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Cautions and warnings

WARNING

- A/C system is filled with R12 refrigerant gas which is under pressure
- always be careful that refrigerant does not come in contact with your skin
- always wear eye protection when working around the system
- if liquid refrigerant has come in contact with your skin or eyes:
 - do not rub skin or eyes
 - immediately flush with cool water
 - rush to a doctor or hospital
 - do not attempt to treat yourself
- keep refrigerant containers stored below 50°C (122°F) and never drop from high places
- keep refrigerant away from open flames because poisonous gas will be produced if it burns
- electric welding near refrigerant hoses causes refrigerant to decompose from ultraviolet light. Discharge system before electric welding, see A/C refrigerant system discharging procedure
- do not steam clean condensers or evaporators. Use only cold water or compressed air
- automotive refrigerant containing CFC's is hazardous to the earth's atmosphere. To protect our environment, use an Underwriter's Laboratory (UL) approved refrigerant recovery/recycling unit such as **Kent-Moore ACR³**, or equivalent, whenever discharging an A/C system

CAUTION

Refrigerant system has no sight glass. System must not be topped up.

If low refrigerant charge is suspected, system must be completely discharged, evacuated and recharged with 1100 g $\pm$ 50 g (38.0 oz $\pm$ 1.5 oz).

Refrigerant system components, repairing/replacing

WARNING

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- discharge refrigerant system, see A/C refrigerant system discharging procedure
- remove defective component

Note

Replacement A/C compressors, evaporators and condensers are filled with R12 refrigerant during manufacture. If no gas escapes when these parts are first opened, the component is possibly defective.

- add refrigerant oil to new component

Add the following amount of refrigerant oil when replacing these components:

evaporator	20cc (1.0 oz)
condenser	10cc (0.5 oz)
refrigerant line	10cc (0.5 oz)
refrigerant hose	10cc (0.5 oz)

- replace A/C restrictor
- evacuate and recharge A/C refrigerant system

Use A/C refrigerant oil that meets the specifications of the following oils:

Shell	Clavus G100
Sunoil	Suniso 5 GS
Texaco (DEA)	Triton WF 100
Idemitsu	Nippondenso Oil 6 G
Fuchs	Reniso Kes 100

Replacement A/C compressors supplied by the Parts Department are filled with 80cc (2.70 oz.) of A/C refrigerant oil.

Refrigerant system, discharging

Note

Follow safety precautions on page 87.2 when discharging or charging A/C refrigerant system.

WARNING

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WARNING

The A/C system should be serviced only by trained personnel familiar with:

- equipment use
- related safety procedures
- regulations governing the discharging/handling/disposal of automotive refrigerants.

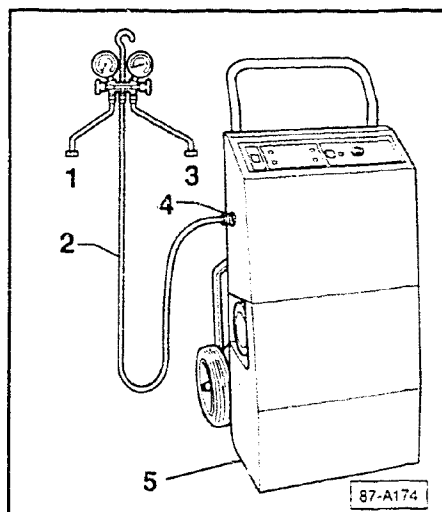
WARNING

Always wear safety goggles when charging or discharging system.

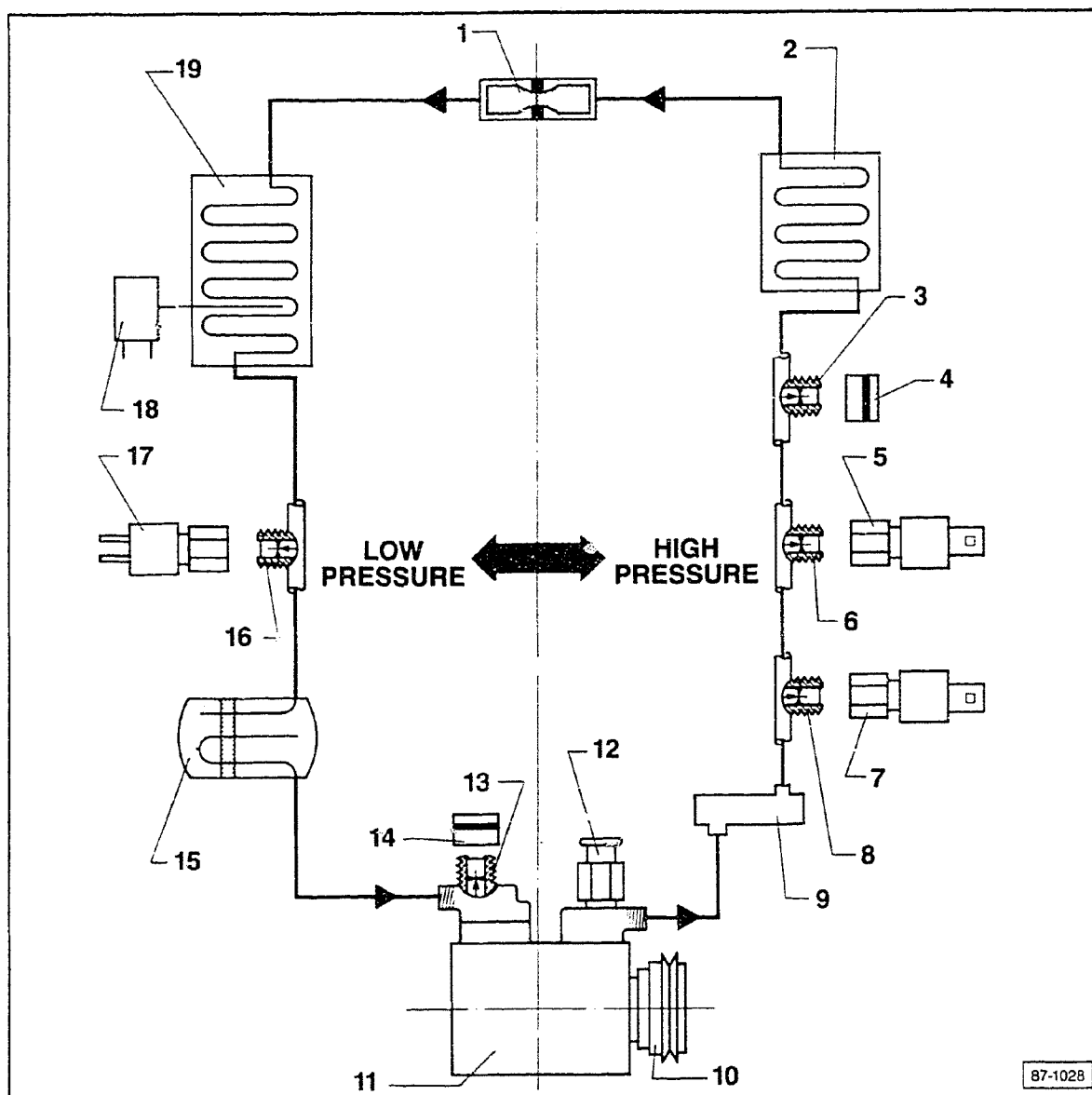
Avoid inhaling fumes when using flame type leak detector. Refrigerant-12 becomes poisonous gas after coming into contact with open flame.

CAUTION

Always follow manufacturer's instructions when using a refrigerant recovery/recycling unit.



- close both valves on A/C manifold gauge set
- connect manifold gauge low pressure hose 1 to A/C low pressure service valve on vehicle
- remove A/C Refrigerant High Pressure Switch (identified by red housing) and connect hose 3 from high pressure gauge to high pressure service valve
- connect manifold gauge hose 2 to inlet connection 4 on refrigerant recovery/recycling unit 5
- following refrigerant recovery/recycling unit manufacturer's instructions, discharge A/C system into refrigerant recovery/recycling unit
- close manifold gauge valves when refrigerant is fully discharged



1 — Restrictor

- removing: installing, Fig. 1
- O-ring: 9.3 mm inside diameter
1.8 mm thickness

2 — Condenser

- O-ring inlet: 14.0 mm inside diameter
1.8 mm thickness
- O-ring outlet: 10.8 mm inside diameter
1.8 mm thickness
- torque on inlet: 30 Nm (23.0 ft lb)
- torque on outlet: 16 Nm (12.0 ft lb)

3 — A/C refrigerant high pressure service valve for charging/discharging refrigerant system

4 — Cap

5 — A/C refrigerant high pressure valve

- yellow or green housing
- closes: 13.1 bar - 17.5 bar
(189.9 psi - 253.7 psi)
- opens: 10.6 bar - 15.0 bar
(153.7 psi - 217.5 psi)
- O-ring: 9.3 mm inside diameter
1.8 mm thickness
- torque: 10 Nm (7.5 ft lb)

6 — Service valve

for A/C refrigerant high pressure valve

7 — A/C high pressure cut-out switch

- red housing
- opens: 28.2 bar - 31.0 bar
(408.9 psi - 449.5 psi)
- closes: 10.3 bar - 17.3 bar
(149.3 psi - 253.7 psi)
- O-ring: 9.3 mm inside diameter
1.8 mm thickness
- torque: **10 Nm (7.5 ft lb)**

8 — Service valve

for A/C high pressure cut-out switch

9 — Muffler

- O-ring seal on inlet:
14.0 mm inside diameter
1.8 mm thickness
- O-ring seal on outlet:
14.0 mm inside diameter
1.8 mm thickness
- torque on inlet side:
30 Nm (23.0 ft lb)
- torque on outlet side:
30 Nm (23.0 ft lb)

10 — A/C compressor clutch

- installing, see Index

11 — A/C compressor

- O-ring seal on low pressure connection:
17.2 mm inside diameter
1.8 mm thickness
- O-ring seal on high pressure connection:
14.0 mm inside diameter
1.8 mm thickness
- torque on low pressure connection:
42 Nm (31.0 ft lb)
- torque on high pressure connection:
30 Nm (23.0 ft lb)

Note

A/C compressor must have an AC refrigerant high pressure relief valve.

Note

When charging/discharging refrigerant system, disconnect electrical connector from A/C refrigerant low pressure switch and bridge contacts.

12 — High pressure relief valve

- removing/installing, Fig. 5
- O-ring: 9.3 mm inside diameter
1.8 mm thickness
- torque: **10.0 Nm (7.5 ft lb)**

13 — Service valve (low pressure)

for charging/discharging refrigerant system

14 — Cap

15 — Accumulator

- removing/installing, Fig. 2
- O-ring inlet: 17.2 mm inside diameter
1.8 mm thickness
- O-ring outlet: 17.2 mm inside diameter
1.8 mm thickness
- torque: inlet: **42 Nm (32.0 ft lb)**
- torque: outlet: **42 Nm (32.0 ft lb)**

16 — Service valve

for A/C refrigerant low switch

17 — A/C refrigerant low pressure switch

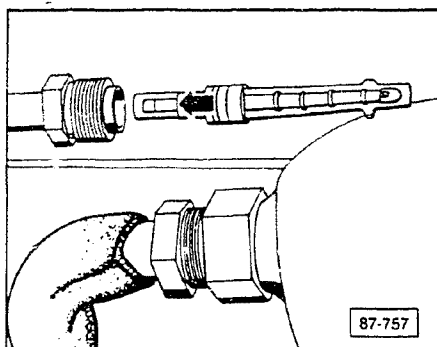
- opens: 0.8 bar - 1.1 bar
(11.6 psi - 15.9 psi)
- closes: 2.3 bar - 2.9 bar
(33.3 psi - 42.0 psi)
- O-ring: 9.3 mm inside diameter
1.8 mm thickness
- torque: **5 Nm (4.0 ft lb)**

18 — A/C thermostat

- removing/installing, see Index

19 — Evaporator

- removing/installing, Figs. 3 and 4
- assembling/disassembling, see Index
- O-ring inlet: 10.8 mm inside diameter
1.8 mm thickness
- O-ring outlet: 17.2 mm inside diameter
1.8 mm thickness
- torque on inlet: **16 Nm (12.0 ft lb)**
- torque on outlet: **42 Nm (32.0 ft lb)**



► Fig. 1 Restrictor, removing/installing

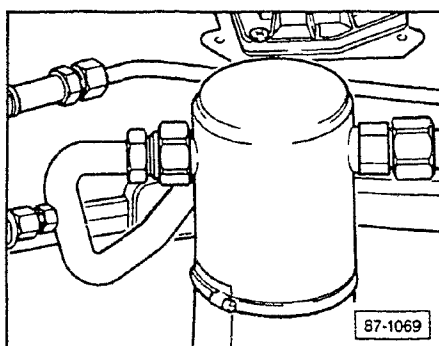
WARNING

Automotive refrigerant containing CFC's is hazardous to the earth's atmosphere. To protect our environment, use an Underwriter's Laboratory (UL) approved refrigerant recovery/recycling unit such as **Kent-Moore ACR³**, or equivalent, whenever discharging an A/C system.

