

**HINT**  
HAYNES



**A leak in the cooling system will usually show up as white- or antifreeze-coloured deposits on the area adjoining the leak.**

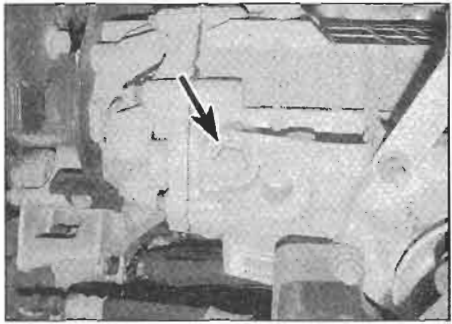
the hose is squeezed. Pay close attention to the hose clips that secure the hoses to the cooling system components. Hose clips can pinch and puncture hoses, resulting in cooling system leaks. If the crimped-type hose clips are used, it may be a good idea to update them with standard worm-drive clips.

**4** Inspect all the cooling system components (hoses, joint faces, etc) for leaks (see **Haynes Hint**). Where any problems are found on the system components, renew the component or gasket with reference to Chapter 3.

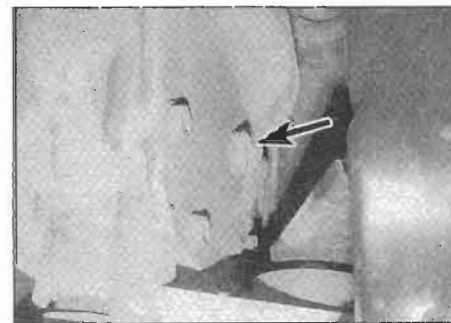
**5** With the vehicle raised, inspect the fuel tank and filler neck for punctures, cracks and other damage. The connection between the filler neck and tank is especially critical. Sometimes a rubber filler neck or connecting hose will leak due to loose retaining clamps or deteriorated rubber.

**6** Carefully check all rubber hoses and metal fuel lines leading away from the fuel tank. Check for loose connections, deteriorated hoses, crimped lines, and other damage. Pay particular attention to the vent pipes and hoses, which often loop up around the filler neck and can become blocked or crimped. Follow the lines to the front of the vehicle, carefully inspecting them all the way. Renew damaged sections as necessary. Similarly, whilst the vehicle is raised, take the opportunity to inspect all underbody brake fluid pipes and hoses.

**7** From within the engine compartment, check



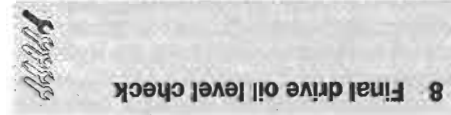
**9.2 Unscrew the intermediate reduction drive unit oil level/filler plug (arrowed)**



**8.2 Unscrew the final drive oil level/filler plug (arrowed)**

the security of all fuel, vacuum and brake hose attachments and pipe unions, and inspect all hoses for kinks, chafing and deterioration.

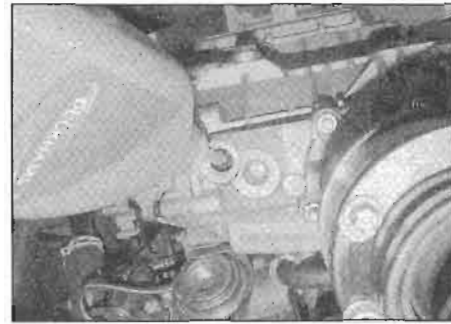
**8** Check the condition of the power steering fluid pipes and hoses.



**1** Position the vehicle over an inspection pit, on vehicle ramps, or jack it up, but make sure that it is level (see **Jacking and vehicle support**). The oil level must be checked before the car is driven, or at least 5 minutes after the engine has been switched off. If the oil is checked immediately after driving the car, some of the oil will remain distributed around the final drive components, resulting in an inaccurate level reading.

**2** Remove all traces of dirt from around the filler/level plug which is located on the rear of the final drive unit (see **illustration**). Unscrew the plug.

**3** The oil level should reach the lower edge of the level plug hole. A certain amount of oil will have gathered behind the filler level plug and will trickle out when it is removed; this does not necessarily mean that the level is correct. **4** To ensure that a true level is established, wait until the initial trickle stops then add oil, via the filler/level plug hole, until a new trickle of oil can be seen emerging. The level will be correct when the flow ceases. Add only good quality oil of the specified type (see **Lubricants and fluids**).



**9.4 Add oil until a trickle of oil emerges**

## Checking

**1** Due to their function and material make

drivbelts are prone to failure after a pe of time and should therefore be inspec regularly. There are two drivbelts, one for the power steering pump and the o conditioning compressor.

**2** Turn the steering wheel to the full right-h lock position. Unscrew the three retain bolts and remove the splash shield from wheel arch.

**3** With the engine stopped, inspect full length of the drivebelts for cracks separation of the belt plies. It will be neces

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## 10 Auxiliary drivebelt check and renewal

to the ground.

undertray, and where necessary, lower the specified torque. Refit the engine/transmis complete with the washer, tightening it to the filler/level plug opening then refit the new sealing washer. Clean the area aro

the filler/level plug with a clean ra (see **Lubricants and fluids**).

**5** Wipe the filler/level plug with a clean ra Add only good quality oil of the specified t The level will be correct when the flow cea

separation of the belt plies. It will be neces

## 9 Intermediate reduction drive unit oil level check

car to the ground.

**5** Wipe the filler/level plug with a clean Clean the area around the filler/level opening then refit the plug, tightening it to specified torque. Where necessary, lower car to the ground.

remove the engine/transmission under The oil level must be checked before the is driven, or at least 5 minutes after the en has been switched off. If the oil is chec immediately after driving the car, som the oil will remain distributed around intermediate reduction drive unit compone resulting in an inaccurate level reading.

**2** Remove all traces of dirt from around filler/level plug which is located on the ri hand rear of the unit (see **illustration**). Unsc the plug and discard the sealing washer.

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