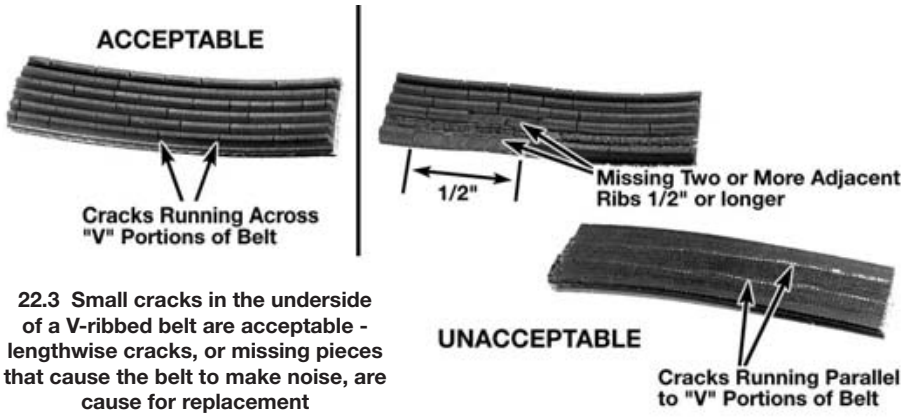
21.2 The fuel filter (arrow) is located in the left side of the engine compartment, near the brake master cylinder



22.3 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

Parking brake

Note: *Be sure to check the brake pedal freeplay and the hillholder adjustments as described in Section 23.*

26 Slowly pull up on the parking brake and count the number of clicks you hear until the handle is up as far as it will go. The adjustment should be within the specified number of clicks listed in this Chapter's Specifications. If you hear more or fewer clicks, it's time to adjust the parking brake (refer to Chapter 9).

27 An alternative method of checking the parking brake is to park the vehicle on a steep hill with the parking brake set and the transaxle in Neutral (be sure to stay in the vehicle during this check!). If the parking brake cannot prevent the vehicle from rolling, it is in need of adjustment (see Chapter 9).

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

Warning: *Gasoline is extremely flammable, so take extra precautions when you work 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. Since gasoline is carcinogenic, wear latex gloves when there's a possibility of being exposed to fuel, and, if you spill any fuel on your skin, rinse it off immediately with soap and water. Mop up any spills immediately and do not store fuel-soaked rags where they could ignite. The fuel system is under constant pressure, so, if any fuel lines are to be disconnected, the fuel pressure in the system must be relieved first (see Chapter 4 for more information). When you perform any kind of work on the fuel system, wear safety glasses and have a Class B type fire extinguisher on hand.*

1 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.

2 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.

3 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.

4 With the vehicle raised and safely supported, inspect the gas tank and filler neck for punctures, cracks and other damage. The connection between the filler neck and the tank is particularly critical. Sometimes a rubber filler neck will leak because of loose clamps or deteriorated rubber. These are problems a home mechanic can usually rectify. **Warning:** *Do not, under any circumstances, try to repair a fuel tank (except rubber components). A welding torch or any open flame can easily cause fuel vapors inside the tank to explode.*

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

6 If fuel odor is evident after the inspection, refer to Chapter 6 and check the EVAP system.

21 Fuel filter replacement (every 15,000 miles or 12 months)

Refer to illustration 21.2

Warning: *Gasoline is extremely flammable, so take extra precautions when you work 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. Since gasoline is carcinogenic, wear latex gloves when there's a possibility of being exposed to fuel, and, if you spill any fuel on your skin, rinse it off immediately with soap and water. Mop up any spills immediately and do not store fuel-soaked rags where they could ignite. The fuel system is under constant pressure, so, if any fuel lines are to be disconnected, the fuel pressure in the system must be relieved first (see Chapter 4 for more information). When you perform any kind of work on the fuel system, wear safety glasses and have a Class B type fire extinguisher on hand.*

Warning 2: *Refer to Chapter 4 and depressurize the fuel system before removing the filter!*

1 This job should be done with the engine cold (after sitting at least three hours). Place rags or newspapers under the filter to catch spilled fuel.

2 The fuel filter is located in the engine compartment on the left side **(see illustration)**.

3 To replace the filter, loosen the clamps and slide them down the hoses, past the fittings on the filter.

4 Carefully twist and pull on the hoses to separate them from the filter. If the hoses are in bad shape, now would be a good time to replace them with new ones.

5 Unclip the filter bracket, pull the filter out of the bracket and install the new one, then hook up the hoses and reposition the clamps. Make sure the hose from the fuel tank connects to the fitting marked IN. Start the engine and check carefully for leaks at the filter hose connections.