CAUTION

Be sure A/C refrigerant system is completely discharged before removing components.

- discharge A/C refrigerant system, see A/C refrigerant system discharging procedure
- remove refrigerant line from evaporator
- pull restrictor from line with needle nose pliers
- replace O-ring seals
- install restrictor
- install refrigerant line
 - 16 Nm (12.0 ft lb)

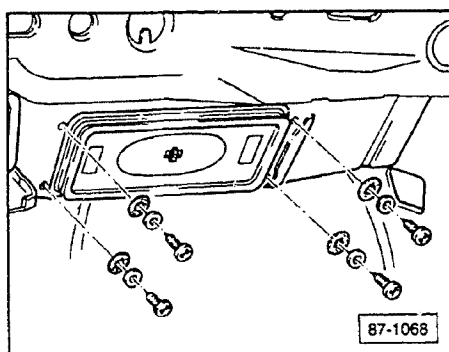


► Fig. 2 Accumulator, removing/installing

CAUTION

Be sure A/C refrigerant system is completely discharged before removing components.

- remove waterbox cover
- loosen tensioning strap
- remove refrigerant lines
 - 42 Nm (32.0 ft lb)



► Fig. 3 Evaporator, removing/installing

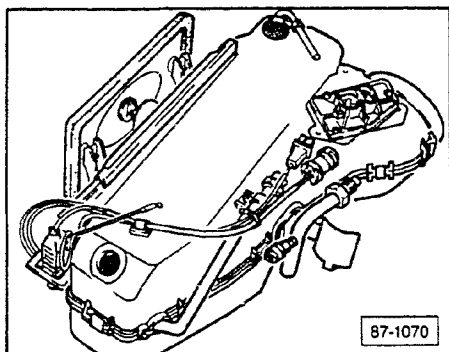
WARNING

Automotive refrigerant containing CFC's is hazardous to the earth's atmosphere. To protect our environment, use an Underwriter's Laboratory (UL) approved refrigerant recovery/recycling unit such as **Kent-Moore ACR³**, or equivalent, whenever discharging an A/C system.

CAUTION

Be sure A/C refrigerant system is completely discharged before removing components.

- discharge A/C refrigerant system, see A/C refrigerant system discharging procedure
- remove glove compartment
- remove retaining screws (4)
- remove fresh air/recirculation flap
- remove refrigerant lines
 - inlet: 16.0 Nm (12.0 ft lb)
 - outlet: 42.0 Nm (32.0 ft lb)
- loosen all connections between vehicle and evaporator
- remove evaporator

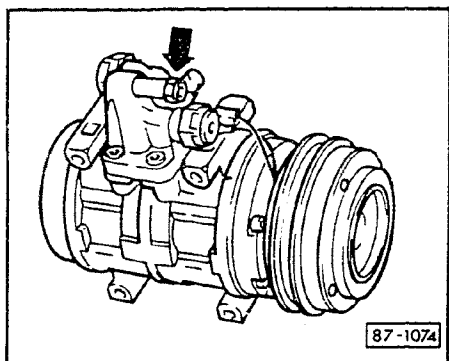


► Fig. 4 Evaporator, removing/installing

WARNING

Always replace gasket between body and recirculation flap housing and vehicle body.

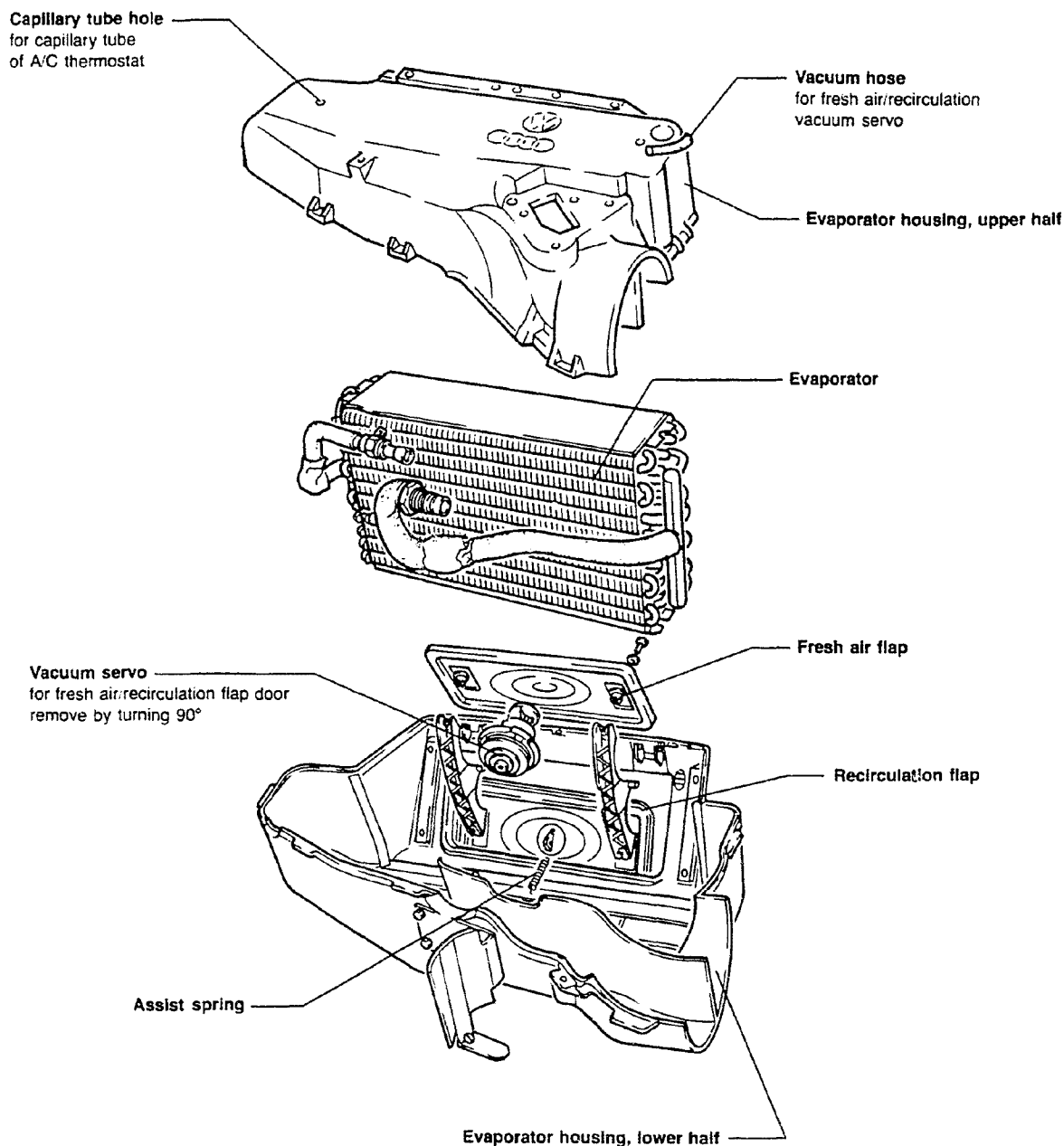
Be sure evaporator drain hose is not torn or kinked.



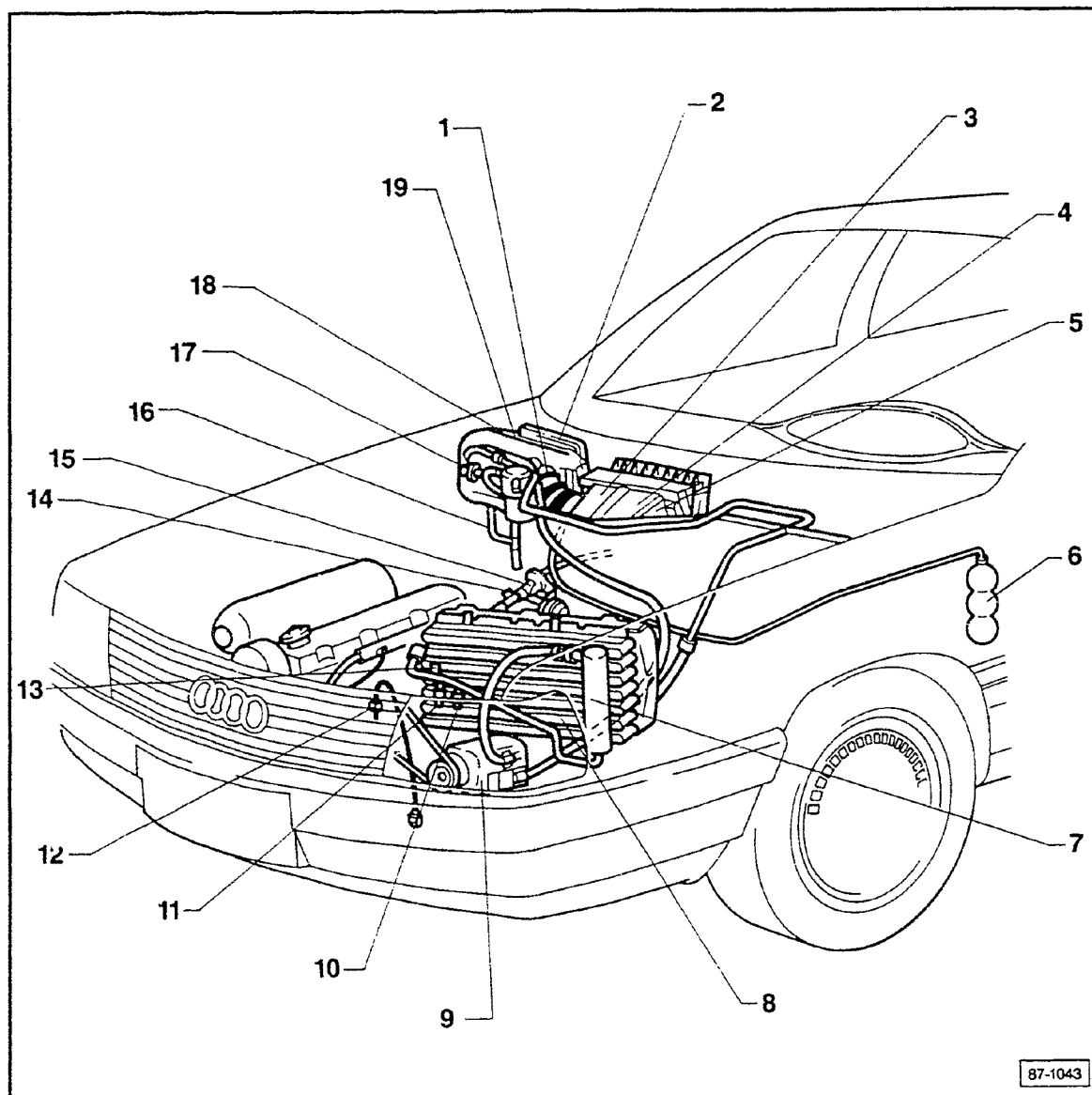
► Fig. 5 High pressure relief valve

CAUTION

Do not remove high pressure relief valve unless refrigerant system is completely discharged.



