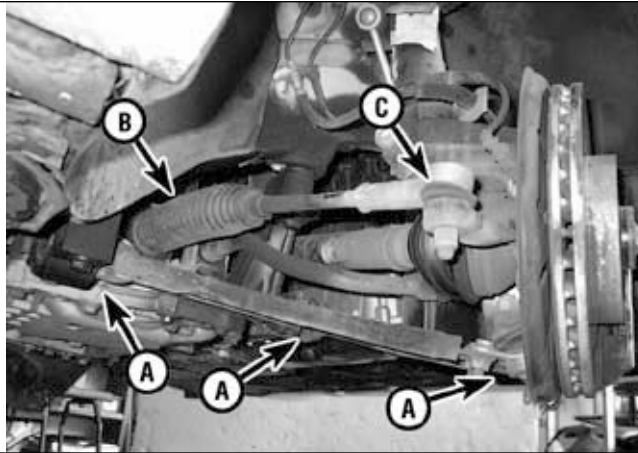


17.9 Examine the mounting points for the lower control arm (A), the steering gear boots (B), and the tie-rod ends (C)



17.11 With the steering wheel in the locked position and the vehicle raised, grasp the front tire as shown and try to move it back-and-forth - if any play is noted, check the steering gear mounts and tie-rod ends for looseness

hoses, crimped lines and other damage. Replace damaged sections as necessary (see Chapter 4).

19 Drivebelt check and replacement (every 15,000 miles [24,000 km] or 12 months)

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

2 Four-cylinder engines are equipped with a single self-adjusting serpentine drivebelt, which is used to drive all of the accessory components such as the alternator, power steering pump, water pump and air condition-



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

Steering and suspension check

Refer to illustrations 17.9 and 17.11

9 Visually inspect the steering and suspension components (front and rear) for damage and distortion. Look for damaged seals, boots and bushings and leaks of any kind. Examine the bushings where the control arms meet the chassis (see illustration).

10 Clean the lower end of the steering knuckle. Have an assistant grasp the lower edge of the tire and move the wheel in-and-out while you look for movement at the steering knuckle-to-control arm balljoint. If there is any movement the suspension balljoint(s) must be replaced.

11 Grasp each front tire at the front and rear edges, push in at the front, pull out at the rear and feel for play in the steering system components (see illustration). If any freeplay is noted, check the steering gear mounts and the tie-rod ends for looseness.

12 Additional steering and suspension system information and illustrations can be found in Chapter 10.

Driveaxle boot check

Refer to illustration 17.14

13 The driveaxle boots are very important because they prevent dirt, water and foreign material from entering and damaging the Constant Velocity (CV) joints. Because it constantly pivots back and forth following the steering action of the front hub, the outer CV boot wears out sooner and should be inspected regularly.

14 Inspect the boots for tears and cracks as well as loose clamps (see illustration). If there is any evidence of cracks or leaking lubricant, they must be replaced as described in Chapter 8.

18 Fuel system check (every 15,000 miles [24,000 km] or 12 months)

Warning: Gasoline is 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 gas-type appliance (such as a water heater or clothes dryer) is present. Since fuel is carcinogenic, wear fuel-resistant 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. When you perform any kind of work on the fuel system, wear safety glasses and have a Class B type fire extinguisher on hand. The fuel system is under constant pressure, so, before any lines are disconnected, the fuel system pressure must be relieved (see Chapter 4).

1 If you smell fuel while driving or after the vehicle has been sitting in the sun, inspect the fuel system immediately.

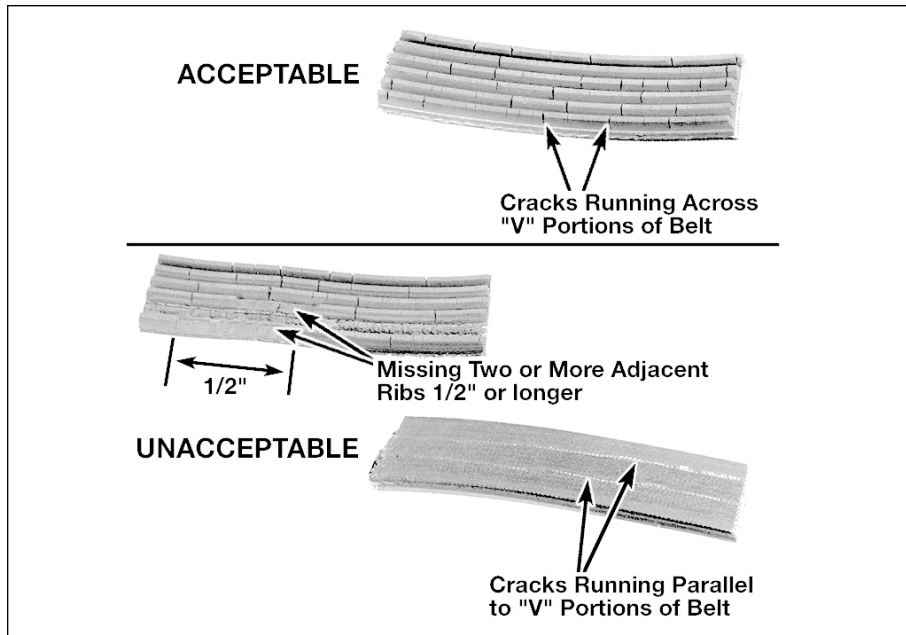
2 Remove the fuel filler cap and inspect it for damage and corrosion. The gasket should have an unbroken sealing imprint. If the gasket is damaged, install a new cap.

