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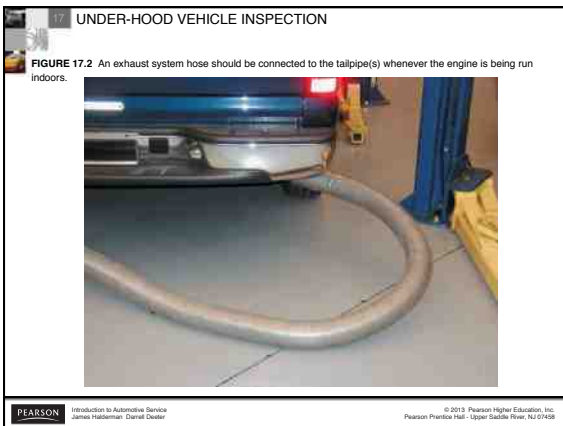
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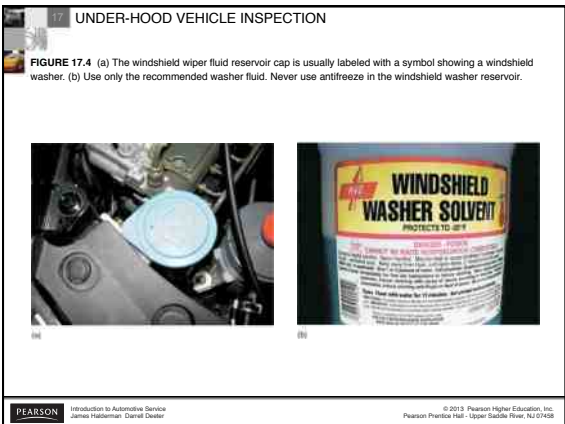
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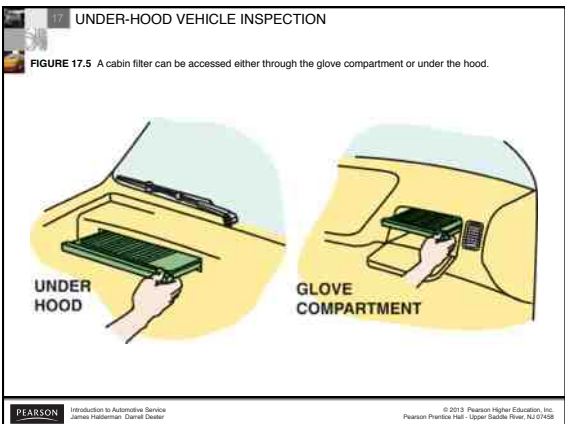
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**17 UNDER-HOOD VEHICLE INSPECTION**

**FIGURE 17.6** (a) A typical dirty air filter. (b) Always check the inlet passage leading to the air filter for debris that can reduce airflow to the engine.

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**17 UNDER-HOOD VEHICLE INSPECTION**

**FIGURE 17.7** A master cylinder with a transparent reservoir. The brake fluid level should be between the MAX and the MIN levels as marked on the reservoir.

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**17 UNDER-HOOD VEHICLE INSPECTION**

**FIGURE 17.8** DOT 3 brake fluid. Always use fluid from a sealed container because brake fluid absorbs moisture from the air.

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17 UNDER-HOOD VEHICLE INSPECTION

**FIGURE 17.9** Brake fluid test strips are a convenient and easy-to-use method to determine if the brake fluid needs to be replaced.



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17 UNDER-HOOD VEHICLE INSPECTION

**FIGURE 17.10** A typical oil level indicator (dipstick).



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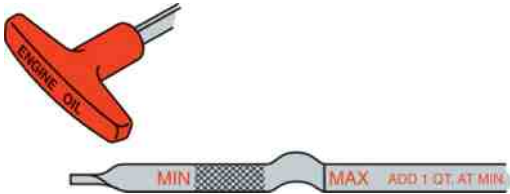
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17 UNDER-HOOD VEHICLE INSPECTION

**FIGURE 17.11** The oil level should be between the MAX and the MIN marks when the vehicle is on level ground and the oil has had time to drain into the oil pan.



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17 UNDER-HOOD VEHICLE INSPECTION

**FIGURE 17.12** A typical automatic transmission dipstick.

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17 UNDER-HOOD VEHICLE INSPECTION

**FIGURE 17.13** Visually check the level and color of coolant in the coolant recovery or surge tank.

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17 UNDER-HOOD VEHICLE INSPECTION

**FIGURE 17.14 (a)** A refractometer is used to measure the freezing point of coolant. A drop of coolant is added to a viewing screen, the lid is closed, and then held up to the light to view the display on the tool.

(a)

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17 UNDER-HOOD VEHICLE INSPECTION

**FIGURE 17.14** (b) The use of test strips is a convenient and cost-effective method to check coolant condition and freezing temperature.



(b)

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17 UNDER-HOOD VEHICLE INSPECTION

**FIGURE 17.15** Pressure testing the cooling system. A typical hand-operated pressure tester applies pressure equal to the radiator cap pressure. The pressure should hold; if it drops, this indicates a leak somewhere in the cooling system. An adapter is used to attach the pump to the cap to determine if the radiator can hold pressure, and release it when pressure rises above its maximum rated pressure setting.



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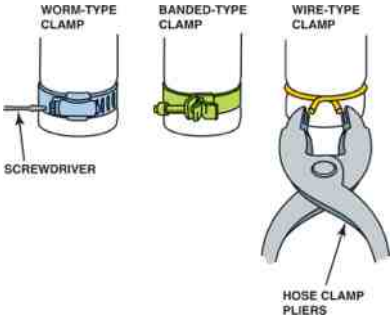
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17 UNDER-HOOD VEHICLE INSPECTION

**FIGURE 17.16** Hose clamps come in a variety of shapes and designs.



WORM-TYPE CLAMP  
BANDED-TYPE CLAMP  
WIRE-TYPE CLAMP

SCREWDRIVER  
HOSE CLAMP PLIERS

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**17 UNDER-HOOD VEHICLE INSPECTION**

**FIGURE 17.17** A special tool is useful when installing a new accessory drive belt. The long-handled wrench fits in a hole of the belt tensioner.



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**17 UNDER-HOOD VEHICLE INSPECTION**

**FIGURE 17.18** A typical worn serpentine accessory drive belt. Newer belts made from ethylene propylene diene monomer (EPDM) do not crack like older belts that were made from neoprene rubber.



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**17 UNDER-HOOD VEHICLE INSPECTION**

**FIGURE 17.19** A belt tension gauge displays the belt tension in pounds of force.



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17 UNDER-HOOD VEHICLE INSPECTION

**FIGURE 17.20** Typical marks on an accessory drive belt tensioner.



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17 UNDER-HOOD VEHICLE INSPECTION

**FIGURE 17.21** A water spray bottle is an excellent diagnostic tool to help determine if the noise is due to an accessory drive belt. If the noise goes away when the belt is sprayed with a mist of water, then the belt is the cause.



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17 UNDER-HOOD VEHICLE INSPECTION

**FIGURE 17.22** Most vehicles use a combination filler cap and level indicator (dipstick) that shows the level of power steering fluid.



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