87-1071



1 — Blower control unit
Fig. 7

2 — Vacuum servo
• for fresh air/recirculation flap door
• removing/installing, Figs. 5 and 6

3 — Heater box
• removing/installing, Fig. 15
• assembling/disassembling, see Index
• vacuum hoses/air duct, see Index

4 — Fresh air blower
removing/installing, Fig. 4

5 — Temperature flap regulating servo motor
• with feedback potentiometer
• removing/installing, Figs. 1 and 2
• potentiometer, adjusting, Fig. 3
• checking, see Troubleshooting

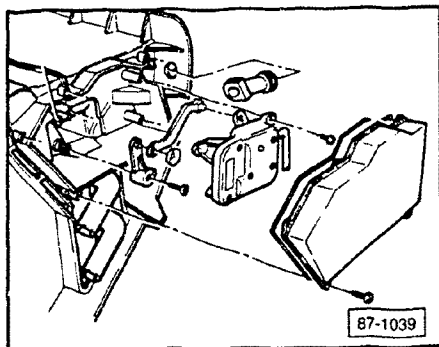
6 — Vacuum reservoir

7 — Accumulator

8 — Condenser

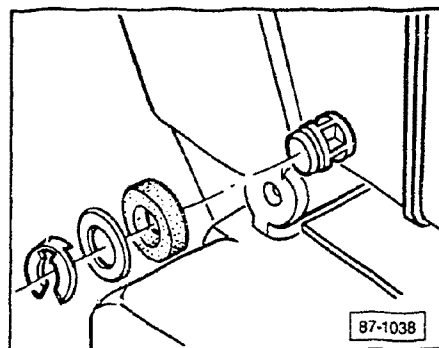
9 — A/C compressor
• removing/installing, see Index
• drive belt tension, Fig. 14
• clutch replacing, see Index

- 10 — **A/C high pressure cut-out switch**
removing/installing, Fig. 12
- 11 — **A/C refrigerant high pressure switch**
removing/installing, Fig. 13
- 12 — **Outside temperature sensor**
- 13 — **Service valve**
- 14 — **Coolant temperature sender**
checking, see Troubleshooting
- 15 — **Heater valve**
- 16 — **Water drain tray**
- 17 — **A/C refrigerant low pressure switch**
removing/installing, Fig. 11
- 18 — **A/C thermostat**
removing/installing, Fig. 9
- 19 — **Outside temperature sensor**
checking, see Troubleshooting



► Fig. 1 Temperature flap regulating servo motor, removing/installing

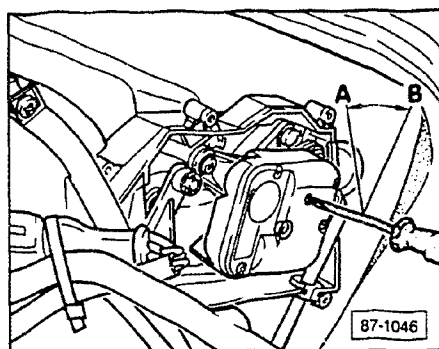
- remove windshield wiper assembly
- remove heater box cover
- remove cover
- remove temperature flap regulating servo motor



► Fig. 2 Temperature flap regulating servo motor, removing/installing

Note

Be sure washers are in correct order before assembling.



► Fig. 3 Feedback potentiometer, adjusting

- switch ignition **ON**
- set A/C control head temperature to **HI**
- select diagnosis channel 8

Up to VIN: 44 LN 009586,

- approximately 9-14 is displayed
- adjusting value: 12

From VIN: 44 LN 009586,

- approximately 9-25 is displayed
- adjusting value: 20

- turn screwdriver to adjust value

A — to increase value

B — to decrease value

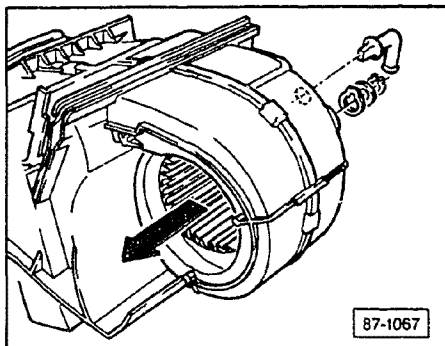
When adjustment value is correct,

- set A/C control head temperature to **LO**
 - display must be less than 245

If display is more than 245,

- set A/C control head temperature to **HI**
- re-adjust feedback potentiometer to a lower value, but not less than 9

- set A/C control head temperature to **LO**
- re-check display
 - must be less than 245

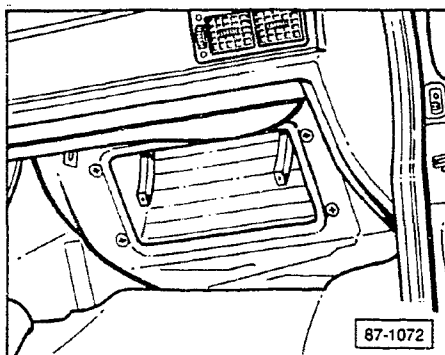


► Fig. 4 Fresh air blower, removing/installing

- remove heater box (page 87.18)
- remove blower cooling hose
- remove lock ring, stop washer and grommet

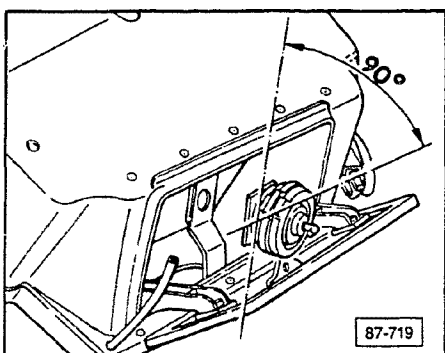
Note

Before installing fresh air blower guides, lubricate with Vaseline.



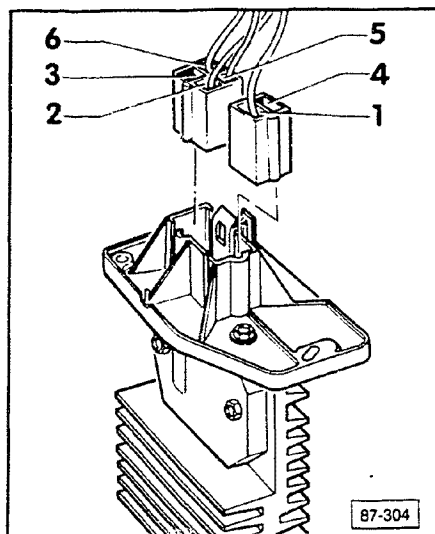
► Fig. 5 Fresh air/recirculation flap, removing/installing

- remove glove compartment
- remove recirculation flap door



► Fig. 6 Fresh air/recirculation flap, removing/installing

- remove by turning 90°

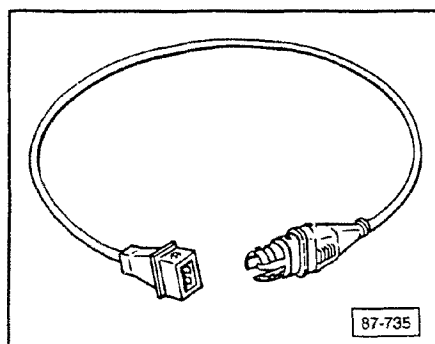


► Fig. 7 Blower control unit

WARNING

The cooling fins of the blower control unit become very hot during operation.

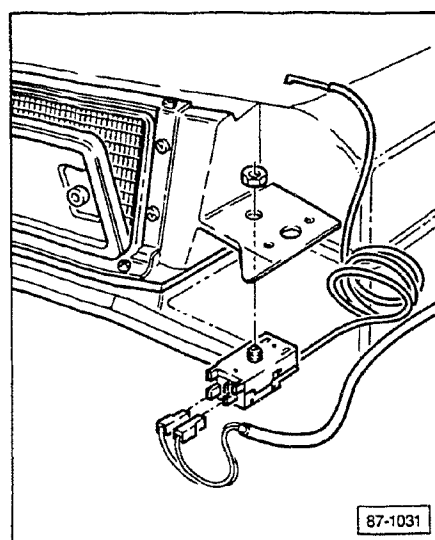
Use care when handling.



► Fig. 8 Outside temperature sensor

Note

To check, see Troubleshooting.



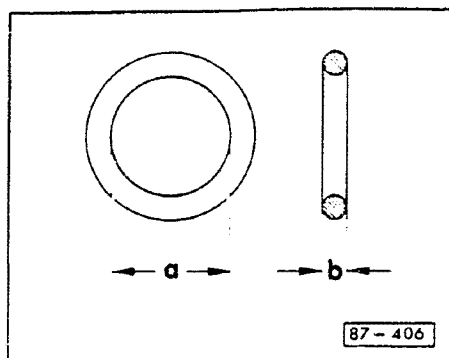
► Fig. 9 A/C thermostat, removing/installing

A/C thermostat switches A/C compressor clutch **OFF** to keep evaporator from freezing.

Switch opens: -1.5°C to $+1.5^{\circ}\text{C}$
 28°F to 35°F

Switch closes: $+1.5^{\circ}\text{C}$ to $+4.5^{\circ}\text{C}$
 35°F to 40°F

- remove water tray cover
- remove capillary tube (insert to 180 mm)
- remove electrical contacts
- remove A/C thermostat



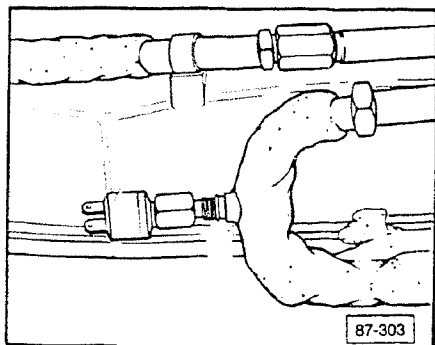
► Fig. 10 O-ring gaskets

Note

Do not re-use O-ring gaskets.

Lubricate O-ring seals with A/C refrigerant oil before installing.

O-ring specifications	a (mm)	b (mm)
• Compressor (low pressure side) • Evaporator outlet • Accumulator	17.2	1.8
• Compressor (high pressure side) • Condenser inlet • Muffler	14.0	1.8
• Condenser outlet • Evaporator inlet	10.8	1.8
• A/C high pressure cut-out switch • Refrigerant high pressure valve • Refrigerant low pressure switch • Restrictor	9.3	1.8



► Fig. 11 A/C refrigerant low pressure switch, removing/installing

Switches A/C compressor clutch **OFF** when A/C refrigerant is too low.

Switch opens: 0.8 bar - 1.1 bar
11.6 psi - 15.9 psi

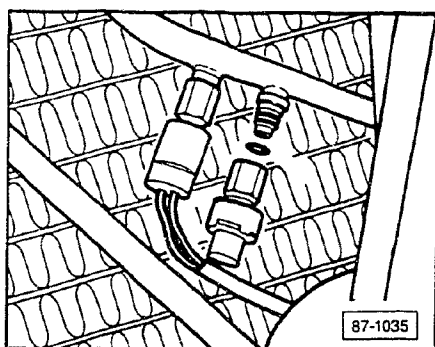
Switch closes: 2.3 bar - 2.9 bar
33.3 psi - 42.0 psi

- remove water tray cover

Note

A/C refrigerant system **does not** need to be discharged to remove or install this component.

- remove A/C refrigerant low pressure switch
 - 5 Nm (4.0 ft lb)



► Fig. 12 A/C high pressure cut-out switch, removing/installing

Switch identified by red housing.

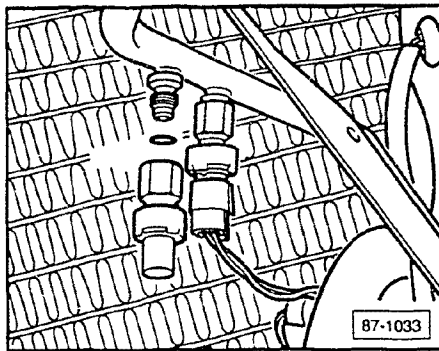
Switches A/C compressor clutch **OFF** when refrigerant pressure goes too high.

Note

Switch can be removed without discharging refrigerant system.

Tightening torque:

- 10 Nm (7.5 ft lb)



► Fig. 13 A/C refrigerant high pressure switch, removing/installing

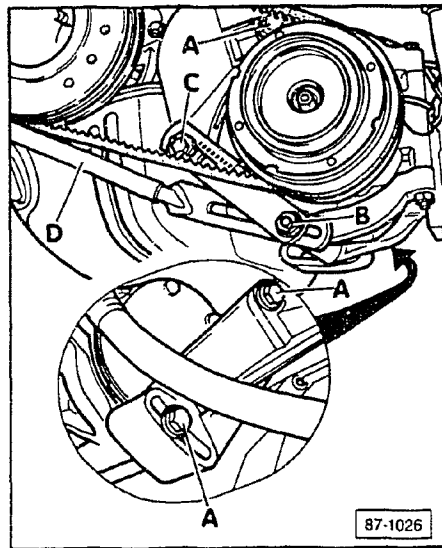
Switch has yellow housing or green housing with welded wiring connections.

Switches radiator cooling fan to 2nd stage operation when refrigerant pressure reaches specified value.

Note

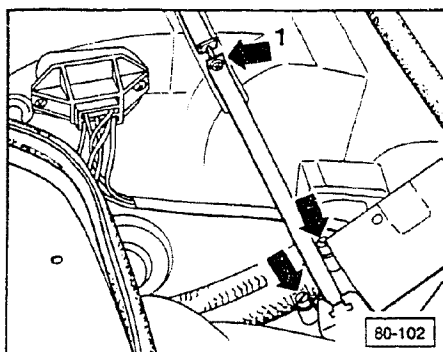
This switch can be removed without discharging the refrigerant system.

