, rinse it off immediately with soap and water. When you work on the fuel system, wear safety glasses and have a Class B type fire extinguisher handy.



19.6 Check the fuel tank hoses and clamps (arrows) for damage and deterioration

1 The fuel system on fuel injected vehicles is pressurized even when the engine is off and must be depressurized before servicing (see Chapter 4). After depressurization, be prepared to catch fuel spurting from lines disconnected for servicing. Plug all disconnected fuel lines to prevent the fuel tank from siphoning out.

2 The fuel system is most accessible with the vehicle on a hoist so components on the underside are visible. If a hoist is not available, raise the vehicle and support it securely on jackstands.

3 If the gasoline can be smelled while driving, or after the vehicle has been parked in the sun, the fuel system should be inspected immediately.

4 Remove the gas cap and check for damage, corrosion, and proper seal imprint on the gasket. Replace the cap with a new one if necessary.

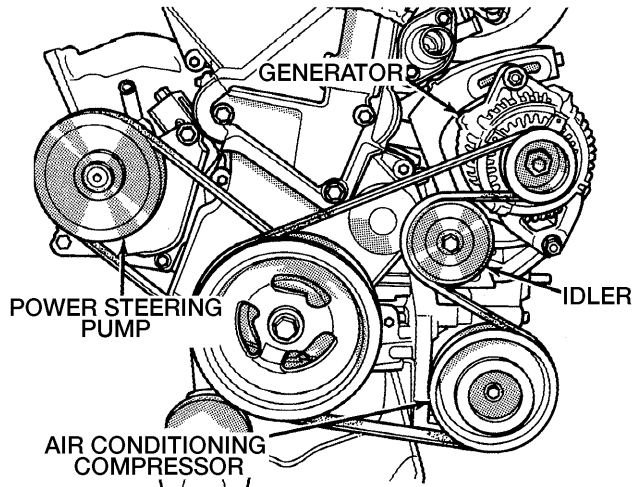
5 Inspect the gas tank and filler neck for punctures, cracks, or other damage. The connection between the filler neck and the tank is critical. A rubber filler neck can leak due to loose clamps or deteriorated rubber; problems a home mechanic can fix easily. **Warning:** Do not try to repair a fuel tank yourself (except to replace rubber components). A welding torch or open flame can cause fuel vapors to explode if the proper precautions are not taken.

6 Check all rubber hoses and metal lines leading from the fuel tank for loose connections, deteriorated hoses, crimped lines, or other damage (see illustration). Inspect the lines all the way to the front of the vehicle and repair or replace damaged sections as necessary (see Chapter 4).

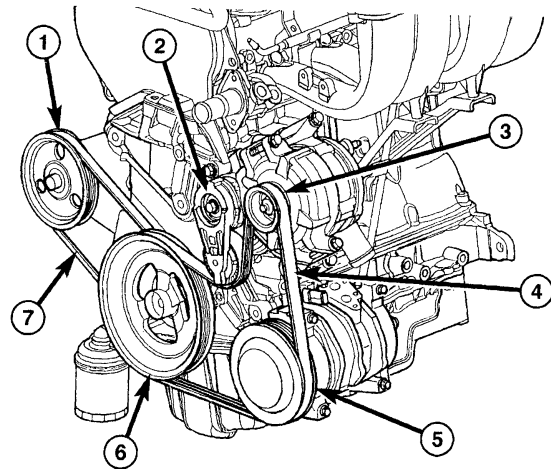
20 Drivebelt check, adjustment and replacement (every 15,000 miles or 12 months)

Refer to illustrations 20.2a, 20.2b, 20.2c, 20.2d, 20.2e, 20.3a, 20.3b, 20.4 and 20.8

Warning: The electric cooling fan may start any time the ignition switch is On. Make sure the ignition is Off when working near the fan.

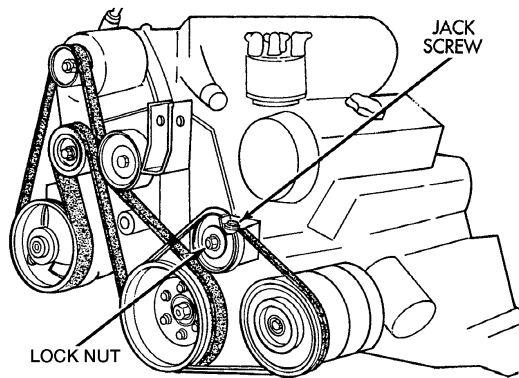


20.2a 2.4L engine drivebelt layout (1996 through 2000)

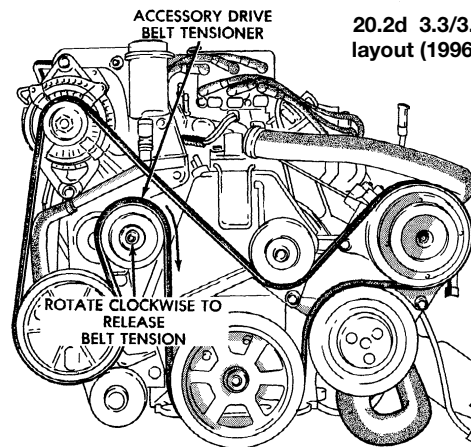


20.2b 2.4L engine drivebelt layout (2001 and later models)

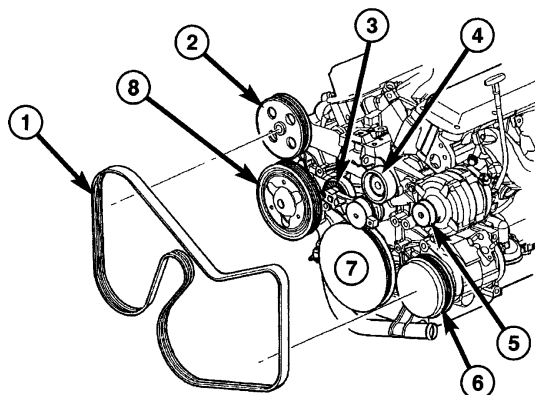
- | | |
|------------------------------|--------------------------------------|
| 1 Power steering pump pulley | 5 Air conditioning compressor pulley |
| 2 Belt tensioner | 6 Crankshaft pulley |
| 3 Generator pulley | 7 Power steering belt |
| 4 Serpentine belt | |



20.2c 3.0L engine drivebelt layout



20.2d 3.3/3.8L engine belt layout (1996 through 2000)



20.2e 3.3/3.8L engine drivebelt layout (2001 and later models)

- | | |
|------------------------------|--------------------------------------|
| 1 Serpentine belt | 5 Generator pulley |
| 2 Power steering pump pulley | 6 Air conditioning compressor pulley |
| 3 Belt tensioner | 7 Crankshaft pulley |
| 4 Idler pulley | 8 Water pump pulley |

1 The drivebelts, or V-belts at the front of the engine, play a vital role in the overall operation of the vehicle and its components. 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. On the 2.4L engine, two drivebelts are used: a serpentine belt to turn the air conditioning compressor and the alternator and a V-belt to turn the power steering pump. The 3.0L engine uses two belts: a serpentine belt to turn the alternator and power steering pump and a V-belt to turn the air conditioner. The 3.3/3.8L engine uses a single serpentine (V-ribbed) belt to drive all components (**see illustrations**).

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