

# SECTION 03-05 Drive Belts, Accessory

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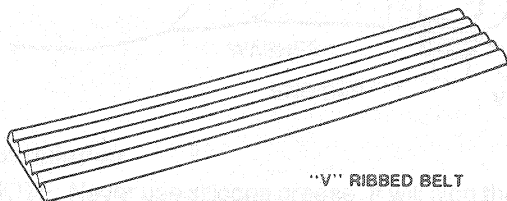
## VEHICLE APPLICATION

Taurus/Sable and Taurus SHO.

## DESCRIPTION

Taurus/Sable and Taurus SHO vehicles are equipped with V-ribbed belts. To ensure maximum life, replacement belts should be of the same type as originally installed. Some systems are equipped with an automatic belt tensioner on the belt and will not require any tension adjustment for the life of the belt. Loose belt(s) will result in slippage which may cause a noise complaint or improper accessory operation (generator will not charge, etc). Over-tightening accessory belts will place a severe load on accessory bearings.

**NOTE:** The drive belt condition should be checked at 96,000 Km (60,000 miles) and then every 24,140 Km (15,000 miles).



"V" RIBBED BELT

Q2258-A

**NOTE:** When an accessory drive belt is replaced or reinstalled after a service procedure, the belt does not fully seat into pulley grooves until engine has run for several minutes. On accessory drive belt systems that do not have automatic tensioners, belt seating can cause sufficient tension loss to reduce stabilized belt tension below the specified range, resulting in excessive wear and belt squeal. The amount of belt seating cannot be compensated for by increasing the initial belt tension because this can cause damage to the belt.

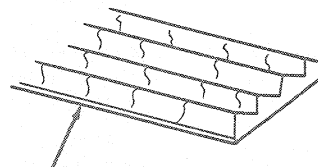
To ensure stabilized belt tensions within specification, accessory drive belt systems without an automatic tensioner should be reset after belt has been fully seated by running engine for five minutes. It is important to keep the belt seated in the pulley grooves by not allowing belt to relax while resetting belt tension. If belt does unseat from any pulley in the drive system while resetting tension, "set-reset" procedure must be repeated.

## DIAGNOSIS

### Belt Cracking/Chunking

Under severe operating conditions (high temperatures, low humidity), belt rib cracking can occur at less than 96,000 km (60,000 miles). Belt rib cracking is not a reason for concern and has no detrimental effect on belt performance. The belt is still perfectly functional until rib "chunking" occurs. Belt "chunking" is where the rubber material actually chunks out between the cracks. The belt should be replaced if chunking occurs.

### "V" Ribbed Belt With Cracks Across Backing



CRACKS ACROSS BACKING ARE ACCEPTABLE.  
CRACKS PARALLEL TO BACKING ARE NOT.

Q2059-B