- disconnect electrical connector
- remove refrigerant high pressure switch
 - 10.0 Nm (7.5 ft lb)



► Fig. 14 A/C compressor drive belt, adjusting

- loosen bolts A
 - 40 Nm (32.0 ft lb)
- loosen bolt between alternator tensioning bracket and tensioning bracket D
 - 40 Nm (32.0 ft lb)
- loosen bolt C
 - 22 Nm (17.0 ft lb)
- adjust belt tension
- tighten bolt C
- tighten bolts A and B
- tighten bolt between alternator tensioning bracket and tensioning bracket D



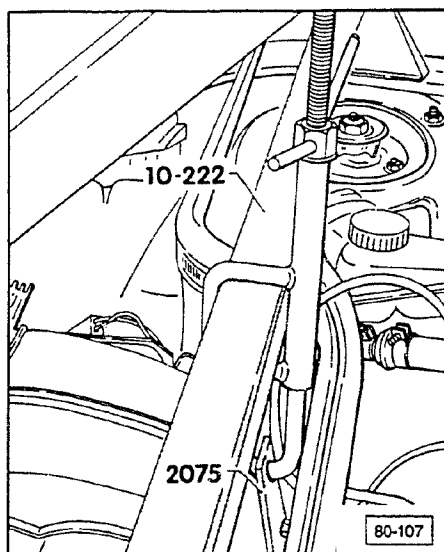
► Fig. 15 Heater/evaporator box, removing/installing

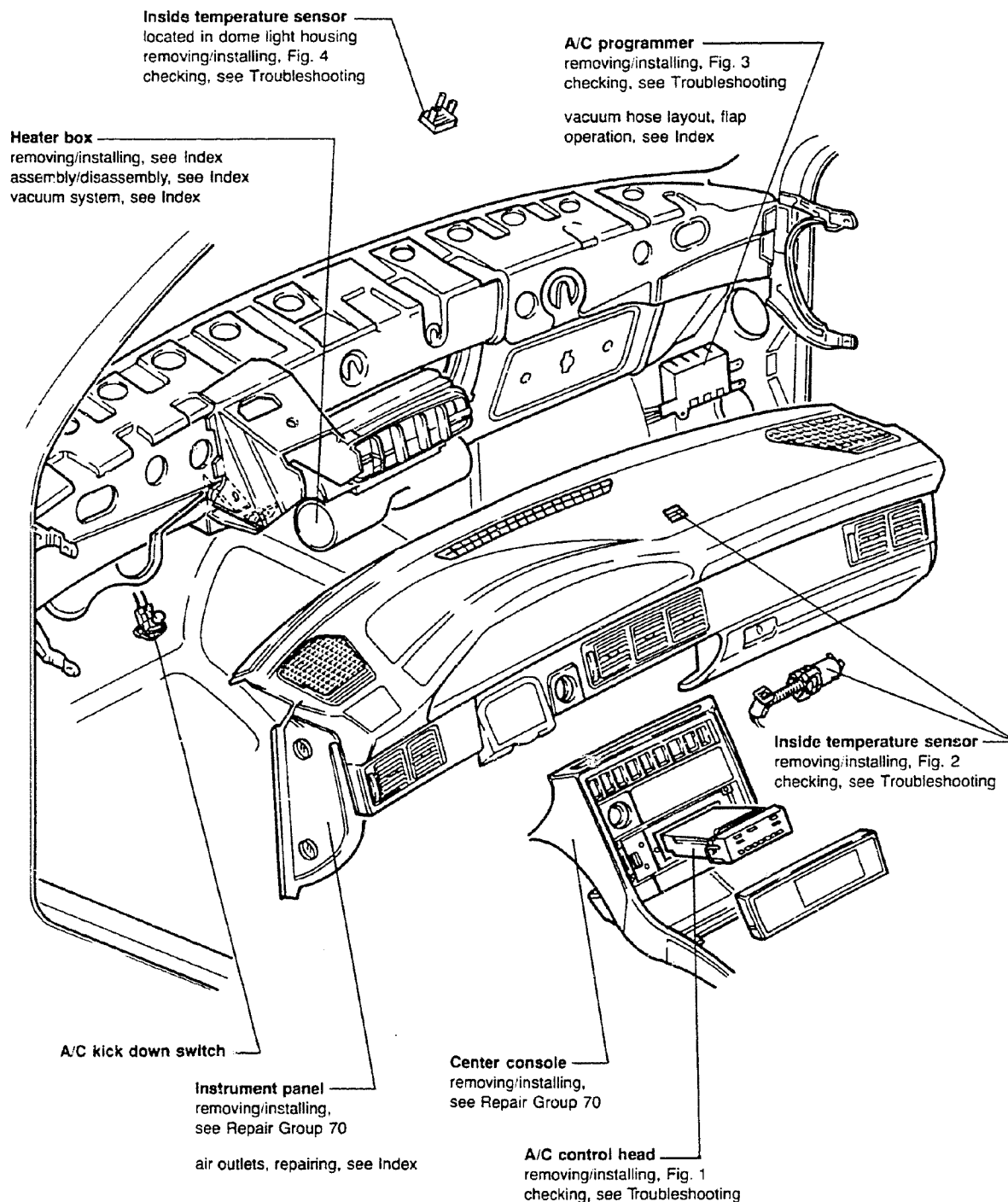
- remove water box cover under hood
- remove windshield wiper assembly
- remove center console
- remove cap from engine coolant overflow bottle
- remove heater retaining band (**arrow 1**)
- clamp off heater hoses to heater core and remove (**arrows**)
- remove all retainers between body and heater
- remove heater box

Note

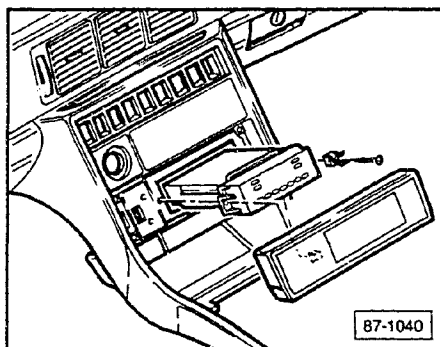
Before installing heater box, always replace self-adhesive gasket.

When connecting water hoses, the lower connection on heater core is connected to the hose going to the water pump.





87-1042



► Fig. 1 A/C control head, removing/installing

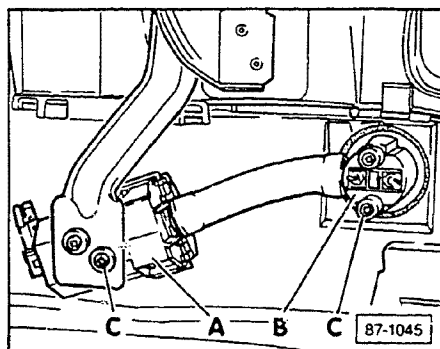
- remove cover
- remove two screws
- remove A/C control head

CAUTION

Before installing electrical connectors, check contacts for damage.

Note

For checking, see Troubleshooting.



► Fig. 2 Inside temperature sensor (in instrument panel), removing/installing

- remove glove compartment
- remove cruise control main control unit
- remove two screws C

Note

When installing, make sure that the flexible intake air tube is properly seated between the intake motor and temperature sensor.

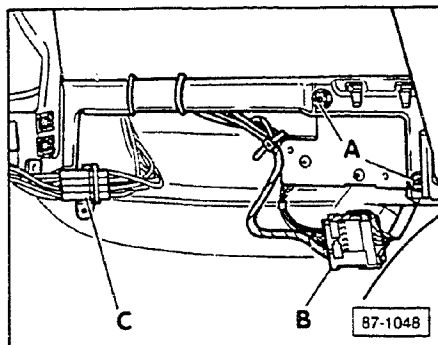
- remove instrument panel (see Repair Group 70)
- remove air channels and air outlets

Note

For checking, see Troubleshooting.

To check the inside temperature sensor while it is installed in the vehicle

- remove the instrument cluster



► Fig. 3 A/C programmer, removing/installing

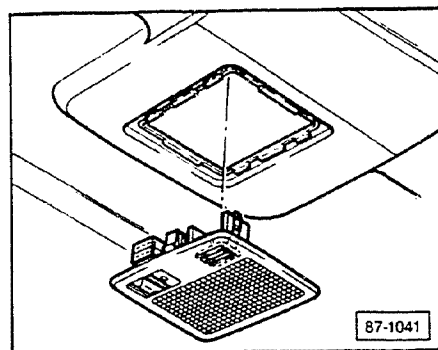
- remove glove compartment
- loosen two screws A
- disconnect electrical connector B
- disconnect vacuum hose connector C

CAUTION

Before installing electrical connectors, check contacts for damage.

Note

To check A/C programmer, see Troubleshooting.

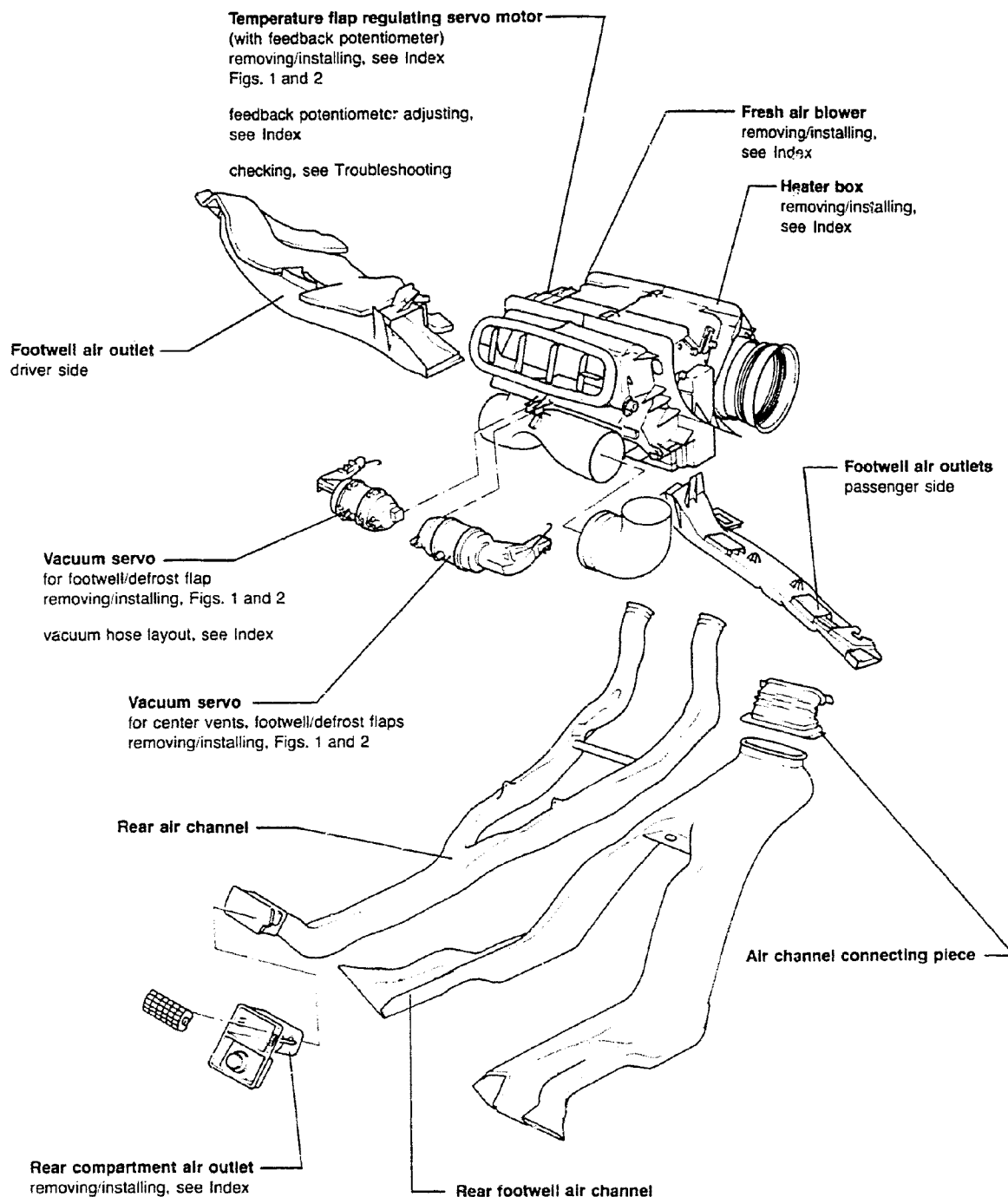


► Fig. 4 Inside temperature sensor (in dome light housing,) removing/installing

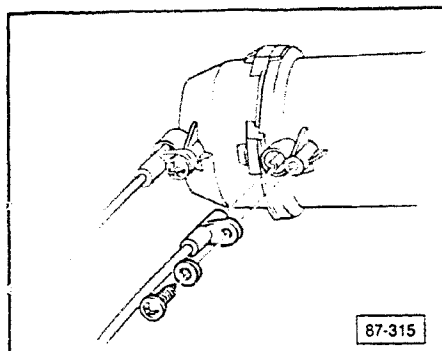
- remove dome light
- remove temperature sensor

Note

To check inside temperature sensor, see Troubleshooting.

