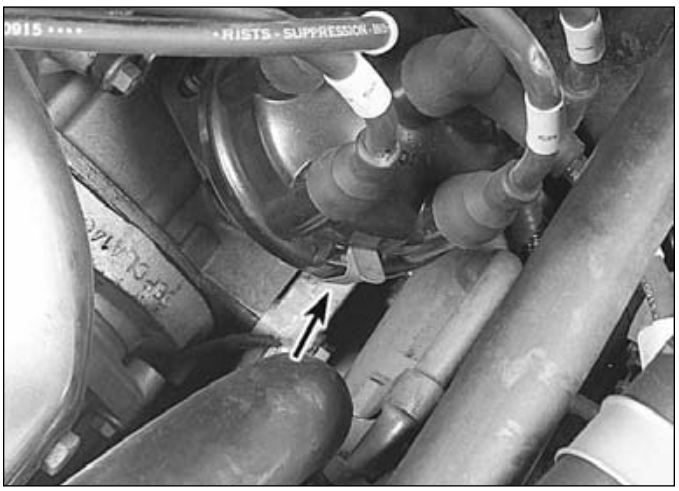


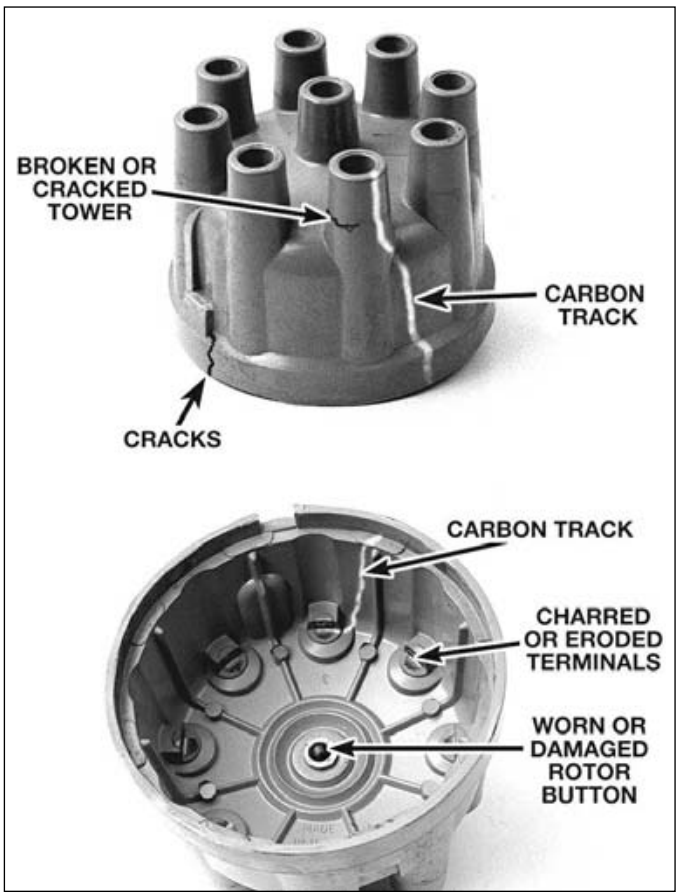
26.11a Unsnap the distributor cap retaining clips - pull the cap up and away to access the rotor

cific engine model. Remove and replace the wires one at a time to avoid mix-ups in the firing order.

11 Detach the distributor cap by unsnapping the cap retaining clips. Look inside it for cracks, carbon tracks and worn, burned or loose contacts **(see illustrations)**.

12 Pull the rotor off the distributor shaft and examine it for cracks and carbon tracks **(see illustrations)**. Replace the cap and rotor if any damage or defects are noted.

13 It is common practice to install a new cap and rotor whenever new spark plug wires are installed. When installing a new cap, remove the wires from the old cap one at a time and attach them to the new cap in the exact same location **Note:** *If an accidental mix-up occurs, refer to the firing order Specifications at the beginning of this Chapter.*



26.11b 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)

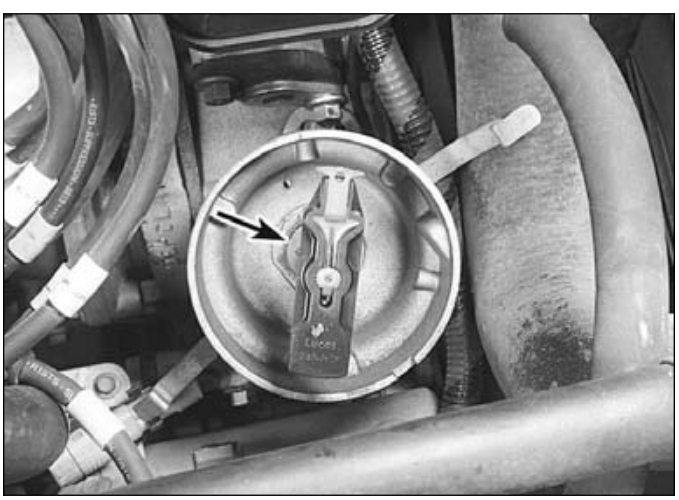
27 Drivebelt check, adjustment and replacement (every 24,000 miles or 24 months)

