

SERPENTINE DRIVE BELT DIAGNOSIS—CONTINUED

Condition	Possible Cause	Correction
NOISE (OBJECTIONAL SQUEAL, SQUEAK, OR RUMBLE IS HEARD OR FELT WHILE DRIVE BELT IS IN OPERATION) (Continued)	(5) Driven component induced vibration. (6) System resonant frequency induced vibration.	(5) Locate defective driven component and repair. (6) Vary belt tension within specifications. Replace belt. (2.5L only)
TENSION SHEETING FABRIC FAILURE (WOVEN FABRIC ON OUTSIDE, CIRCUMERENCE OF BELT HAS CRACKED OR SEPARATED FROM BODY OF BELT)	(1) Tension sheeting contacting stationary object. (2) Excessive heat causing woven fabric to age. (3) Tension sheeting splice has fractured	(1) Correct rubbing condition. (2) Replace belt. (3) Replace belt.
CORD EDGE FAILURE (TENSILE MEMBER EXPOSED AT EDGES OF BELT OR SEPARATED FROM BELT BODY)	(1) Excessive tension. (2) Belt contacting stationary object. (3) Pulley(s) out of tolerance. (4) Insufficient adhesion between tensile member and rubber matrix.	(1) Adjust belt tension. (2.5L only) (2) Correct as necessary. (3) Replace pulley. (4) Replace belt and adjust tension to specifications. (2.5L only)

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BELT SCHEMATICS

Dakota models are available with either a 2.5L four-cylinder engine, a 3.9L six-cylinder (V-6) engine or a 5.2L eight-cylinder (V-8) engine. Refer to Figs. 2, 3 or 4 for accessory drive belt routing.

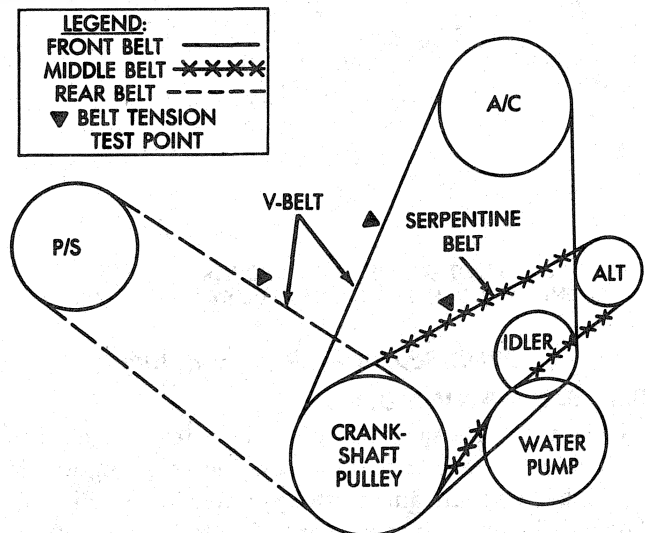
BELT TENSION

ALL ENGINES

Correct accessory drive belt tension is required to be sure of optimum performance of belt driven engine accessories. If the specified tension is not maintained, belt slippage may cause; engine overheating, lack of power steering assist, loss of air conditioning capacity, reduced alternator output rate, and greatly reduced belt life.

2.5L ENGINE ONLY

There are different gauges for checking Poly-V serpentine (multi-ribbed) belts and conventional V-belts. Use the correct gauge when checking belt tension. Place gauge in the middle of the section of belt being used to check tension. The gauge can only contact the belt or a false reading may result. The edge of the belt must be against the stops on the belt tension gauge. Release gauge handle rapidly for correct reading. Refer to the Belt Tension chart in the Specifica-



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Fig. 2 Belt Routing—Alternator, A/C, and Power Steering—2.5L Engine

tions section at the back of this Group for tension specifications. A belt is considered used after 15 minutes of use.

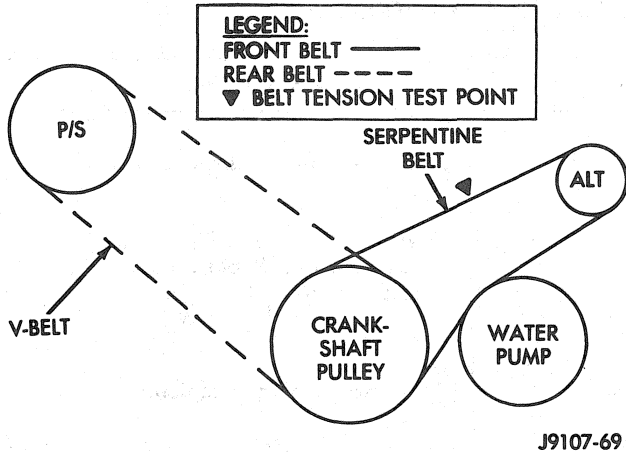
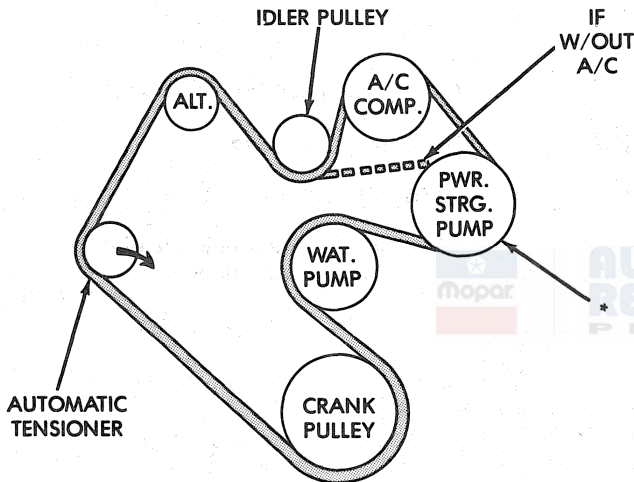