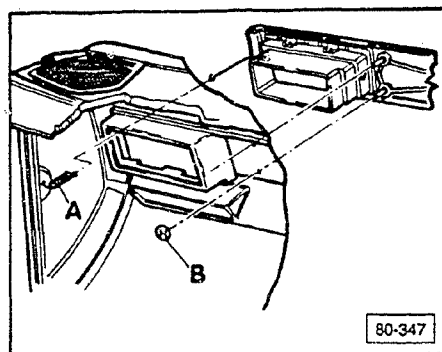


87-1049

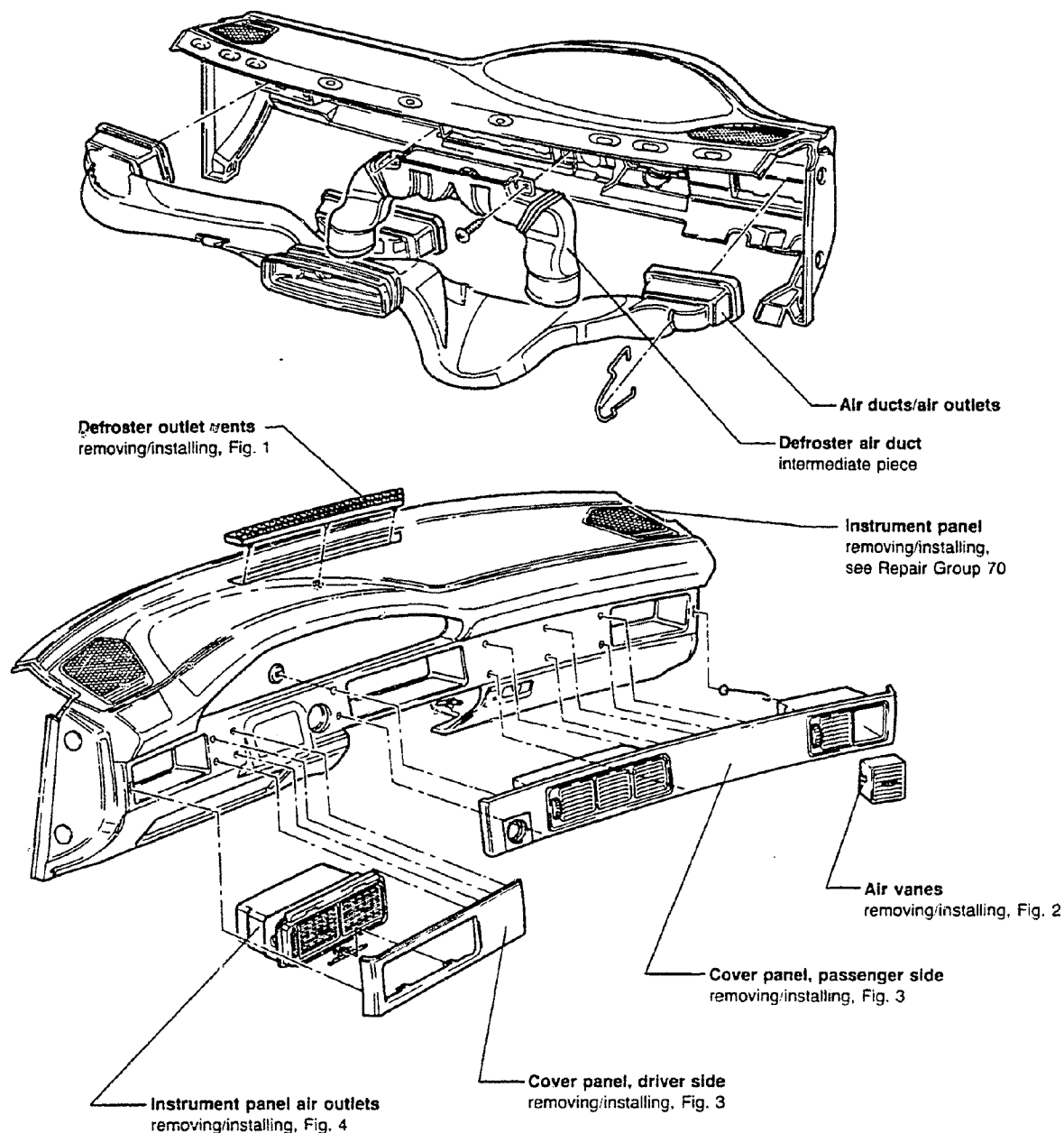


► Figs. 1 and 2 Vacuum servo, removing/installing

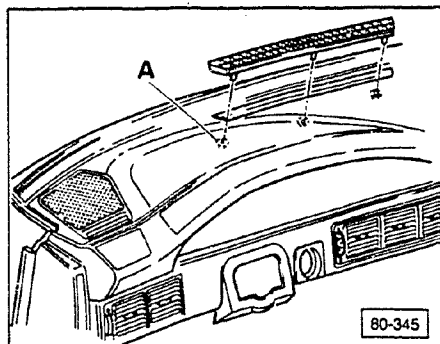
- remove center console
- remove air hoses
- remove vacuum hoses and motor



- remove spring A
- release clip B
- remove vacuum motor

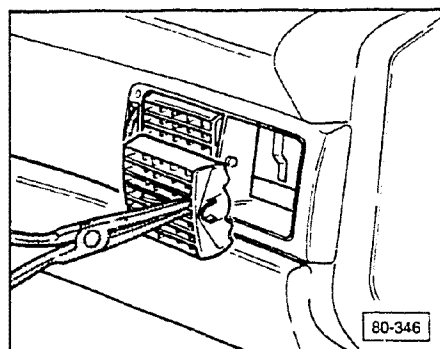


80-343



► Fig. 1 Defroster air vanes, removing/installing

- remove instrument panel (see Repair Group 70)
- remove self-tapping nuts A

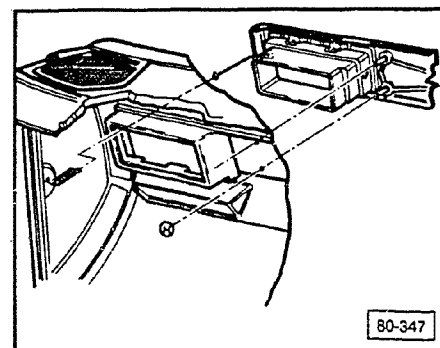


► Fig. 2 Air vanes, removing/installing

- grab carefully with needle nose pliers and pull out

Note

All air vanes can be removed in the same manner.



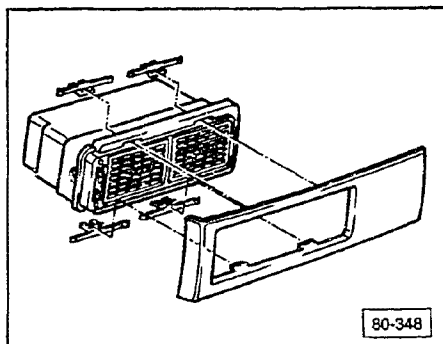
► Fig. 3 Covers, removing/installing

Driver side cover

- remove cover from under driver side of instrument panel
- unhook retaining spring
- remove all four retaining washers

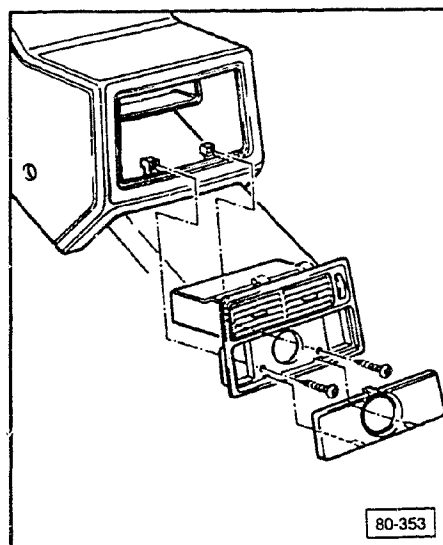
Passenger side cover

- remove instrument cluster (see Repair Group 90)
- remove glove compartment
- unhook retaining spring
- remove eight retaining washers



► Fig. 4 Air outlets, removing/installing

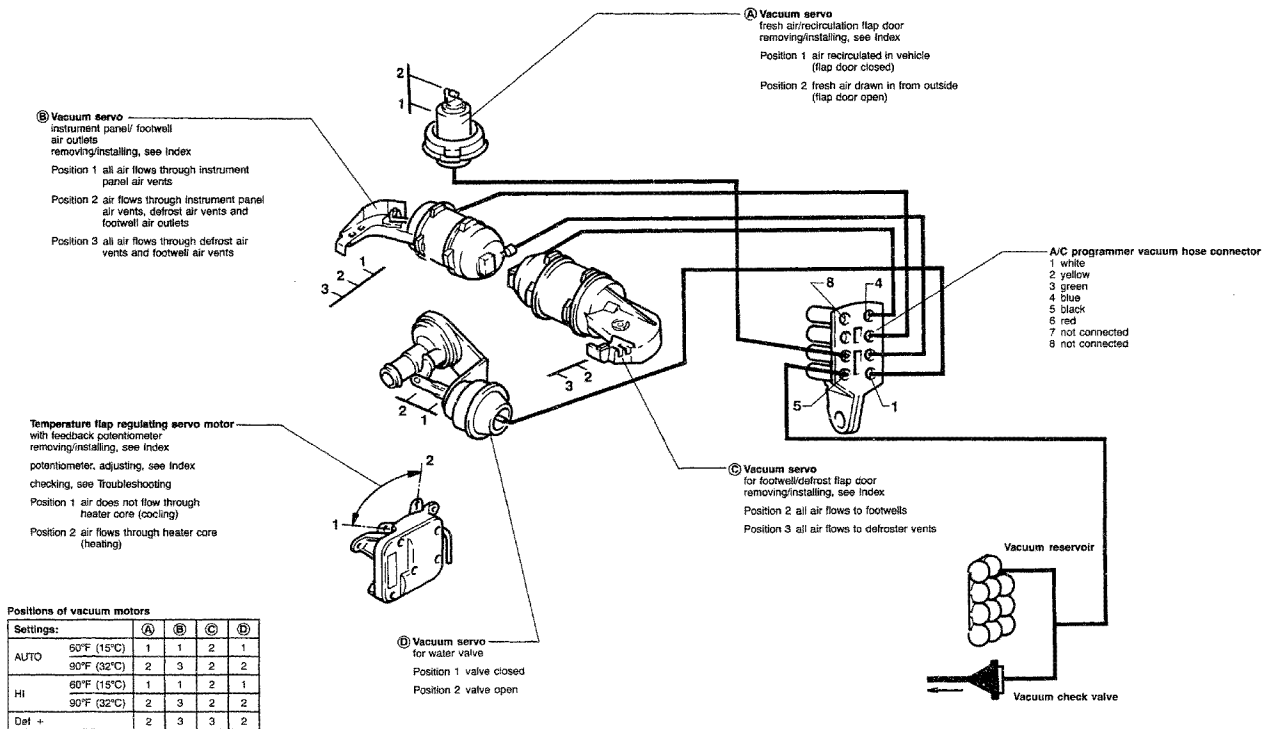
- remove respective cover
- remove clips

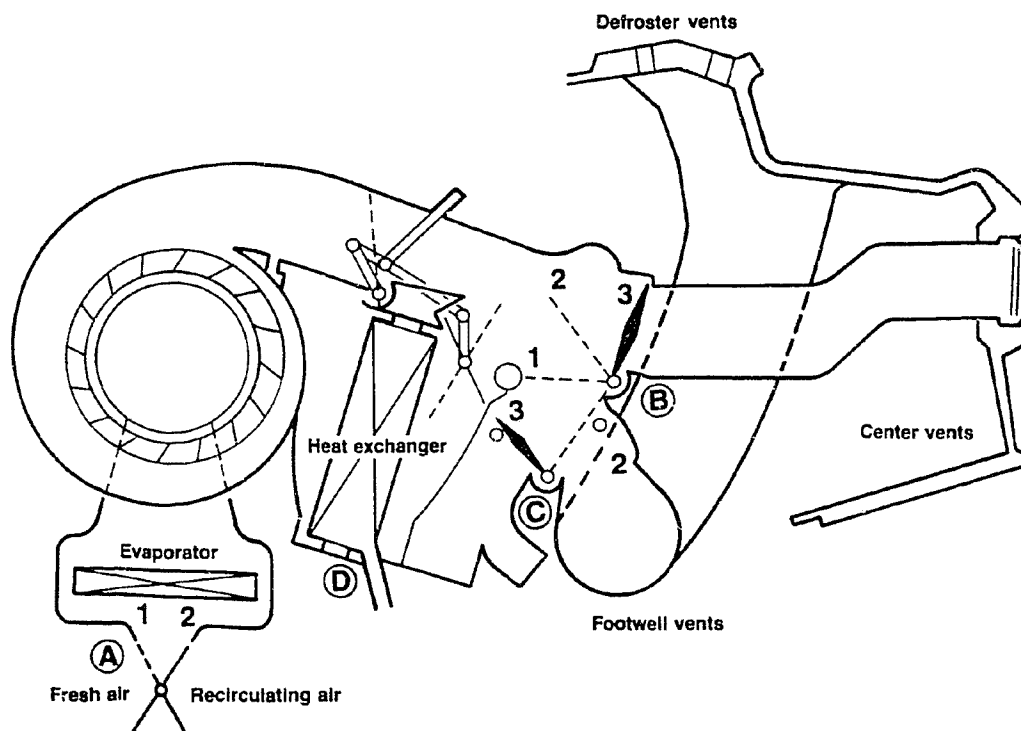


► Fig. 5 Rear air outlet, removing/installing

Note

To remove air vanes, see page 87.25, Fig. 2.

