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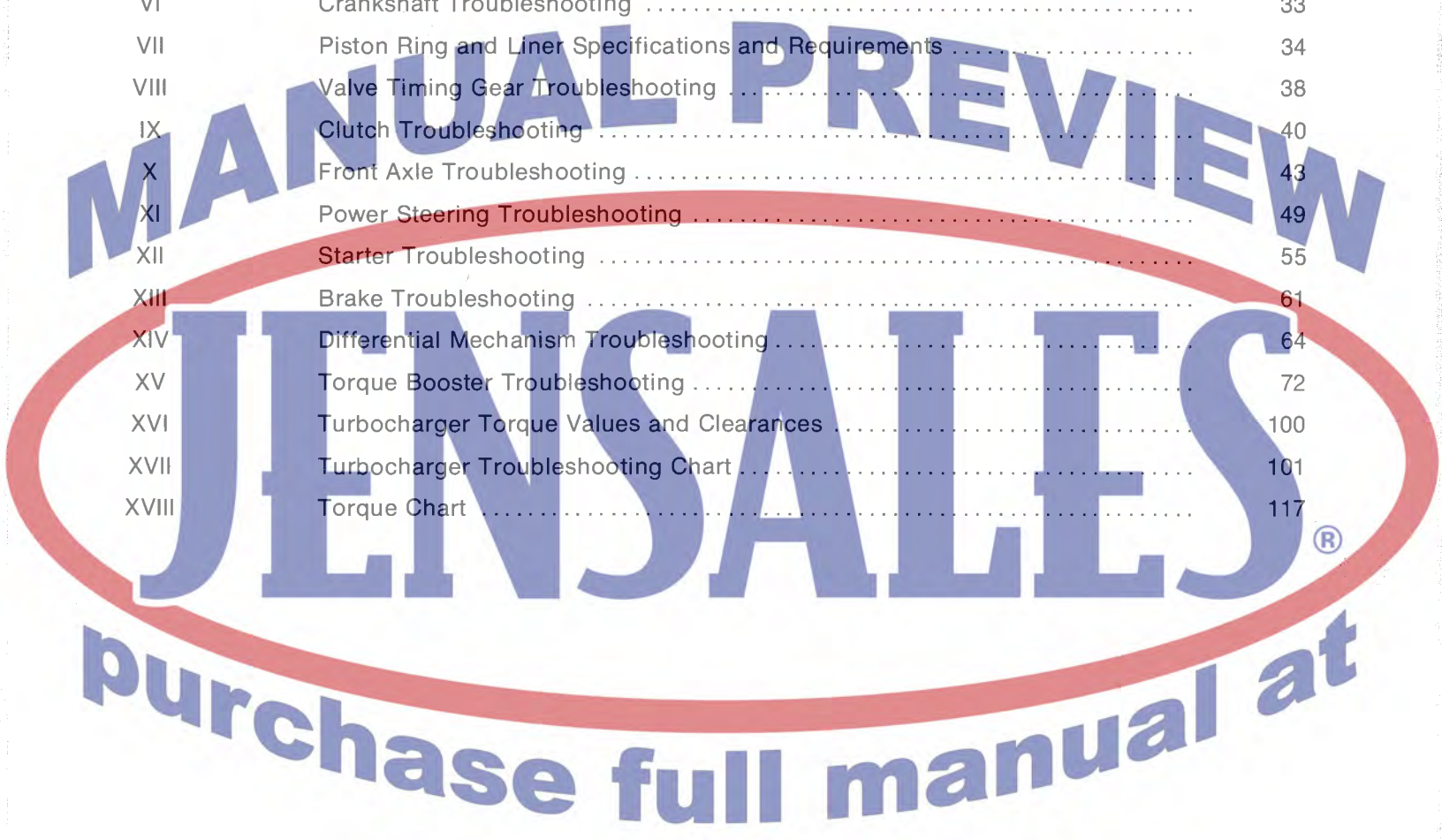
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5.2 Fan Belt Tension

For correct fan belt tension, the fan belt should deflect 0.2-0.4 inch (5-10 mm) under a 6.6-pound (3 kg) force.

5.3 Water Pump Removal

To replace the water pump:

1. Drain the water in the cooling system.
2. Unscrew the four M8 x 20 bolts (Figure 4, No. 2) which secure the ventilation fan (Figure 4, No. 1); remove the fan.
3. Unscrew the four M10 nuts (Figure 4, No. 6); remove the bearing housing.
4. Loosen the clamp (Figure 4, No. 4) on the rubber hose; remove the rubber hose.
5. Remove the water pump.

To reassemble, reverse this procedure.