Fig. 3 Belt Routing—Alternator and Power Steering—2.5L Engine



*IF VEHICLE IS NOT EQUIPPED WITH POWER STEERING, THIS WILL BE AN IDLER PULLEY.

Fig. 4 Belt Routing—3.9L or 5.2L Engine

3.9L/5.2L ENGINE ONLY

It is not necessary to adjust belt tension on the 3.9L (V-6) or the 5.2L (V-8) engine. The engine is equipped with an automatic belt tensioner (Fig. 5). The tensioner maintains correct belt tension at all times. For other tensioner information, and removal/installation procedures, refer to Automatic Belt Tensioner—3.9L/5.2L Engine proceeding in this Group. Due to the use of this belt tensioner, do not attempt to use a belt tension gauge on 3.9L or 5.2L engines.

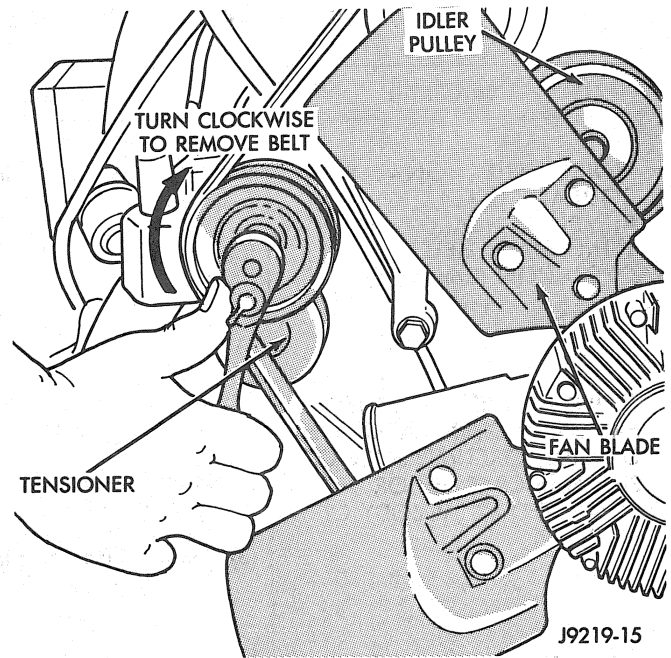


Fig. 5 Automatic Belt Tensioner
BELT REMOVAL/INSTALLATION

ALTERNATOR BELT—2.5L ENGINE

REMOVAL

- (1) Disconnect negative battery cable from battery.
- (2) Loosen alternator mounting bolt (Fig. 6).
- (3) Loosen adjusting screw locknut.
- (4) Loosen adjusting screw (Fig. 6).
- (5) Remove belt.

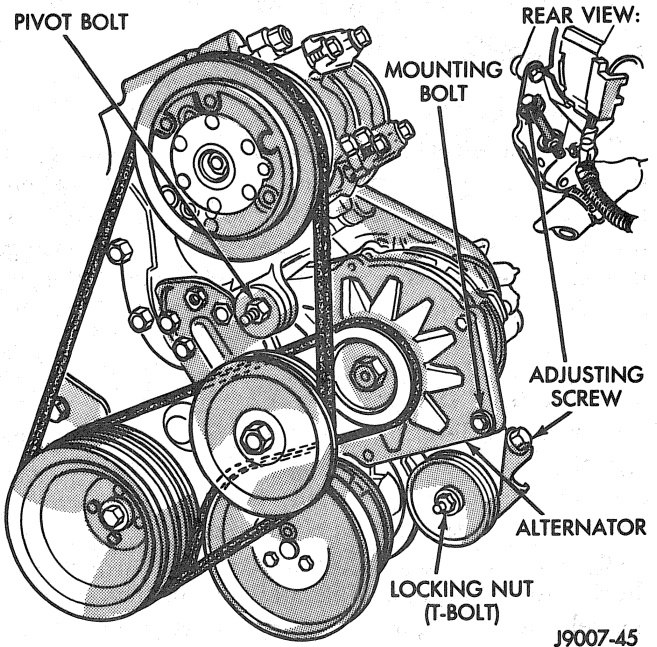


Fig. 6 Alternator Belt—2.5L Engine