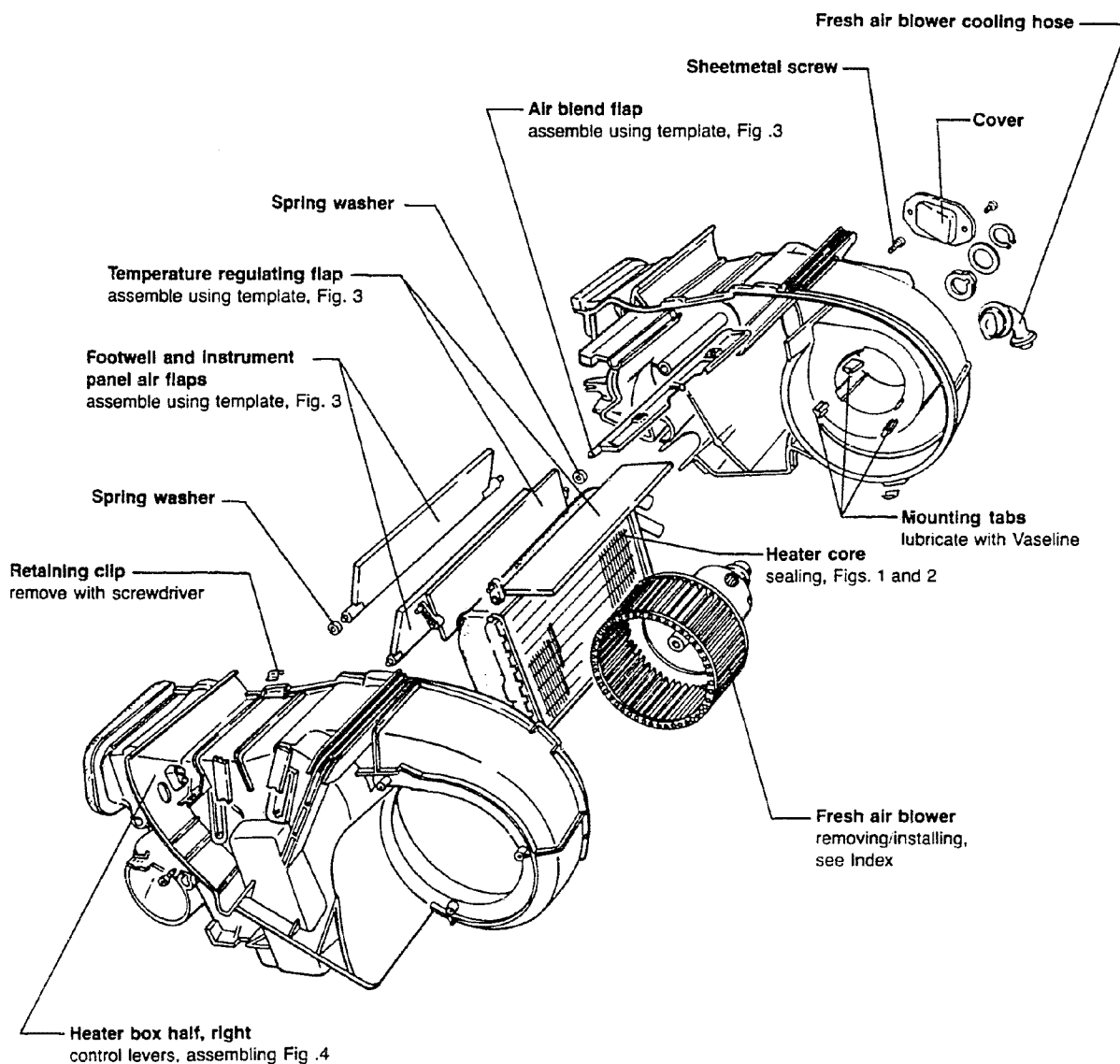




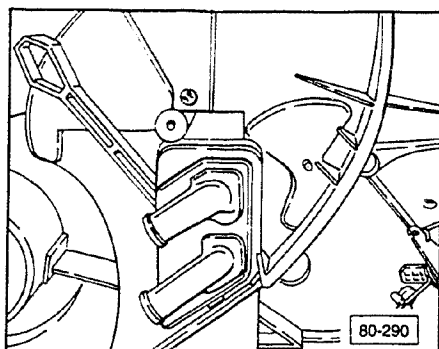
87-773

Positions of flaps

Flap door:		(A)	(B)	(C)	(D)
OFF		1	3	3	1
ECON	60°F (15°C)	2	1	2	2
	90°F (32°C)	2	3	2	2
LO	60°F (15°C)	2	1	2	2
	90°F (32°C)	2	3	2	2

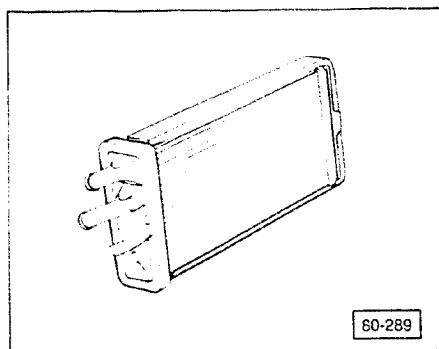


80-282



► Fig. 1 Heater core, sealing in left heater box half

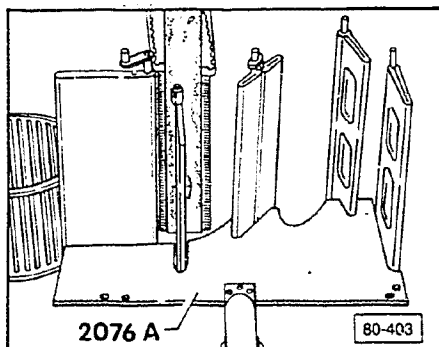
The opening of the left heater box must be sealed with a commercial silicone sealer after installing the heater core.



► Fig. 2 Heater core, sealing

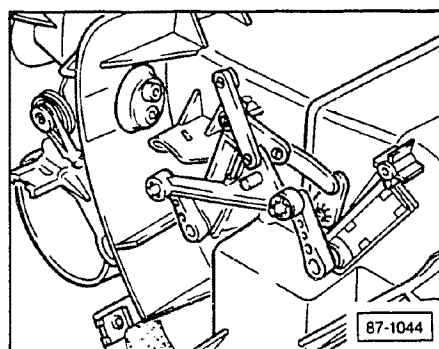
Note

Heater core must be sealed without gaps with foam rubber before installation in heater box.

