

Engine Tune-up

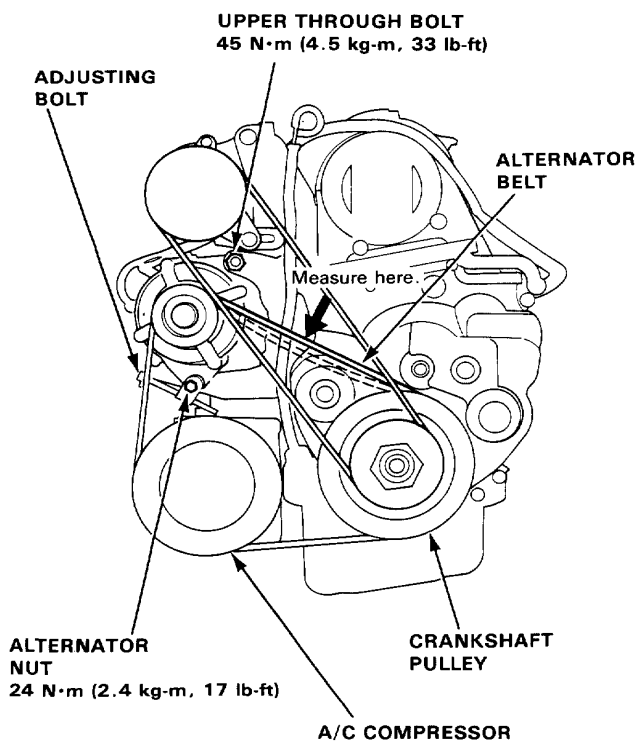
Alternator (A/C Compressor) Belt Adjustment

1. Apply a force of 98 N (10 kg, 22 lb) and measure the deflection between the alternator and crankshaft pulley.

Deflection: 10–12 mm (0.39–0.47 in.)

NOTE:

- On a brand-new belt, the deflection should be 4.5–7 mm (0.18–0.28 in.) when first measured.
- If there are cracks or any damage evident on the belt, replace it with a new one.



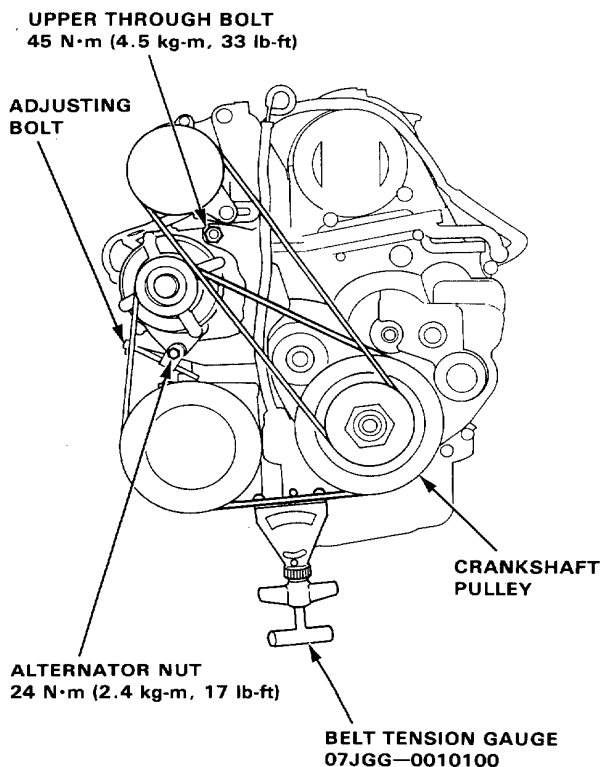
Measure with the belt tension gauge:

Attach the belt tension gauge to the belt and measure the tension of the belt.

Tension: 441–558 N (45–60 kg, 99–132 lb)

NOTE:

- On a brand-new belt, the tension should be 931–1127 N (95–115 kg, 209–253 lb) when first measured.
- See the instruction for the belt tension gauge.
- If there are cracks or any damage evident on the belt, replace it with a new one.



