

Serpentine Belt

On some applications, a single belt is used to drive all of the engine accessories formerly driven by multiple drive belts. The single belt is referred to a serpentine belt. All the belt driven accessories are rigidly mounted with belt tension maintained by a spring-loaded tensioner. Because of the belt tensioner, no adjustment is necessary.

On other applications, a dual belt system is employed. Although the belts are still of a serpentine belt design, they must be adjusted to the proper tension manually. When making this adjustment, allow about 1/2 inch deflection when pushing on the longest run of the belt.

Cracks on the rib side of a drive belt are considered acceptable. If the drive belt has chunks missing from the ribs, if two or more adjacent ribs have lost sections, or if the missing chunks are creating a noise, vibrations, or harshness condition, replace the drive belt.

REMOVAL AND INSTALLATION

Continental With The 3.8L Engine

1. Insert a 1/2 inch flex handle in the square hole in the tensioner. The tensioner has a square hole cast into the rear of the tensioner body directly behind the pulley. Rotate the tensioner clockwise and remove the belt from the pulleys.

As an alternate method, a 16mm socket can be placed on the tensioner pulley bolt and rotated clockwise to remove the belt.

To install:

2. Following the schematic on the decal under the hood, loop the drive belt over all the pulleys except the alternator pulley.

3. With the belt installed properly on all except the alternator pulley, rotate the tensioner as described above and install the belt on the alternator pulley. Ensure that all the V-grooves make proper contact with the pulleys.

Continental And Mark VIII With The 4.6L Engine

** WARNING

Do not allow the drive belt tensioner to snap back as damage to the drive belt tensioner or personal injury could result.

1. Rotate the drive belt tensioner clockwise with a breaker bar installed in the 3/8 inch square hole in the drive belt tensioner.

2. Lift the drive belt over the idler pulley flange and remove the drive belt.

To install:

3. Following the schematic on the decal under the hood, position the belt over the pulleys, except the idler pulley.

4. Rotate the tensioner as described above and install the belt on the idler. Ensure that all the V-grooves make proper contact with the pulleys.

Town Car With The 4.6L Engine

See Figures 66 and 67

1. Install a breaker bar in the 1/2 in. square hole in the automatic tensioner arm.

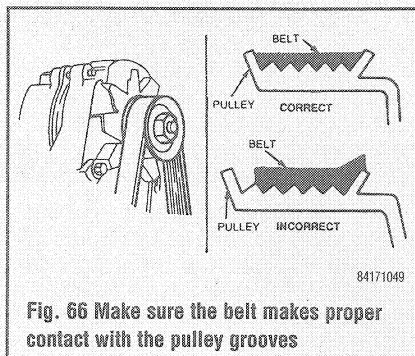


Fig. 66 Make sure the belt makes proper contact with the pulley grooves

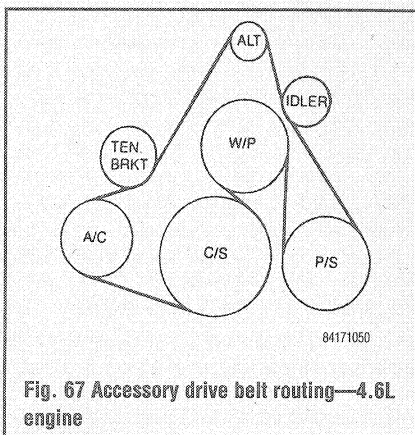


Fig. 67 Accessory drive belt routing—4.6L engine

2. Rotate the tensioner away from the belt with the breaker bar.

3. Lift the old belt over the alternator pulley flange and remove it.

To install:

4. Position the new belt over all the pulleys, except the alternator pulley, rotate the tensioner as described above and install the belt on the alternator pulley. Refer to the belt routing illustration on the sticker located at the front of the engine compartment. Ensure that all the V-grooves and all the ribs on the belt properly contact the grooves on the pulleys.

5. Rotate the tensioner toward the belt and remove the breaker bar.

Town Car And Mark VII With The 5.0L Engine

ALTERNATOR BELT

1. Loosen the alternator adjustment and pivot bolts.

2. Rotate the alternator towards the engine until the belt is slack enough to remove from the pulleys.

To install:

3. Install the belt over the pulleys. Make sure the ribs on the belt properly contact the grooves on the pulleys.

4. Adjust the belt tension as described earlier in this Section.

AIR CONDITIONER COMPRESSOR BELT

1. Remove the alternator belt.

2. Loosen the idler bracket adjustment and pivot bolts.

3. Rotate the idler bracket away from the belt until the belt is slack enough to remove from the pulleys.

To install:

4. Install the belt over the pulleys. Make sure the ribs on the belt properly contact the grooves on the pulleys.

5. Adjust the belt tension as described earlier in this Section.

6. Install the alternator belt and adjust the tension.

Hoses

INSPECTION

See Figures 68, 69, 70 and 71

Upper and lower radiator hoses, along with the heater hoses, should be checked for deterioration,

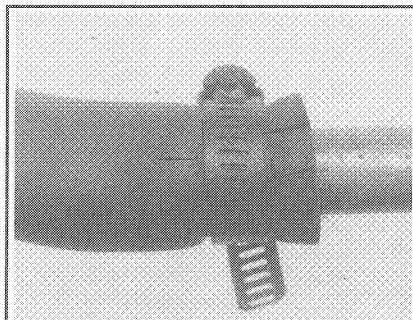


Fig. 68 The cracks developing along this hose are a result of age-related hardening

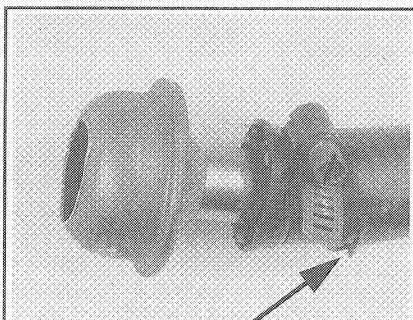


Fig. 69 A hose clamp that is too tight can cause older hoses to separate and tear on either side of the clamp

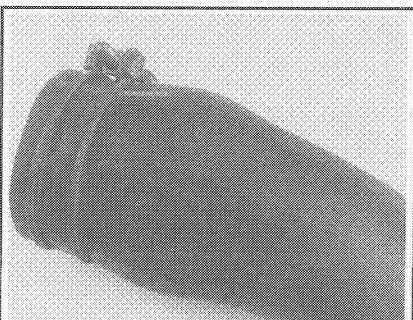


Fig. 70 A soft spongy hose (identifiable by the swollen section) will eventually burst and should be replaced