3 Inspect the fuel feed line for cracks. Make sure that the connections in the fuel line are free of leaks. **Warning:** Your vehicle is fuel injected, so you must relieve the fuel system pressure before servicing fuel system components. The fuel system pressure relief procedure is outlined in Chapter 4.

4 Since some components of the fuel system - the fuel tank and feed lines, for example - are underneath the vehicle, they can be inspected more easily with the vehicle raised on a hoist. If that's not possible, raise the vehicle and support it on jackstands.

5 With the vehicle raised and safely supported, inspect the fuel 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. Inspect all fuel tank mounting brackets and straps to be sure that the tank is securely attached to the vehicle.

6 Carefully check all rubber hoses and metal lines leading away from the fuel tank. Check for loose connections, deteriorated



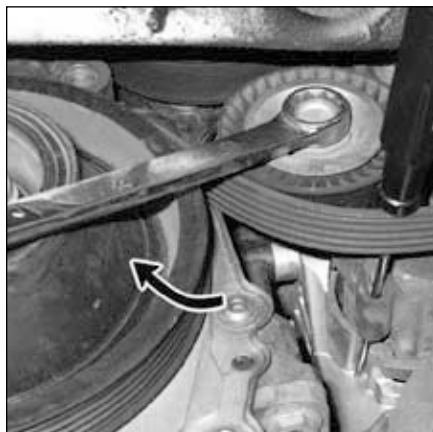
19.4 Here are some of the more common problems associated with drivebelts (check the belts very carefully to prevent an untimely breakdown)

ing compressor. Five-cylinder engines use two serpentine drivebelts; the outer belt is used to drive the air conditioning compressor, and the inner belt (driven by the air conditioning compressor) is used to drive the alternator and water pump.

Inspection

Refer to illustration 19.4

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



19.10 Rotate the tensioner clockwise and lock the tensioner into place

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

5 The tension of the belt is automatically adjusted by the belt tensioner and does not require any adjustments.

Replacement

Four-cylinder engines

Refer to illustration 19.6

6 On timing belt-equipped engines, rotate the tensioner clockwise using the cast square to relieve the tension on the belt (see illustration). On timing chain-equipped engines, use a box-end wrench to rotate the tensioner clockwise, and insert a drill bit into the cast hole to hold the tensioner in place.



19.14 Rotate the tensioner clockwise, then insert a drill bit to lock the tensioner body



19.6 Rotate the tensioner arm to relieve belt tension

7 Remove the belt from the auxiliary components and, on 2.0L timing belt engines, carefully release the tensioner.

8 Route the new belt over the various pulleys - again rotating the tensioner to allow the belt to be installed on timing belt engines - then release the belt tensioner. On timing chain models, rotate the tensioner enough to allow the drill bit to be removed, then slowly release the belt tensioner. Make sure the belt fits properly into the pulley grooves; it must be completely engaged.

Five-cylinder engines

Refer to illustrations 19.10 and 19.14

9 Remove the front, driver's side section of the inner fender liner (see Chapter 11).

Air conditioning compressor (outer) belt

10 Use a box-end wrench and rotate the tensioner clockwise, then insert a drill bit or screwdriver into the cast hole to hold the tensioner in place (see illustration).

11 If the belt is to be re-used, mark the direction of rotation and remove the belt.

12 Route the new belt over the various pulleys, rotate the tensioner enough to allow the drill bit or screwdriver to be removed, then slowly release the belt tensioner. Make sure the belt fits properly into the pulley grooves - it must be completely engaged.

Alternator and water pump (inner) belt

13 Remove the air conditioning compressor outer belt (see Steps 10 and 11). Rotate the tensioner clockwise enough to remove the drill bit or screwdriver and slowly release the tensioner.

14 Using a box-end wrench or swivel wrench (see illustration), rotate the tensioner clockwise and insert a drill bit or screwdriver into the cast hole to hold the tensioner in place.

15 If the belt is to be re-used, mark the direction of rotation and remove the belt.

16 Route the new belt over the various pulleys, rotate the tensioner enough to allow the drill bit or screwdriver to be removed, then slowly release the belt tensioner. Make sure the belt fits properly into the pulley grooves - it