

DRIVE BELTS

PF02117

DRIVE BELTS

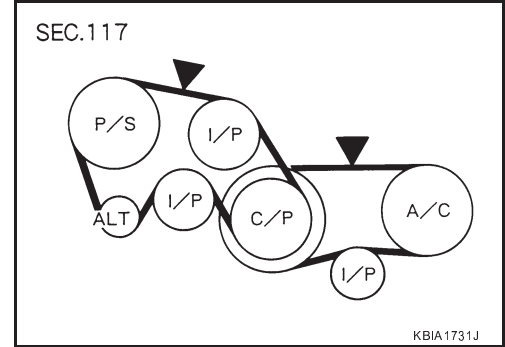
Checking Drive Belts

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WARNING:

Be sure to perform when the engine is stopped.

1. Inspect belts for cracks, fraying, wear and oil. If necessary, replace.
2. Inspect drive belt deflection or tension at a point on the belt mid-way between pulleys.
 - Inspection should be done only when engine is cold, or over 30 minutes after engine is stopped.
 - Measure the belt tension with belt tension gauge (commercial service tool: BT3373-F or equivalent) at points marked ▼ shown in the figure.
 - When measuring deflection, apply 98 N (10 kg, 22 lb) at the ▼ marked point.
 - Adjust if belt deflection exceeds the limit or if belt tension is not within specifications.



CAUTION:

- When checking belt deflection or tension immediately after installation, first adjust it to the specified value. Then, after turning the crankshaft two turns or more, re-adjust to the specified value to avoid variation in deflection between pulleys.
- Tighten idler pulley lock nut by hand and measure the deflection or tension without looseness.

Belt deflection and tension

	Deflection adjustment		Unit: mm (in)	Tension adjustment* ¹		Unit: N (kg,
	Used belt		New belt	Used belt		New belt
	Limit	After adjustment		Limit	After adjustment	
Alternator and power steering oil pump belt	7 (0.28)	4 - 5 (0.16 - 0.20)	3.5 - 4.5 (0.138 - 0.177)	294 (30, 66)	730 - 818 (74.5 - 83.5, 164 - 184)	838 - 926 (85.5 - 94.5, 188 - 208)
A/C compressor belt	12 (0.47)	9 - 10 (0.35 - 0.39)	8 - 9 (0.31 - 0.35)	196 (20, 44)	348 - 436 (35.5 - 44.5, 78 - 98)	470 - 559 (48 - 57, 106 - 126)
Applied pushing force	98 N (10 kg, 22 lb)			—		

*¹: If belt tension gauge cannot be installed at check points shown, check drive belt tension at different location on the belt.

Tension Adjustment

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Portion	Belt tightening method for adjustment
Alternator and power steering oil pump belt	Adjusting bolt on idler pulley
A/C compressor belt	Adjusting bolt on idler pulley

CAUTION:

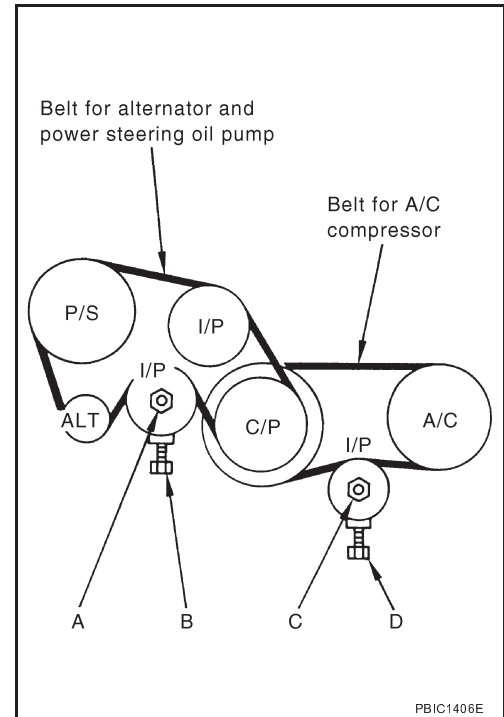
- When belt is replaced with a new one, adjust it to value for “New belt” to accommodate for insufficient adaptability with pulley grooves.
- When deflection or tension of belt being used exceeds “Limit”, adjust it to value for “After adjustment”.
- When checking belt deflection or tension immediately after installation, first adjust it to the specified value. Then, after turning crankshaft two turns or more, re-adjust to the specified value to avoid variation in deflection between pulleys.
- When installing belt, make sure that it is correctly engaged with pulley groove.
- Keep oil and water away from belt.
- Do not twist or bend belt excessively.

DRIVE BELTS

ALTERNATOR AND POWER STEERING OIL PUMP BELT

1. Remove undercover with power tool.
2. Loosen idler pulley lock nut (A) and adjust tension by turning adjusting bolt (B).
 - For specified belt tension, refer to [EM-14, "Checking Drive Belts"](#).
3. Tighten nut (A).

: 34.8 N·m (3.5 kg-m, 26 ft-lb)



A/C COMPRESSOR BELT

1. Remove undercover with power tool.
2. Loosen idler pulley lock nut (C) and adjust tension by turning adjusting bolt (D).
 - For specified belt tension, refer to [EM-14, "Checking Drive Belts"](#).
3. Tighten nut (C).

: 34.8 N·m (3.5 kg-m, 26 ft-lb)

Removal and Installation

REMOVAL

1. Remove undercover with power tool.
2. Remove alternator and power steering oil pump belt. Refer to [EM-15, "ALTERNATOR AND POWER STEERING OIL PUMP BELT"](#).
3. Remove A/C compressor belt. Refer to [EM-15, "A/C COMPRESSOR BELT"](#).

CAUTION:

Grease is applied to idler pulley adjusting bolt. Be careful to keep grease away from belt.

INSTALLATION

1. Install belts to pulley in the reverse order of removal.

CAUTION:

- Make sure belt is correctly engaged with the pulley groove.
- Check for engine oil and engine coolant are not adhered to belt and each pulley groove.

2. Adjust belt tension. Refer to [EM-14, "Tension Adjustment"](#).
3. Tighten each adjusting bolt and nut to the specified torque.
4. Make sure that tension of each belt is within the standard.