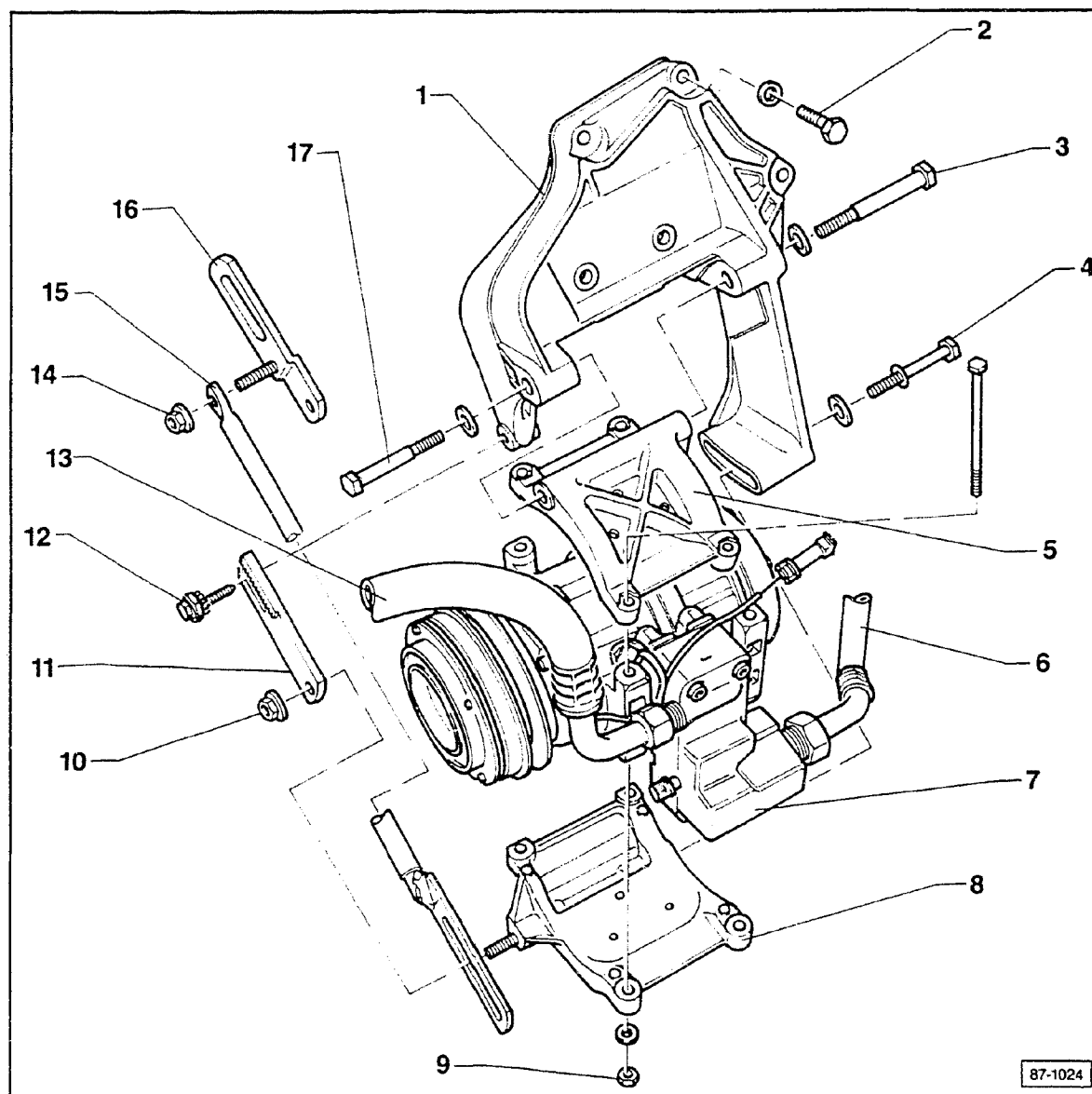


► Fig. 3 Fixture for installing flaps

Use fixture for installing flap doors when reassembling heater box halves



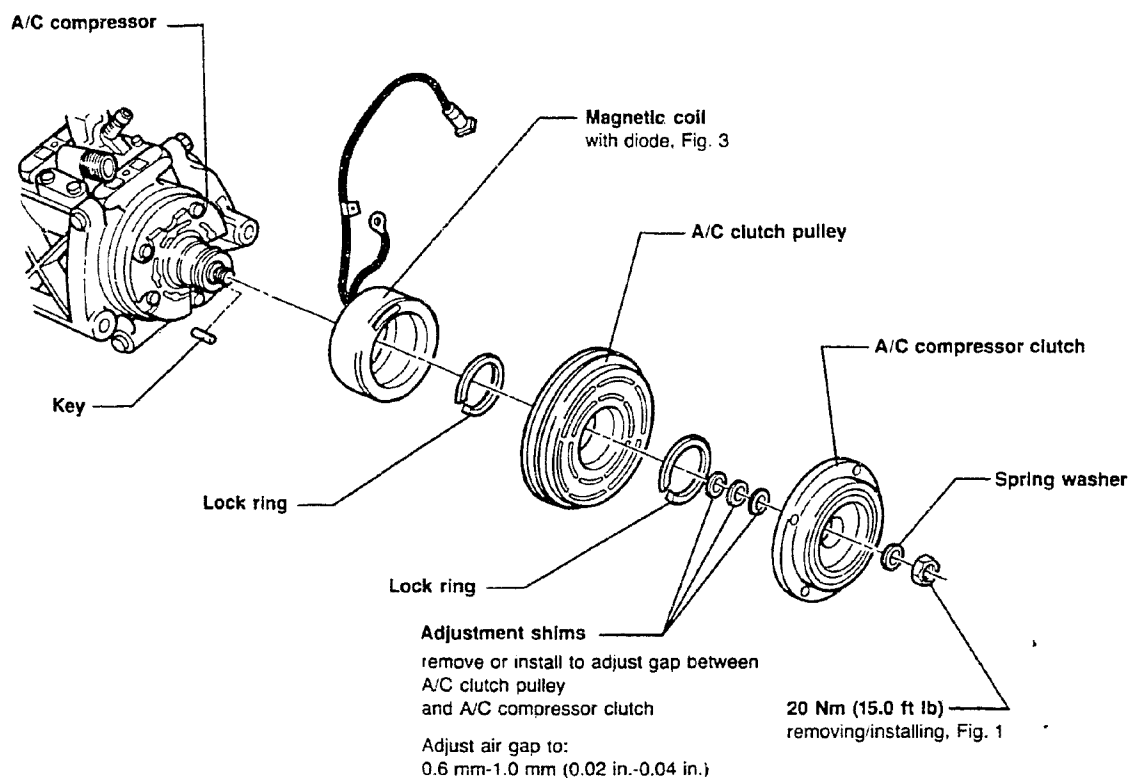
► Fig. 4 Flap levers, assembling



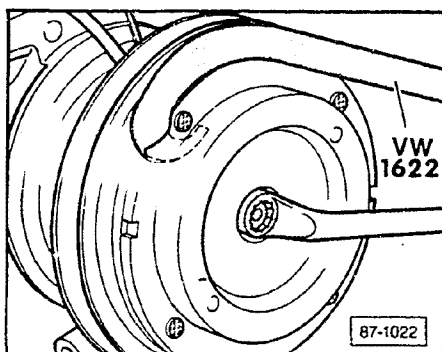
87-1024

- | | |
|---------------------------------------|---|
| 1 — A/C compressor bracket | 9 — Self-locking nut |
| 2 — 40 Nm (31.0 ft lb) | • 22 Nm (16.0 ft lb) |
| 3 — 40 Nm (31.0 ft lb) | • always replace |
| 4 — Bolt with spring washer | 10 — Self-locking nut |
| 40 Nm (31.0 ft lb) | • 40 Nm (31.0 ft lb) |
| 5 — Upper A/C compressor bracket | • always replace |
| 6 — A/C refrigerant low pressure hose | 11 — Tensioning bracket |
| 7 — A/C compressor and clutch | for A/C compressor bracket |
| 8 — Lower A/C compressor bracket | 12 — Tensioning bolt |
| | 32 Nm (26.0 ft lb) |
| | 13 — A/C refrigerant high pressure hose |

- 14 — Self locking nut
 - 40 Nm (31.0 ft lb)
 - always replace
- 15 — Tensioning bracket
- 16 — Tensioning bracket
for alternator
- 17 — 40 Nm (31.0 ft lb)

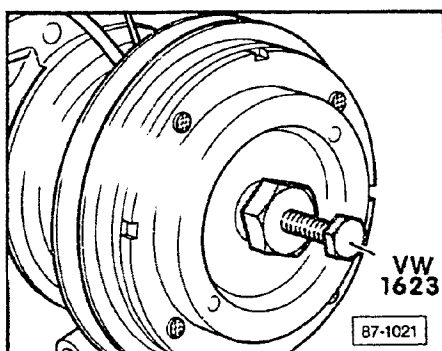


87-381

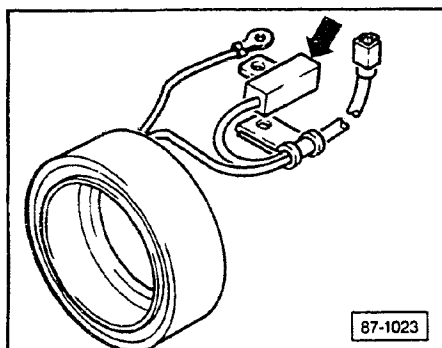


► Fig. 1 A/C compressor clutch nut, removing/ installing

- hold A/C compressor clutch with tool and loosen and remove nut
 - 20 Nm (15.0 ft lb)



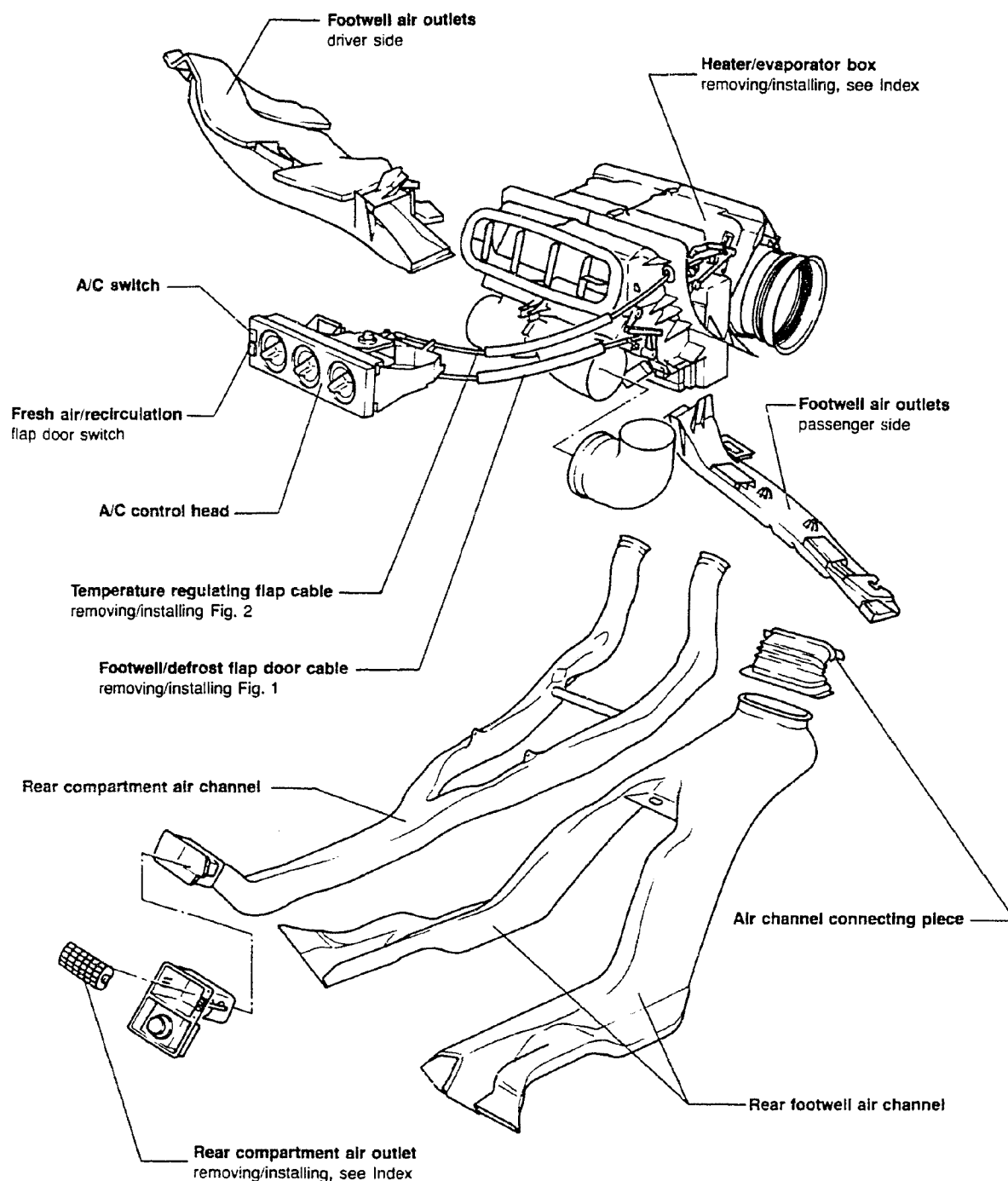
► Fig. 2 A/C compressor clutch, removing/ installing



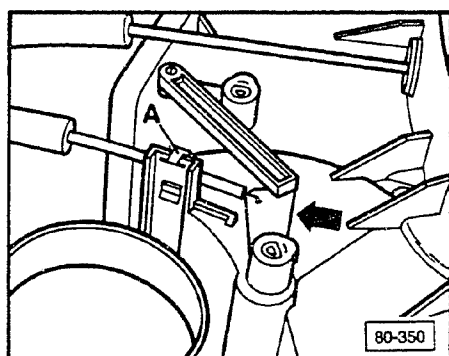
► Fig. 3 Magnetic coil with blocking diode

CAUTION

Only install magnetic coil with protective blocking diode (**arrow**).



87-1030



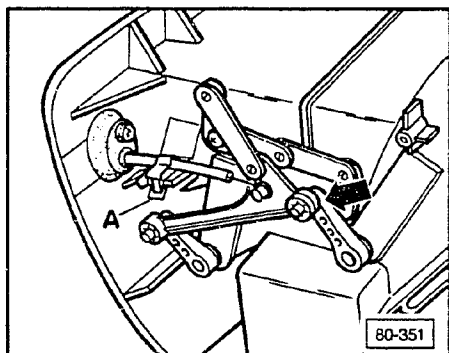
► Fig. 1 Footwell/defrost flap door cable, removing/installing

Removing

- remove glove compartment
- remove cable retaining clip -A-

Installing

- turn air distribution dial to instrument panel outlet position
- push footwell/defrost flap door lever in direction of arrow
- install cable retaining clip -A-



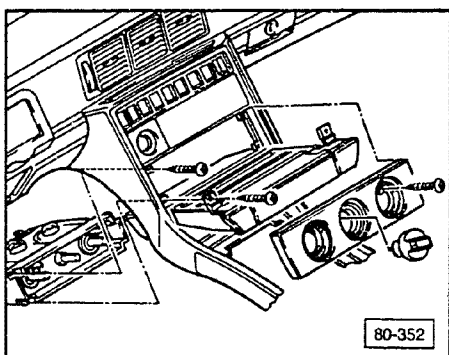
► Fig. 2 Temperature regulating flap cable, removing/installing

Removing

- remove water box cover
- remove cable retaining clip -A-

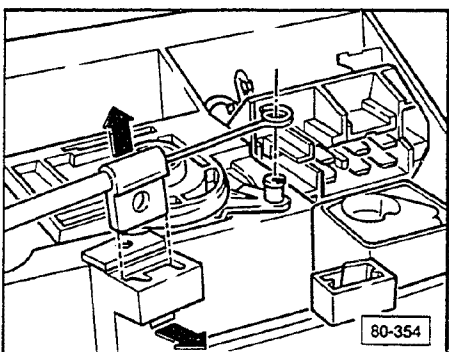
Installing

- turn temperature dial to full heat position
- push temperature flap in direction of arrow
- install cable retaining clip -A-

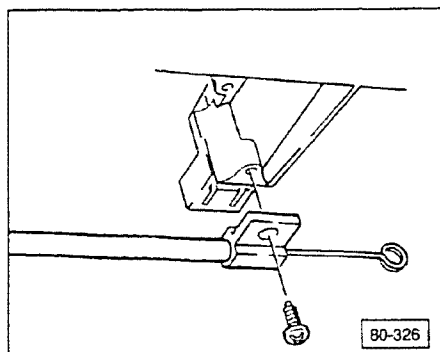


► Fig. 3 A/C control head, removing/installing

- pull rotary knobs from A/C control head
- remove cover
- remove 4 A/C control head screws
- remove center console (See Repair Group 70)



► Fig. 4 Cables, removing/installing

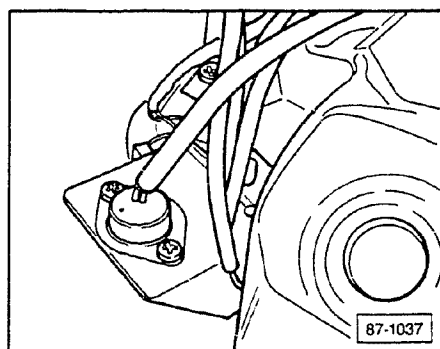


► Fig. 5 Cable attachment (When cable retainer is broken)

Note

If cable retainer in A/C control head is broken,

- attach cable with screw



► Fig. 6 Outside temperature switch, checking

The outside temperature switch is located in the water tray near the right side of the evaporator.