Refer to illustrations 27.3a, 27.3b, 27.4, 27.6a, 27.6b and 27.11

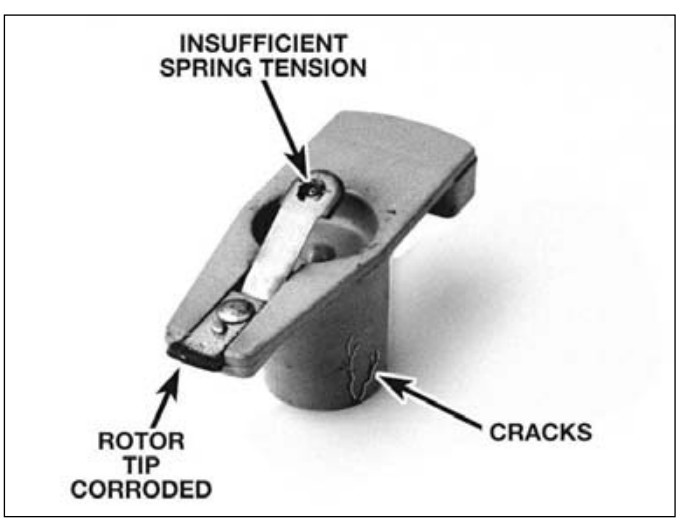
Check

1 The drivebelts, or V-belts as they are sometimes called, 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.

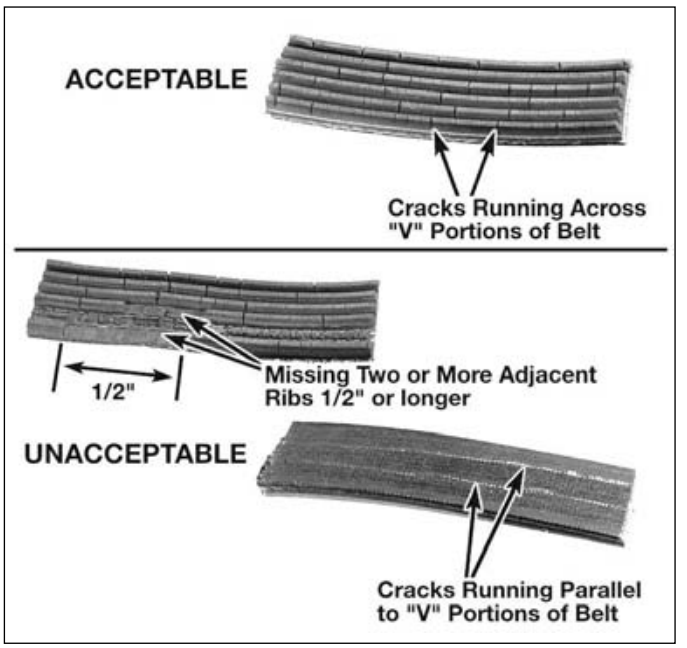
2 The number of belts used on a particular vehicle depends on the accessories installed. The main belt transmits power from the



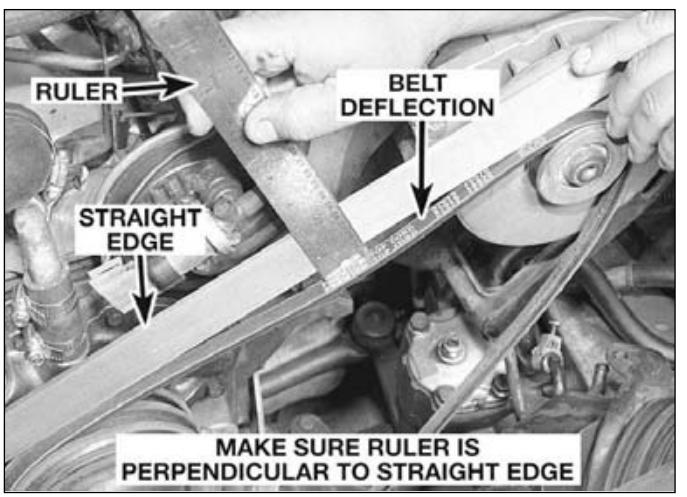
26.12a Pull off the rotor and inspect it thoroughly



