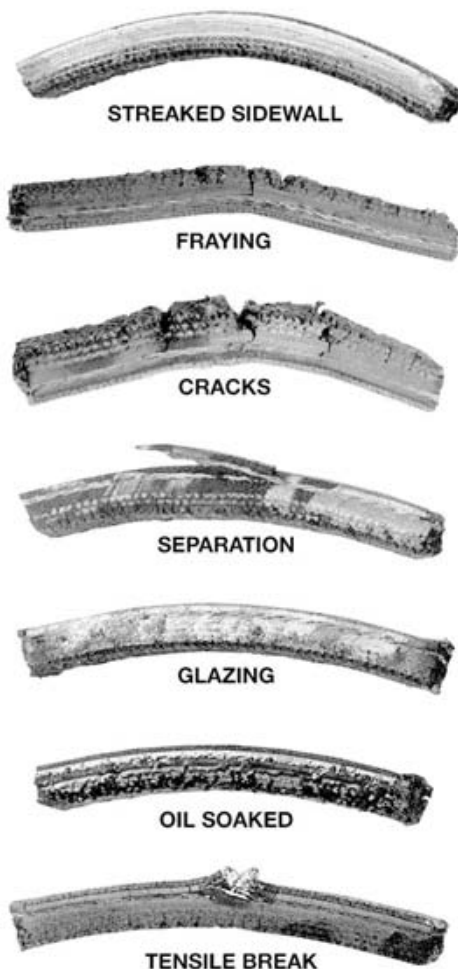
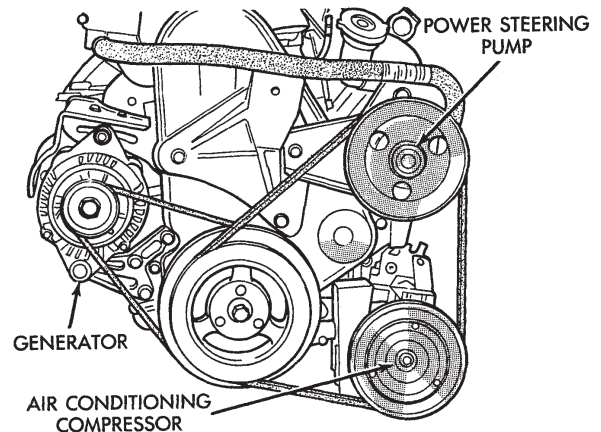


19.6 Check the fuel tank hoses and clamps (arrows) for damage and deterioration

especially critical. Sometimes a rubber filler neck will leak due to loose clamps or deteriorated rubber; problems a home mechanic can usually rectify. **Warning:** Do not, under any circumstances, try to repair a fuel tank yourself (except to replace rubber components). A welding torch or any open flame can easily cause the fuel vapors to explode if the proper precautions are not taken.



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



20.2 Engine drivebelt layout and adjustment details

6 Carefully check all rubber hoses and metal lines leading away from the fuel tank. Check for loose connections, deteriorated hoses, crimped lines and damage of any kind (**see illustration**). 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)

Refer to illustrations 20.2, 20.3, 20.4, 20.5a, 20.5b and 20.5c

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).

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.

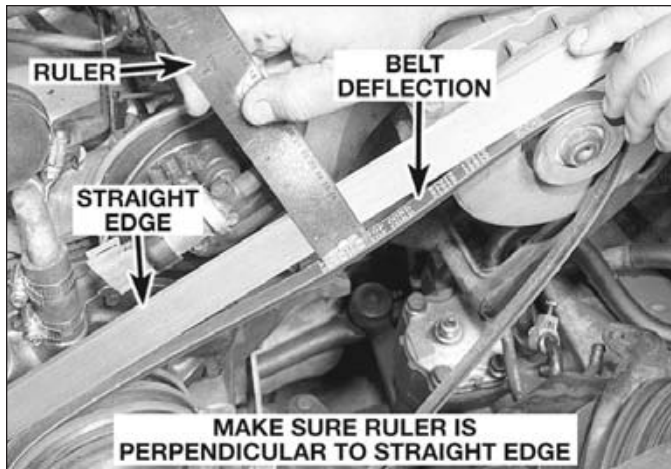
2 The number of belts used depends on the engine accessories. All engines equipped with power steering and/or air conditioning are equipped with two drivebelts (**see illustration**). One drive belt drives the alternator while the other belt drives the air conditioning compressor and/or the power steering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

3 With the engine off, open the hood and locate the drivebelts at the front of the engine. With a flashlight, check each belt: On V-belts, check for cracks and separation of the belt plies (**see illustration**). On V-ribbed belts, check for 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. On both belt types, 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.