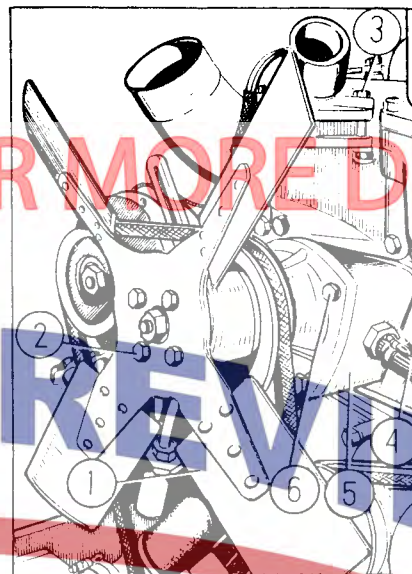


Figure 4. Water Pump and Fan

1. Ventilation fan — 2. Bolt — 3. Bolt — 4. Clamp — 5. Water pump casing — 6. Nut

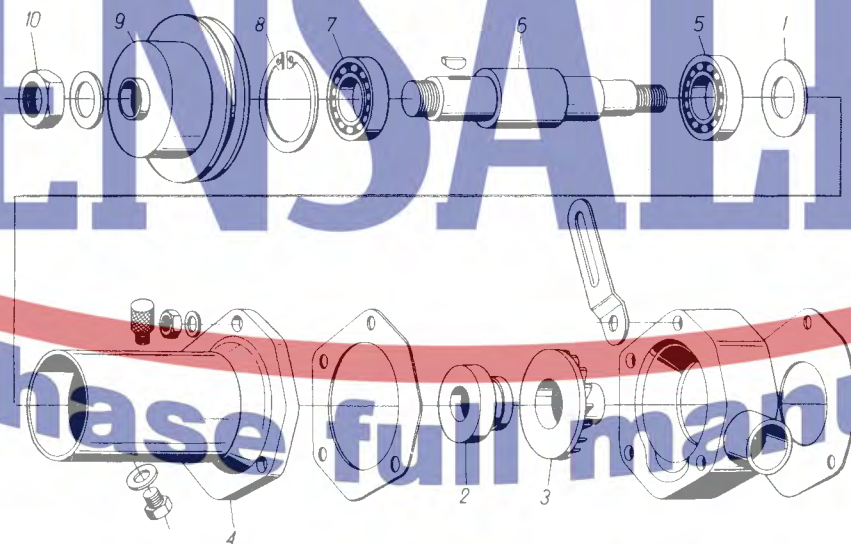


Figure 5. Water Pump, Exploded View

1. Oil thrower — 2. Shaft seal — 3. Impeller — 4. Bearing seat — 5. Bearing — 6. Shaft — 7. Bearing — 8. Circlip — 9. Pulley — 10. Nut

5.4 Water Pump Disassembly and Repair

To disassemble and repair the water pump:

1. Secure the water pump in a vise near the V-belt pulley; remove the impeller (Figure 5, No. 3) from the shaft (Figure 5, No. 6).
2. Release and unscrew the M16 x 1.5 nut (Figure 5, No. 10); remove the belt pulley (Figure 5, No. 9) using a puller; remove the Woodruff key from the groove in the shaft.
3. Remove the securing ring (circlip) (Figure

5, No. 8) from the bearing seat (Figure 5, No. 4); press the shaft and bearing (Figure 5, No. 7) and oil thrower (Figure 5, No. 1) toward the V-belt pulley and remove the shaft assembly. (Do not damage the bearing seal when removing the circlip.)

4. Use a press when replacing the bearings (Figure 5, No. 5 and No. 7).

To reassemble, reverse this procedure and fill the space between the bearings with 3.1 ounces (90 g) of solid grease.

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Figure 33. Power Steering, Exploded View.

1. Drain plug — 2. Cover — 3. Valve — 4. Sealing ring — 5. Piston — 6. Lever shaft — 7. Eccentric sleeve — 8. Toothed segment — 9. Spacer sleeve — 10. Bearing inner race — 11. Sealing ring — 12. Cover — 13. Distributor worm shaft — 14. Ball — 15. Woodruff key — 16. Clamp — 17. Worm sleeve — 18. Steering body — 19. Bolt — 20. Pipe — 21. Lockwasher — 22. Nut — 23. Sealing ring — 24. Bearing cap — 25. Circlip — 26. Nut — 27. Lockwasher

12. Cover — 13. Distributor worm shaft — 14. Ball — 15. Woodruff key — 16. Clamp — 17. Worm sleeve — 18. Steering body — 19. Bolt — 20. Pipe — 21. Lockwasher — 22. Nut — 23. Sealing ring — 24. Bearing cap — 25. Circlip — 26. Nut — 27. Lockwasher

13. 4 Power Steering Disassembly

To remove the valve and piston compression rings:

1. Unscrew the drain plugs (Figure 33, No. 1) in the cover (Figure 33, No. 2) and the body of the power steering (Figure 33, No. 13); drain the power steering casing.
2. Unscrew the M10 bolt (Figure 33, No. 19) which, with another bolt (Figure 33, No. 13), secures the cylinder pipe to the distributor.
3. Unscrew the six M10 x 60 bolts and the two M10 x 35 bolts on the power steering body (Figure 33, No. 18).

4. Tighten the fork on the bolt-fitted distributor by turning to the left; using the lever, remove the piston from the bolt-fitted distributor.

5. Replace any damaged compression rings (Figure 33, No. 4) on the piston (Figure 33, No. 5).
6. Remove the valve (Figure 33, No. 3) from the piston crown.

To reassemble, reverse this procedure.

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