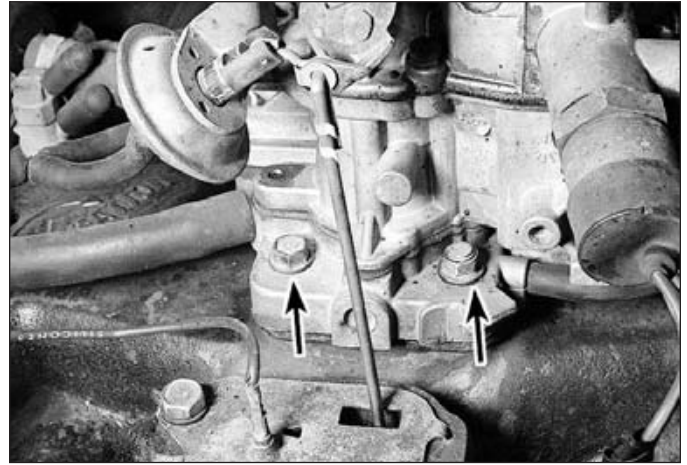


**20.5** Check the fuel tank fill connections, as well as all hoses connected to the tank, for cracks or leaks. Leaks can often be found by looking for clean, damp areas around the hoses



**21.4** There are usually four carburetor mounting nuts/bolts (arrows) on V8 models, but many six-cylinder models only have two

1

allow open flames or bare light bulbs in or 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. Since gasoline is carcinogenic, wear latex gloves when there's a possibility of being exposed to fuel, and, if you spill fuel on your skin, rinse it off immediately with soap and water. Have a Class B fire extinguisher on hand.

1 The fuel tank is located under the rear of the vehicle.

2 The fuel system is most easily checked with the vehicle raised on a hoist so the components underneath the vehicle are readily visible and accessible.

3 If the smell of gasoline is noticed while driving or after the vehicle has been in the sun, the system should be thoroughly inspected immediately.

4 Remove the gas tank cap and check for damage, corrosion and an unbroken sealing imprint on the gasket. Replace the cap with a new one if necessary.

5 With the vehicle raised, check the fuel tank and filler neck for punctures, cracks and other damage (see illustration). The connection between the filler neck and the tank is 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 rubber components). A welding torch or any open flame can easily cause the fuel vapors to explode if the proper precautions are not taken!

6 Carefully check all rubber hoses and metal lines leading away from the fuel tank. Look for loose connections, deteriorated hoses, crimped lines and other damage. Follow the lines to the front of the vehicle, carefully inspecting them all the way. Repair or replace damaged sections as necessary.

7 If a fuel odor is still evident after the inspection, refer to Section 37.

## 21 Carburetor mounting bolt/nut torque check

Refer to illustration 21.4

1 The carburetor is attached to the top of the intake manifold by bolts and/or nuts. These fasteners can sometimes work loose from vibration and temperature changes during normal engine operation and cause a vacuum leak.

2 If you suspect that a vacuum leak exists at the bottom of the carburetor, obtain a length of hose. Start the engine and place one end of the hose next to your ear as you probe around the base with the other end. You will hear a hissing sound if a leak exists (be careful of hot or moving engine components). See Chapter 2C, Section 6 for more information on finding vacuum leaks.

3 Remove the air cleaner assembly (see Chapter 4), tagging each hose to be disconnected with a piece of numbered tape to make reassembly easier.

4 Locate the mounting bolts at the base of the carburetor. Decide what special tools or adapters will be necessary, if any, to tighten the fasteners (see illustration).

5 Tighten the bolts or nuts to the torque listed in this Chapter's Specifications. Don't overtighten them, as the threads could strip.

6 If, after the bolts are properly tightened, a vacuum leak still exists, the carburetor must be removed and a new gasket installed. See Chapter 4 for more information.

7 After tightening the fasteners, reinstall the air cleaner and return all hoses to their original positions.

## 22 Throttle linkage inspection (every 7500 miles or 6 months)

1 Inspect the throttle linkage for damage,

missing parts, binding or interference when the accelerator pedal is depressed.

2 Lubricate the various linkage pivot points with chassis grease. Do not lubricate carburetor or throttle body linkage balljoint type pivots, throttle control cables or transmission control cables.

## 23 Drivebelt check, adjustment and replacement (every 7500 miles or 6 months)

Refer to illustrations 23.3, 23.4 and 23.6

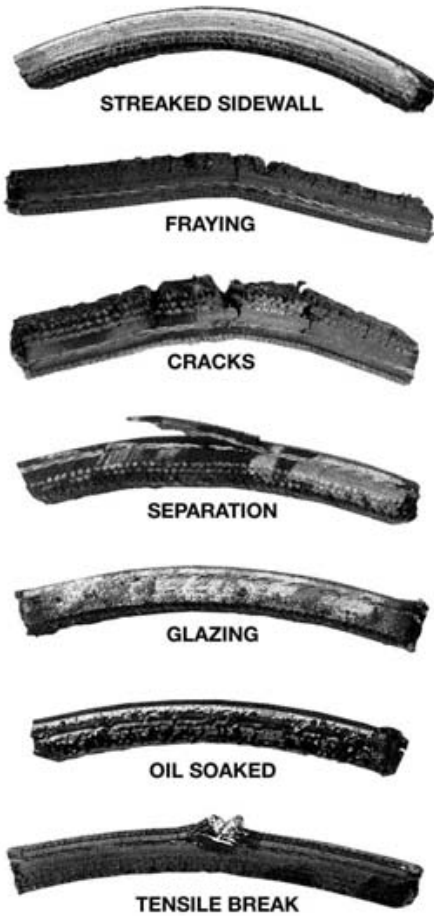
1 The drivebelts are located at the front of the engine and play an important role in the overall operation of the vehicle and its components. Due to their function and material make-up, the belts are prone to failure after a period of time and should be inspected and adjusted periodically to prevent major engine damage.

