

16.14 Inspect the inner and outer driveaxle boots for loose clamps, cracks or signs of leaking lubricant

cover halves and remove the air filter element (see illustrations).

2 Inspect the outer surface of the filter element. If it is dirty, replace it. If it is only moderately dusty, it can be reused by blowing it clean from the back to the front surface with compressed air. Because it is a pleated paper type filter, it cannot be washed or oiled. If it cannot be cleaned satisfactorily with compressed air, discard and replace it. While the

cover is off, be careful not to drop anything down into the housing. **Caution:** *Never drive the vehicle with the air cleaner removed. Excessive engine wear could result.*

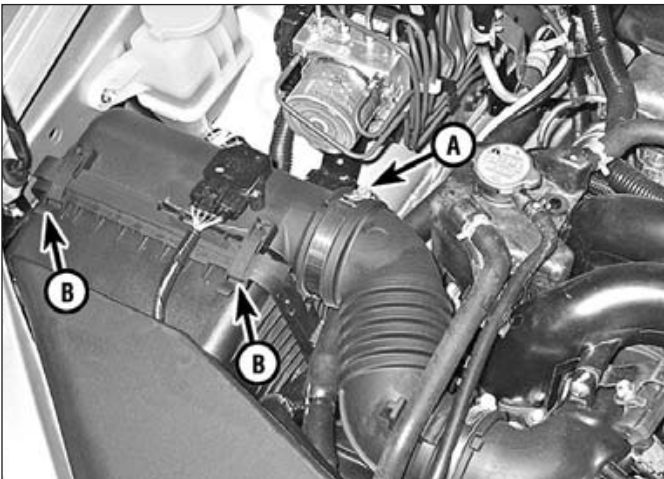
3 Wipe out the inside of the air cleaner housing.

4 Place the new filter into the air cleaner housing, making sure it seats properly.

5 Installation of the housing is the reverse of removal.



17.1a Release the spring clips to access the filter element (early models)



17.1b Loosen the intake hose clamp (A), then unlatch the clips (B) to get to the air filter element (late models)

18 Brake fluid change (every 30,000 miles or 30 months)

Warning: *Brake fluid can harm your eyes and damage painted surfaces, so use extreme caution when handling or pouring it. Do not use brake fluid that has been standing open or is more than one year old. Brake fluid absorbs moisture from the air. Excess moisture can cause a dangerous loss of braking effectiveness.*

1 At the specified intervals, the brake fluid should be drained and replaced. Since the brake fluid may drip or splash when pouring it, place plenty of rags around the master cylinder to protect any surrounding painted surfaces.

2 Before beginning work, purchase the specified brake fluid (see *Recommended lubricants and fluids* at the beginning of this Chapter).

3 Remove the cap from the master cylinder reservoir.

4 Using a hand suction pump or similar device, withdraw the fluid from the master cylinder reservoir.

5 Add new fluid to the master cylinder until it rises to the base of the filler neck.

6 Bleed the brake system as described in Chapter 9 at all four brakes until new and uncontaminated fluid is expelled from the bleeder screw. Be sure to maintain the fluid level in the master cylinder as you perform the bleeding process. If you allow the master cylinder to run dry, air will enter the system.

7 Refill the master cylinder with fluid and check the operation of the brakes. The pedal should feel solid when depressed, with no sponginess. **Warning:** *Do not operate the vehicle if you are in doubt about the effectiveness of the brake system.*

19 Drivebelt check, adjustment and replacement (every 30,000 miles or 30 months)

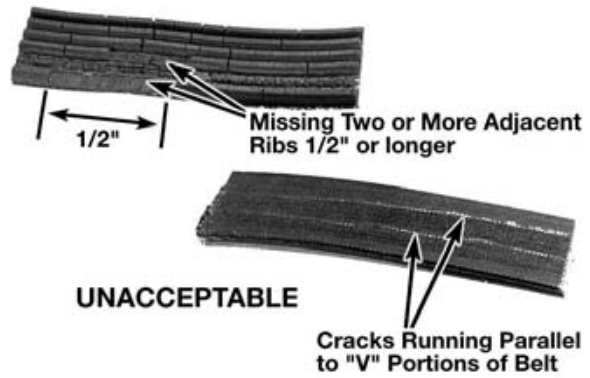
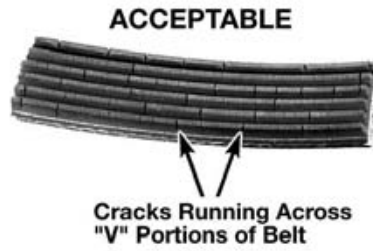
Check