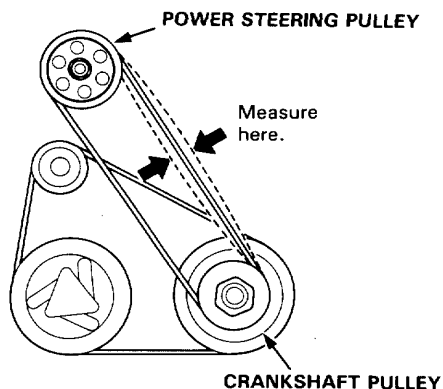
2. Loosen the upper through bolt and alternator nut.
3. Move the alternator to obtain the proper belt tension, then retighten the alternator nut and upper through bolt.
4. Recheck the deflection of the belt.
5. After adjusting, if necessary, adjust the P/S pump belt (see section 11)



P/S Pump Belt Adjustment

1. A properly adjusted belt should deflect about 12.5–16 mm (0.50–0.62 in) when you push on it the pulleys with a force of about 98 N (10 kg, 22 lbs).

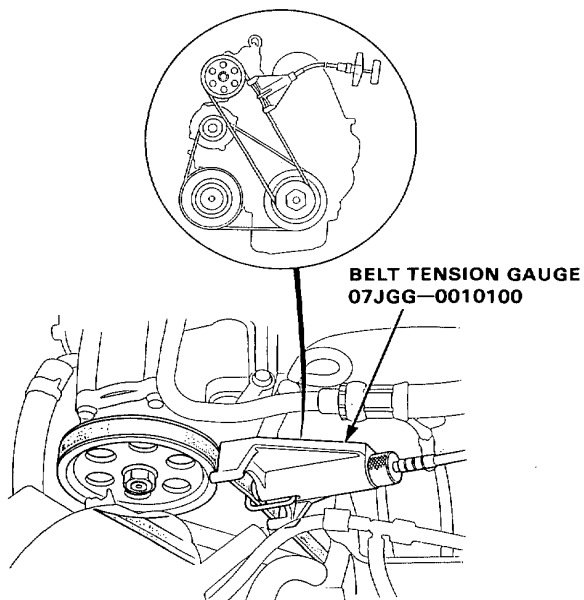
NOTE: On a brand new belt, the deflection should be 9.5–11.5 mm (0.37–0.45 in) when first measured.



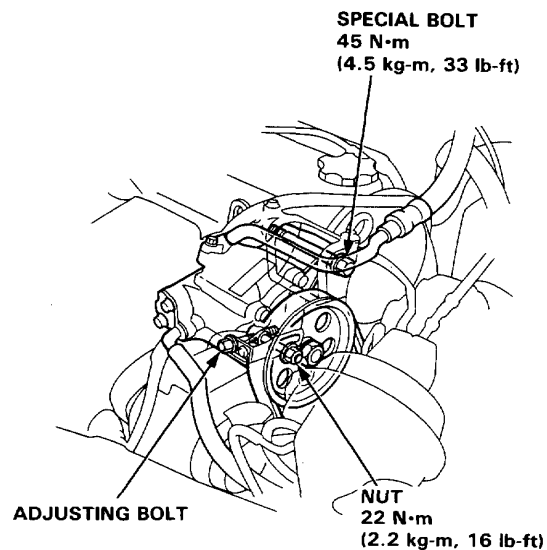
Test by the Belt Tension Gauge; 07JGG-0010100. Attach the tension gauge to the belt and measure the tension of the belt.

Tension: 35–50 kg (77–110 lbs)

- On a brand-new belt, the tension should be 70–90 kg (154–198 lbs) when first measured.
- See the instructions for the tension gauge.



2. Loosen the special bolt and nut and turn the adjusting bolt to get proper tension, then retighten the special bolt and nut.



3. Start the engine and turn the steering wheel from lock-to-lock several times, then stop the engine and recheck the belt tension.