2 The number of belts used on a particular vehicle depends on the accessories installed. Drivebelts are used to turn the alternator, power steering pump, water pump and air conditioning compressor. Depending on the pulley arrangement, more than one of these components may be driven by a single belt. On later models a single, self-adjusting serpentine drivebelt is used to drive all of the components.

### Check

Refer to illustrations 23.3, 23.4 and 23.5

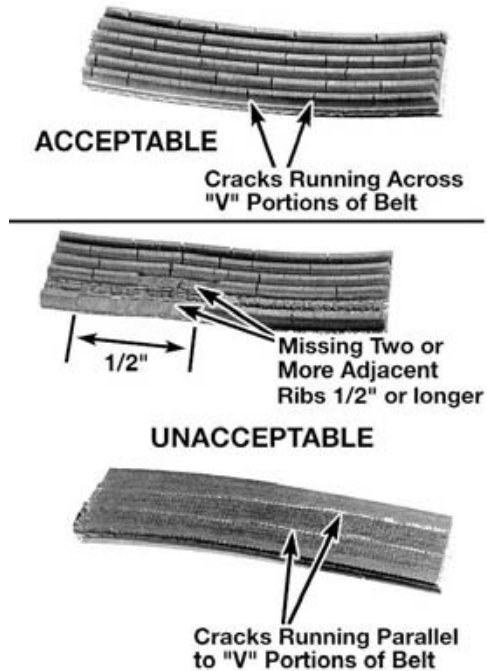
3 With the engine off, open the hood and locate the various belts at the front of the engine. Using your fingers (and a flashlight, if necessary), move along the belts checking for cracks and separation of the belt plies. Also check for fraying and glazing, which gives the belt a shiny appearance (see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



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

tration). Both sides of each belt should be inspected, which means you will have to twist the belt to check the underside.

4 If your vehicle is equipped with a serpentine drivebelt, check the ribs on the



23.4 Small cracks in the underside of a V-ribbed belt are acceptable - lengthwise cracks, or missing pieces that cause the belt to make noise, are cause for replacement

underside of the belt. They should all be the same depth, with none of the surface uneven (see illustration).

5 The tension of each V-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 (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 travels between pulleys spaced 12 to 16 inches apart, the belt should deflect 1/2-inch. **Note:** On serpentine belts, the belt tension is controlled by a tensioner and the belt does not require periodic adjustment.

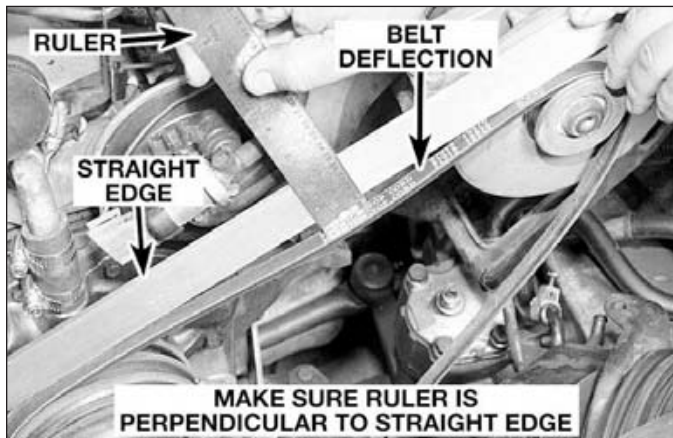
**Adjustment**

Refer to illustration 23.6

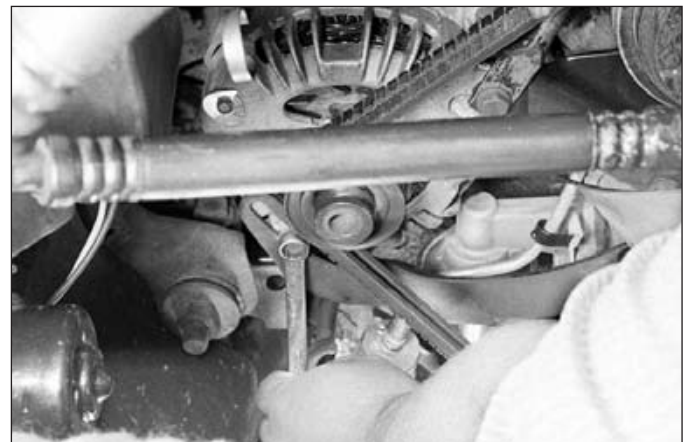
**Note:** Models with a serpentine drivebelt require no adjustment - belt tension is maintained by a spring-loaded pulley.

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. For each component there is an adjusting bolt and a pivot bolt. Both bolts must be loosened slightly to enable you to move the component (see illustration).

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. Hold the accessory in posi-



23.5 Measuring drivebelt deflection with a straightedge and ruler



23.6 With the pivot bolt and adjusting bolt (arrow) loose, pivot the alternator up to increase the drivebelt tension, then tighten the pivot bolt and adjusting bolts