Refer to illustrations 19.3 and 19.4

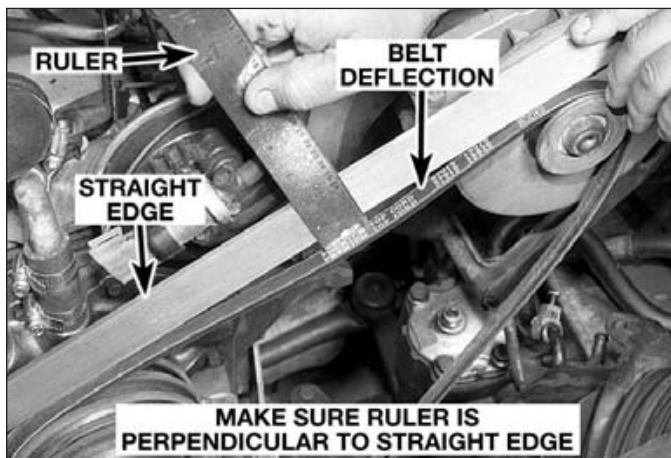
1 The drivebelts are located at the front of the engine and play an important role in the overall operation of the vehicle and its components. Due to their function and material make-up, the belts are prone to failure after a period of time and should be inspected and adjusted periodically to prevent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

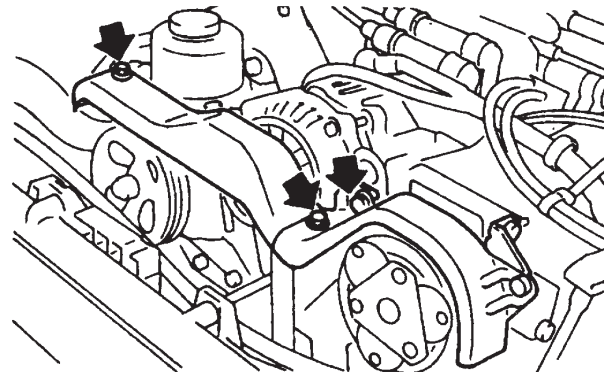
3 With the engine off, open the hood and locate the belts at the front of the engine. Using your fingers (and a flashlight, if necessary), move along the belts checking for cracks and separation of the belt plies. Also



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



19.4 Measuring drivebelt deflection with a straightedge and ruler



19.6a Remove the drivebelt cover bolts

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

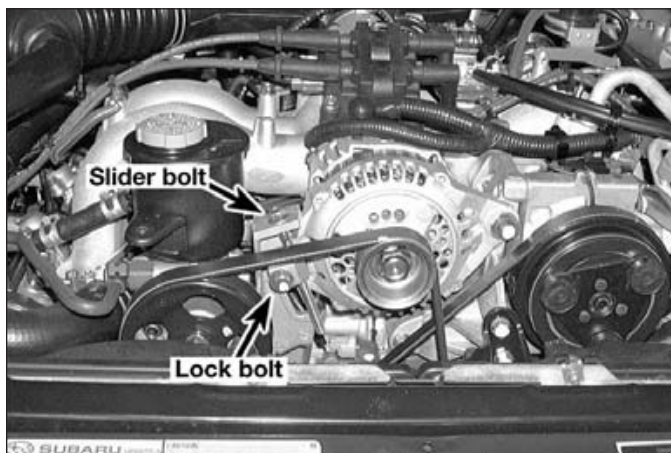
Refer to illustration 19.6a, 19.6b and 19.6c

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 assem-

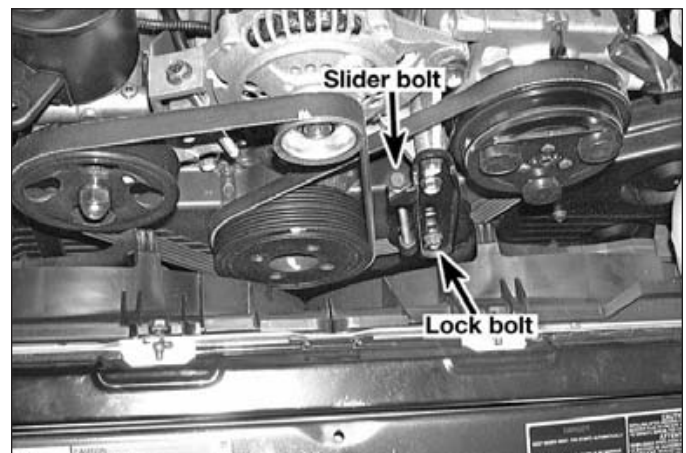
blies mounted on the front of the engine.

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



19.6b Alternator/power steering pump drivebelt adjustment details



19.6c Air conditioning compressor drivebelt adjustment details