The outside temperature switch operates as follows:

Opens: 30°F (-1°C)

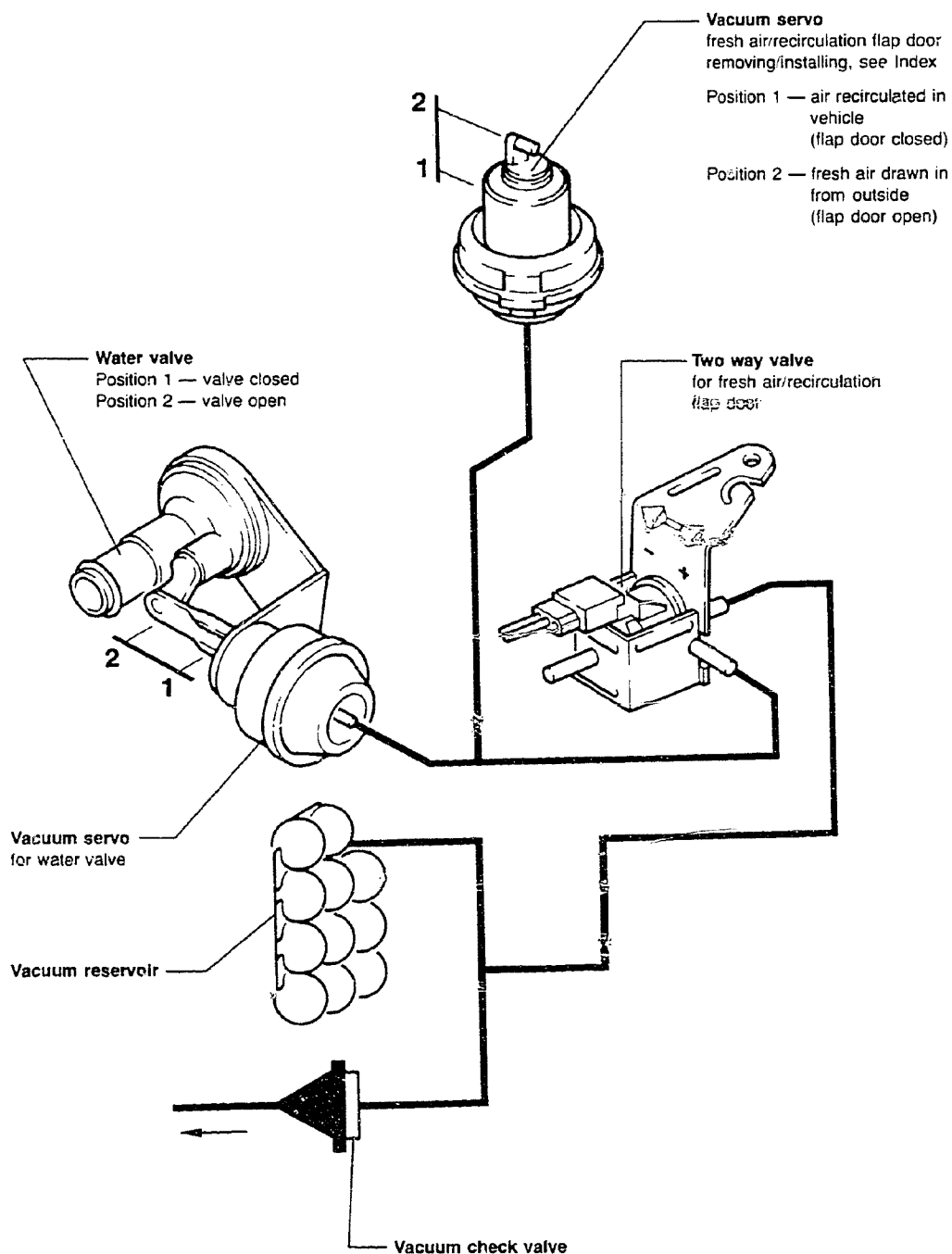
Closes: 45°F (7°C)

When the outside temperature switch opens, power to the A/C compressor clutch is interrupted.

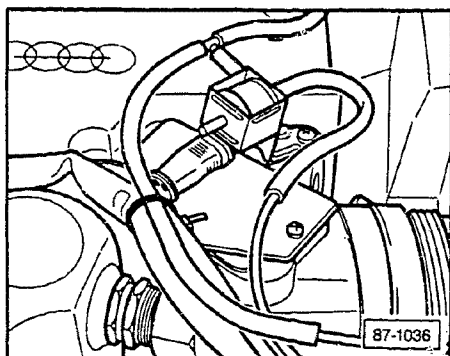
WARNING

Always wear safety goggles when charging or discharging system.

Avoid inhaling fumes when using flame type leak detector. Refrigerant-12 becomes poisonous gas after coming into contact with open flame.



87-1122



► Fig. 1 Two way valve, checking

- start engine and let idle
- switch A/C ON
- push fresh air/recir (REC) button
 - both indicator lamps light
 - fresh air/recirculation flap closes
 - heater valve closes

If NOT OK,

- check voltage supply to two way valve using current flow diagram
- check vacuum hose routing and operation of vacuum servos

A/C system, checking

Troubleshooting preparations

- do not park car in sunlight
- adjust V-belt to proper tension
- clean any obstructions from radiator and condenser
- check that all air channels, covers and seals are **OK** and properly mounted
- check that the supports between the evaporator and heater do not draw in outside air
- start engine
- switch **A/C ON**
- press fresh air/recirculation button (REC)
 - both indicator lamps light
 - A/C compressor switches **ON**
 - fresh air blower runs
 - rad. cooling fan runs
 - fresh air/recirculation flap door is closed
 - heater valve is closed

A/C cooling output, checking

- close hood
- measure outside temperature

If the outside temperature is greater than 90°F (32°C),

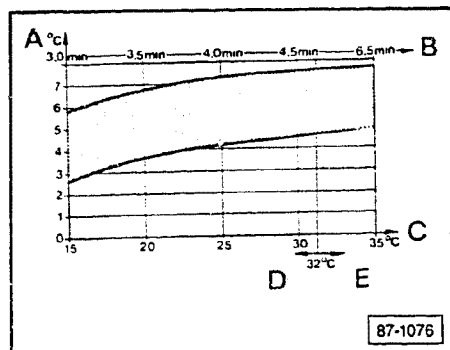
- close doors, windows, and sunroof

If the outside temperature is less than 90°F (32°C),

- open doors

- switch ignition **ON**
- press fresh air/recirculation button (REC)
 - both indicator lamps light
- turn temperature dial to full cold position
- open all instrument panel outlets
- set fresh air blower to speed 4
- turn air distribution dial so all air comes from the center vents

more



- A — air temperature at center vent
- B — time in which the specified temperature must be attained
- C — ambient temperature
- D — doors opened
- E — doors, windows and sunroof closed

- start engine

This begins the time measuring period.

- measure air temperature from instrument panel center vent
- compare measured temperature with graph

If specified value is **NOT** obtained,

- check that the radiator cooling fan operates at the second stage speed
- check position of temperature regulating flap (lever position to heater box)
- replace A/C thermostat
- repeat Cooling output test
- remove A/C refrigerant low pressure switch connector and bridge terminals
- connect A/C manifold gauge set
- repeat cooling output test

If the pressure on the low side drops below 1.2 bar (17.4 psi) during the cooling output test,

- replace restrictor and recharge refrigerant system

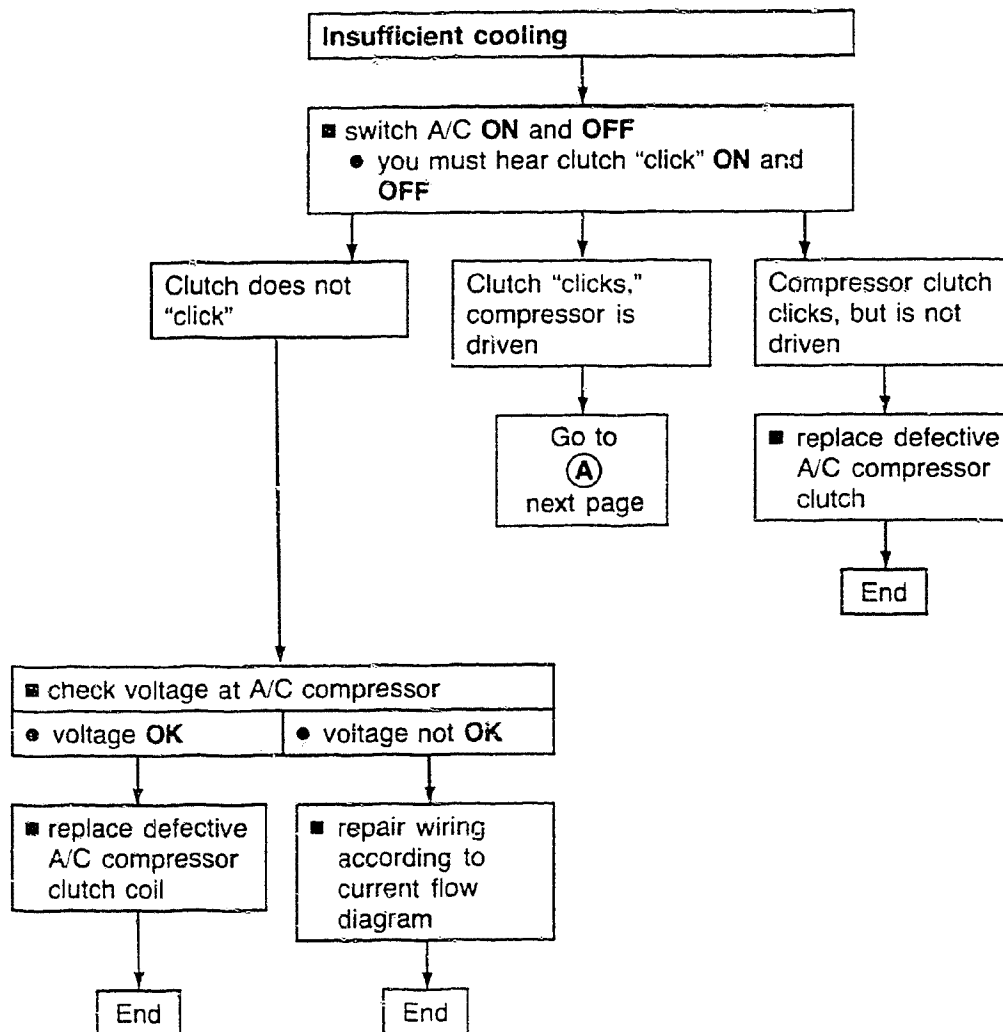
If the pressure on the low side remains greater than 1.2 bar (17.4 psi) during the cooling output test,

- replace A/C refrigerant low pressure switch

Note

If noise comes from the compressor,
 ■ check that compressor brackets are tight

If compressor makes knocking noise especially during hard right hand turns, the refrigerant system is probably over-filled.



WARNING

Automotive refrigerant containing CFC's is hazardous to the earth's atmosphere. To protect our environment, use an Underwriter's Laboratory (UL) approved refrigerant recovery/recycling unit such as **Kent-Moore ACR³**, or equivalent, whenever discharging an A/C system.

Pressure specifications

- test with gauge
 - low pressure = 1.3 bar-3.2 bar (19-46 psi) at idle
 - high pressure = 10.6 bar-17.6 bar (154-255 psi) at idle

(A)

- setting — A/C maximum cooling output
- compare gauge readings with specifications

High pressure too low Low pressure too low	High pressure too low Low pressure too high	High pressure too high Low pressure too low	Pressure normal at first, then High pressure too high Low pressure too low	Pressure OK
---	--	--	--	-------------

No refrigerant in system

- fill system with 100g (4.0 oz) refrigerant R-12
- check and repair leaks
- replace reservoir
- evacuate and recharge system

End

Compressor defective

- clean restrictor
- replace reservoir
- replace compressor
- evacuate and recharge system

End

■ check restrictor

Restrictor blocked

- rinse refrigerant system
- replace restrictor and reservoir
- evacuate and recharge system

Go to (A) next page

High pressure side blocked

Go to (B) next page