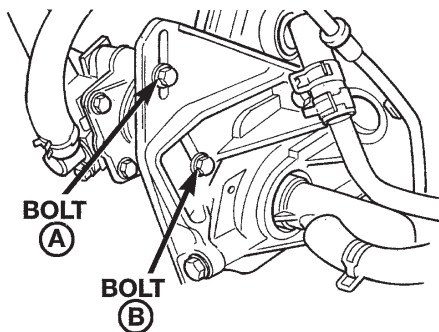
4 The tension of each belt is checked by pushing on it at a distance halfway between the pulleys. Apply about 10 pounds of force with your thumb and see how much the belt moves down (deflects). Measure the deflection with a ruler (**see illustration**). The belt should deflect about 1/4-inch if the distance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

Adjustment

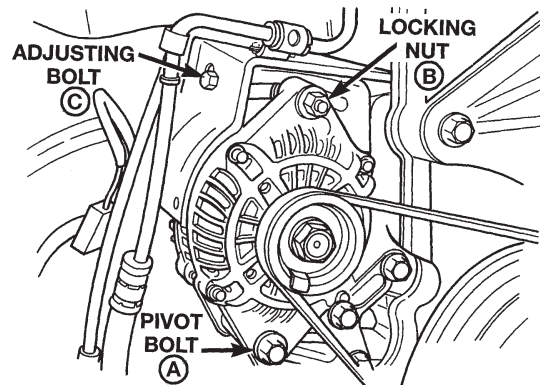
5 If adjustment is necessary, it's done by moving the belt-driven accessory on the bracket (**see illustrations**). For each component, there's a locking bolt or nut and pivot bolt. Both must be loosened slightly to move the component.



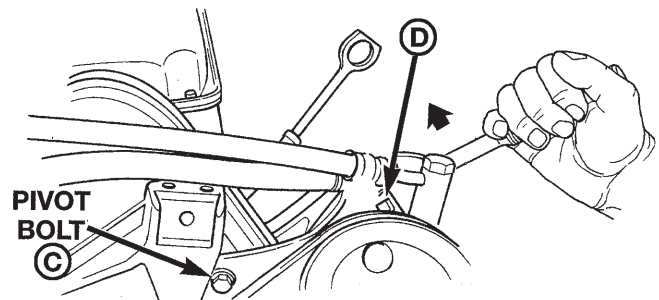
20.4 Measuring drivebelt deflection with a straightedge and ruler



20.5b Loosen the power steering pump locking bolts (A) and (B) ...



20.5a Loosen the alternator pivot bolt (A) and locking nut (B) and turn the adjusting bolt (C) to achieve the proper belt tension



20.5c ... and the pivot bolt (C), then, using a 1/2-inch breaker bar inserted in the square hole (D) on the power steering pump bracket, adjust the belt to the correct tension

6 After the bolts and/or nut have loosened, move the component away from the engine (to tighten the belt) or toward the engine (to loosen the belt). The power steering pump is equipped with a square hole designed to accept a 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 belt tension. If it's correct, tighten the bolts and/or nut until snug, then recheck the tension. If it's all right, tighten the bolts and/or nut completely.

Replacement

7 To replace a belt, follow the above procedures for drivebelt adjustment but slip the belt off the crankshaft pulley and remove it. If you are replacing the generator belt, you have to remove power steering or air conditioning belt first because of the way they are arranged on the crankshaft pulley. Because of this and because belts tend to wear out more or less together, it is a good idea to replace both belts at the same time. Mark each belt and its appropriate pulley groove so the replacement belts can be installed in their proper positions.

8 Take the old belt(s) to the parts store in order to make a direct comparison for length, width and design.

9 Adjust the belt(s) in accordance with the procedure previously outlined.

21 Air filter replacement (every 30,000 miles or 24 months)

Refer to illustrations 21.3a, 21.3b, 21.4a, 21.4b and 21.6

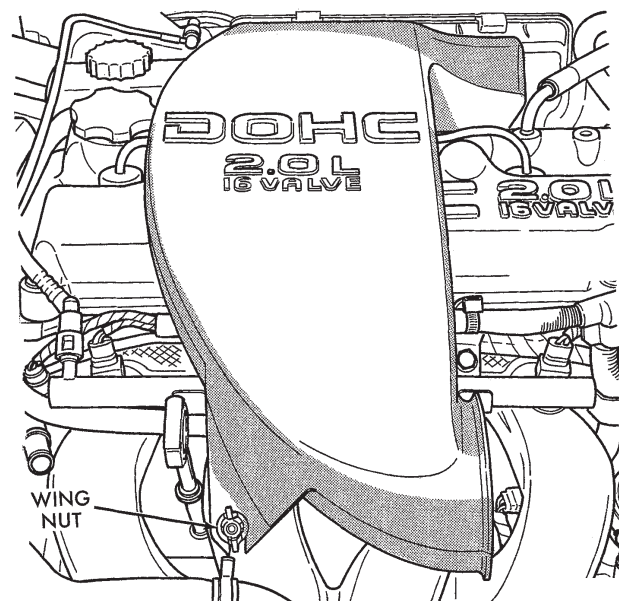
1 At the specified intervals, the air filter element should be replaced.

2 The air filter element is located in a housing in the center rear por-

tion of the engine compartment.

3 On 1996 and later models, remove the wing nut and lift off the outer and inner air inlet ducts (**see illustrations**).

4 On 1995 models, loosen the clamp screw and remove the air inlet



21.3a On 1996 and later models, remove the wing nut and lift off the outer air inlet duct ...