

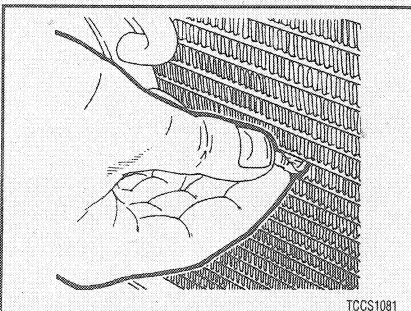
**Fig. 181** On later models, it might be necessary to remove the air deflector

left in an uncovered container or in puddles on the ground. This will prove fatal in sufficient quantities. Always drain coolant into a sealable container. Coolant should be reused unless it is contaminated or is several years old.

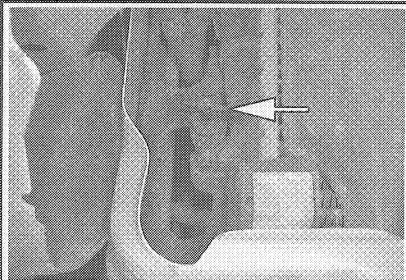
1. Remove the recovery tank or radiator cap.
2. Raise and support the vehicle.
3. Remove the front air deflector, if necessary.
4. Place a drain pan of sufficient capacity under the radiator and open the petcock (drain) on the radiator.

➔ **Plastic petcocks easily bind. Before opening a plastic radiator petcock, spray it with some penetrating lubricant.**

5. Drain the cooling system completely.
6. Close the petcock.
7. Remove the drain pan.
8. If removed, install the air deflector.
9. Lower the vehicle.
10. Determine the capacity of the cooling system, then properly refill the system at the recovery tank or radiator opening with a 50/50 mixture of fresh coolant and distilled water until it reaches the **FULL COLD** line on the recovery tank or the radiator is full.
11. Leave the recovery tank or radiator cap off to aid in bleeding the system.
12. Start the engine and allow it to idle until the thermostat opens (the upper radiator hose will become hot). The coolant level should go down, this is normal as the system bleeds the air pockets out of the system.
13. Refill the system with coolant to the proper level.
14. Turn the engine **OFF** and check for leaks.



**Fig. 184** Periodically remove all debris from the radiator fins



**Fig. 182** The radiator petcock (drain) is typically located on the driver's side of the radiator, on the side tank. It is accessible from underneath the vehicle

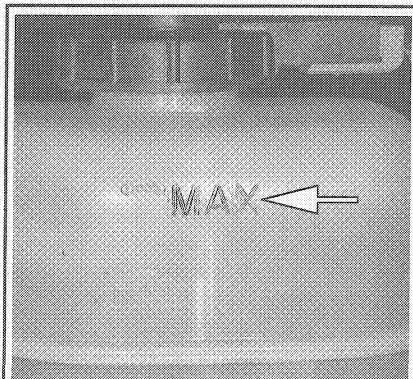
## FLUSHING & CLEANING THE SYSTEM

➔ See Figure 184

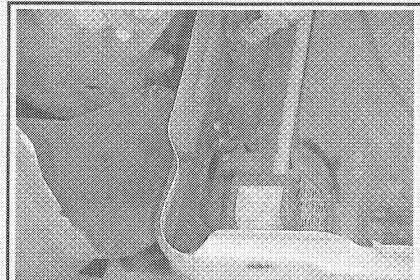
1. Drain the cooling system completely as described earlier.
2. Close the petcock and fill the system with a cooling system flush (clean water may also be used, but is not as efficient).
3. Idle the engine until the upper radiator hose gets hot.
4. Allow the engine to cool completely and drain the system again.
5. Repeat this process until the drained water is clear and free of scale.
6. Flush the recovery tank with water and leave empty.

### ⚠ CAUTION

**Never open, service or drain the radiator or cooling system when hot; serious burns can occur from the steam and hot coolant. Also, when draining engine coolant, keep in mind that cats and dogs are attracted to ethylene glycol antifreeze and could drink any that is left in an uncovered container or in puddles on the ground. This will prove fatal in sufficient quantities. Always drain coolant into a sealable container. Coolant should be reused unless it is contaminated or is several years old.**



**Fig. 185** The brake fluid level should not be above the MAX line on the side of the reservoir



**Fig. 183** Make sure you have a drain pan in place before you open the drain because coolant will immediately begin to flow out

7. Fill and bleed the cooling system as described earlier.

## Master Cylinder

### FLUID RECOMMENDATION

When adding or replacing the brake fluid, always use a top quality fluid, such as DOT-3. DO NOT allow the brake fluid container or master cylinder reservoir to remain open for long periods; brake fluid absorbs moisture from the air, reducing its effectiveness and causing corrosion in the lines.

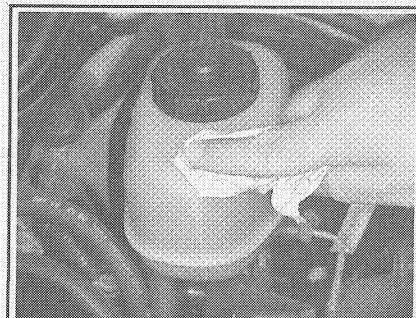
### FLUID LEVEL

➔ See Figures 185, 186, 187 and 188

The master cylinder—located in the left rear section of the engine compartment—consists of an aluminum body and a reservoir with minimum fill indicators. The fluid level of the reservoirs should be kept near the top of the observation windows.

➔ **Avoid spilling brake fluid on any of the vehicle's painted surfaces, wiring cables or electrical connectors. Brake fluid will damage paint and electrical connections. If any fluid is spilled on the vehicle, flush the area with water to lessen the damage.**

Any sudden decrease in the fluid level indicates a possible leak in the system and should be checked out immediately.



**Fig. 186** Wipe the master cylinder reservoir clean before . . .