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

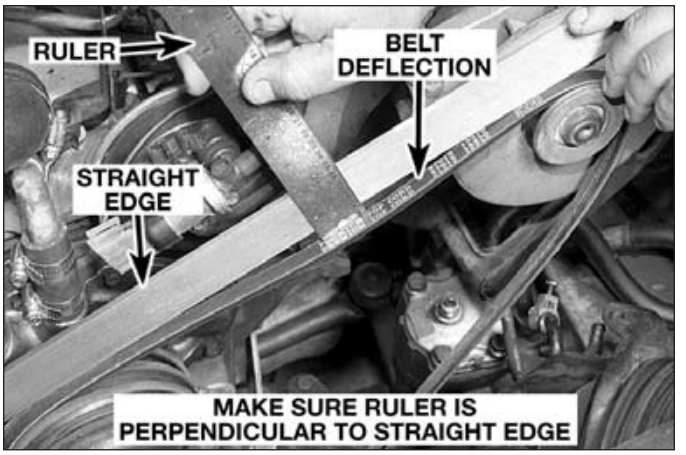
Check

Refer to illustrations 22.3 and 22.4

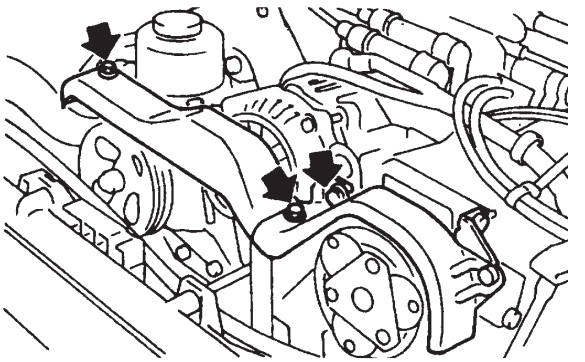
1 The drivebelts are located at the front of the engine and play an important role in the overall operation of the vehicle and its components. Due to their function and material make-up, the belts are prone to failure after a period of time and should be inspected and adjusted periodically to prevent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

3 With the engine off, open the hood and



22.4 Measuring drivebelt deflection with a straightedge and ruler



22.6a Remove the drivebelt cover bolts (arrows)

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

4 The tension of each 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)**. As rule of thumb, the belt should deflect approximately 1/4-inch.

Adjustment

Refer to illustration 22.6a, 22.6b and 22.6c

5 If it is necessary to adjust the belt tension, either to make the belt tighter or looser, it is done by either of two adjusting assemblies mounted on the front of the engine.

6 For each belt on the engine there will be one adjusting assembly with a slider bolt and a lock bolt. The lock bolts must be loosened slightly to enable you to move the assembly **(see illustrations)** while the slider bolt is rotated to loosen or tighten the belt tension.

7 After the lock bolt has been loosened, turn the slider bolt to loosen or tighten the drivebelt. Hold the accessory in position and check the belt tension. If it is correct, tighten the lock bolt until just snug, then recheck the tension. If the tension is all right, tighten the bolts.

8 Do not use a prybar to move the assembly while the belt is being adjusted. Be sure the drivebelt is correctly aligned within each pulley before applying complete tension to the drivebelt.

Replacement

9 To replace a belt, follow the above procedures for drivebelt adjustment but slip the belt off the pulleys and remove it. Since belts tend to wear out more or less at the same time, it's a good idea to replace all of them at the same time. Mark each belt and the corresponding pulley grooves so the replacement belts can be installed properly.

10 Take the old belts with you when purchasing new ones in order to make a direct comparison for length, width and design.

11 Adjust the belts as described earlier in this Section.

23 Clutch pedal/brake pedal freeplay and hillholder - check and adjustment (every 15,000 miles or 12 months)

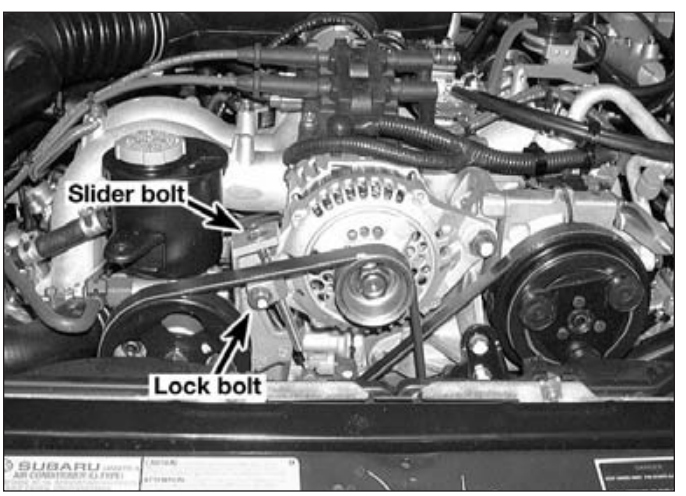
Note: *After checking the clutch pedal freeplay adjustments, refer to Chapter 9 for the hillholder adjustment procedure.*

Brake pedal freeplay

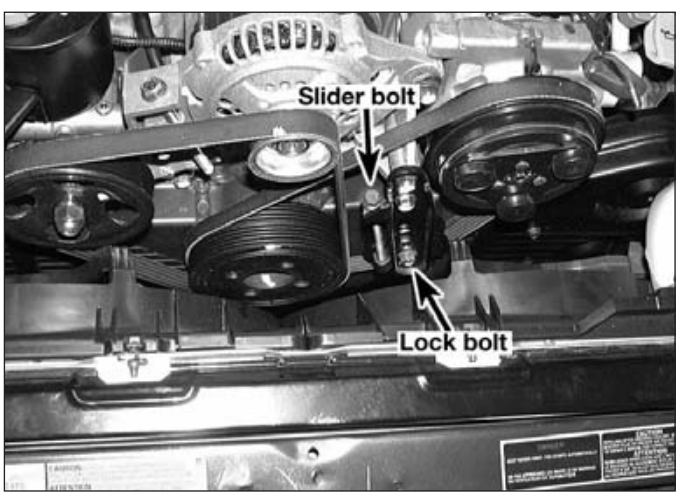
Refer to illustration 23.1

1 The freeplay is the pedal slack, or the distance the pedal can be depressed before it begins to have any effect on the brake system **(see illustration)**. If the pedal freeplay is not within the specified range, it must be adjusted.

2 To adjust the brake pedal freeplay, loosen the brake switch adjusting nut until the clearance between the stopper and the brake switch mechanism reaches the specified distance. Using your hand, depress the brake pedal several times and recheck the freeplay at the pedal. Make sure the engine is OFF and no vacuum is applied to the brake booster. This measurement is performed without the assistance of the power brake system.



22.6b Alternator drivebelt adjustment details



22.6c Air conditioning drivebelt adjustment details