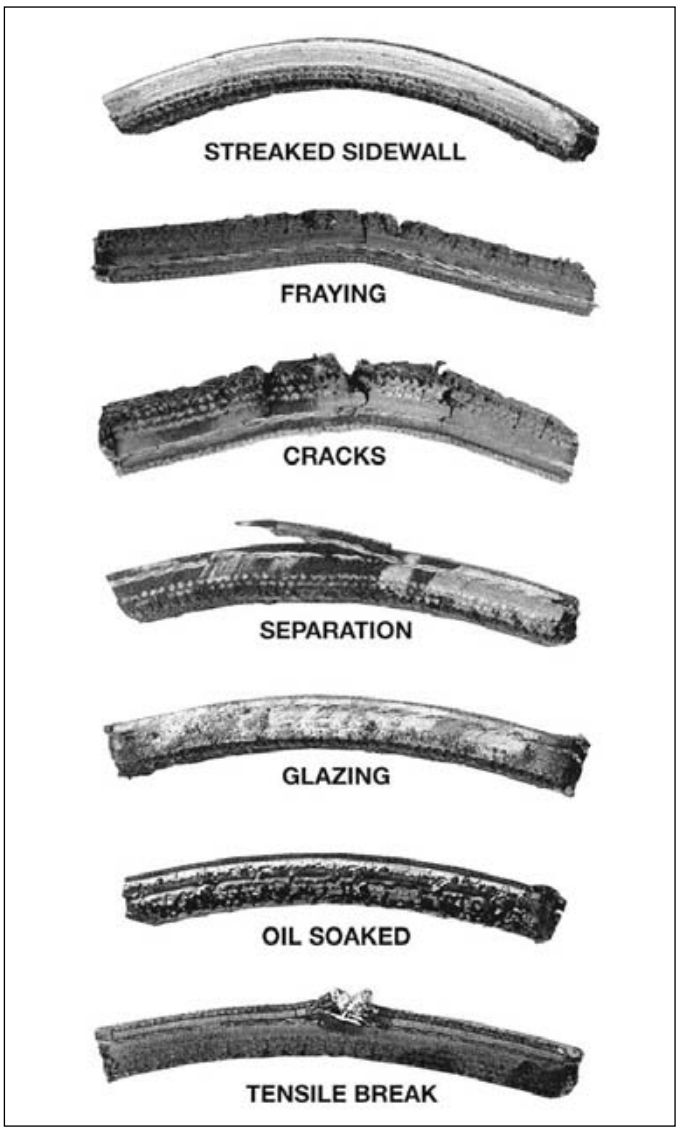
26.12b The ignition rotor should be checked for wear and corrosion as indicated here (if in doubt about its condition, buy a new one)



27.3a Small cracks in the underside of a V-ribbed belt are acceptable - lengthwise cracks, or missing pieces, are cause for replacement



27.4 Measuring drivebelt deflection with a straightedge and ruler



27.3b Here are some of the more common problems associated with V-belts (check the belts very carefully to prevent an untimely breakdown)

crankshaft to the water pump, alternator and the power steering pump. The second belt transmits power from the crankshaft to the air conditioning compressor.

3 With the engine off, open the hood and locate the drivebelts. With a flashlight, check each belt 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 **(see illustrations)**. 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 (go to Step 7).

4 Check the belt tension by pushing firmly on the belt with your thumb at a distance halfway between the pulleys and note how far the belt can be pushed (deflected). Measure this deflection with a ruler **(see illustration)**. As a rule of thumb, 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 for a V-belt or 1/4-inch for a V-ribbed belt.

Adjustment

5 There are two belt tensioning mechanisms. The first one adjusts the air conditioning compressor belt which is accessible from underneath the vehicle. The second tensioning mechanism is located above the alternator - it adjusts the tension on the main belt (the water pump, alternator and power steering pump belt).

6 The air conditioning compressor and the alternator each have a belt tensioning mechanism and pivot bolt(s) which must be loosened slightly to enable you to move the component **(see illustrations)**.

7 After the bolts have been loosened, belt tension can be adjusted by either loosening or tightening the locknuts on the belt tensioning adjustment rod **(see illustration 27.6a and b).** Move the component away from the engine to tighten the belt or toward the engine to loosen the belt.

8 Measure the belt tension using the method described in Step 4. Repeat this procedure until the drivebelt is adjusted properly.