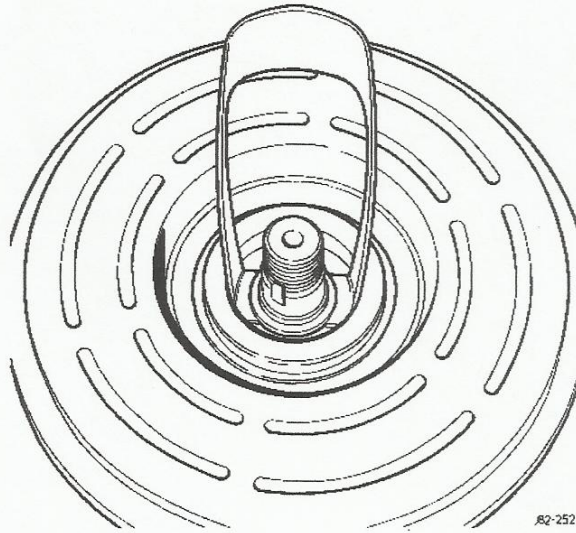


J82-209

Fig. 5



J82-252

Fig. 6

Fit service tool JD150 (Fig. 7).

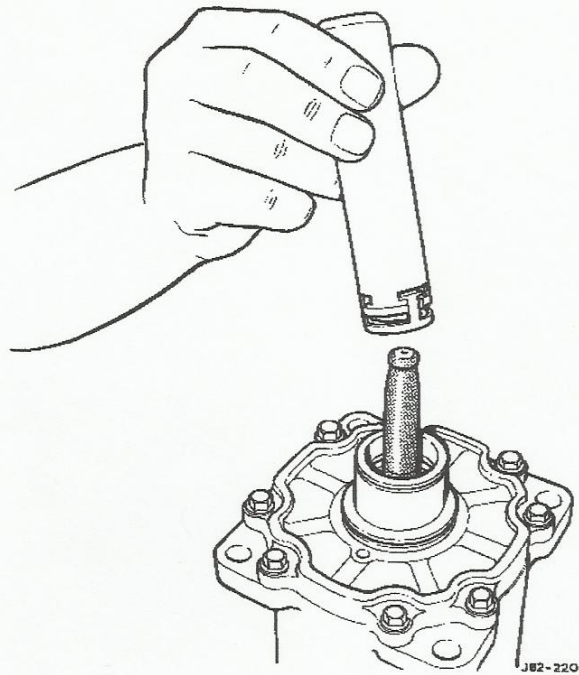


Fig. 7

Turn and remove the seal.

Remove the seal from service tool JD150.

Smear the new front seal seat and new O-ring with clean Ester oil.

Fit tool JD150 to the seal.

Fit the seal protector JD164 to the compressor shaft.

Fit and fully seat the seal to the compressor.

Fit and fully seat the shaft O-ring seal into the groove.

Disengage and remove the tool JD150 from the seal.

Using tool JD147, fit and fully seat the seal seat, then remove tool JD147.

Fit and fully seat the seal seat retaining snap ring.

Fit and fully seat the felt ring.

Fit and fully seat the shims to the compressor.

Fit and fully seat the Woodruff key.

Fit and align the compressor front plate to the keyway.

Fit and fully seat the clutch front plate to the compressor shaft using a suitable piece of tubing.

Remove the tubing.

Fit the clutch drive service tool JD146-1 to the clutch drive.

Fit and tighten the bolts to attach the clutch drive service tool to the clutch drive.

Fit the tommy bar to the clutch drive service tool JD146-1.

Fit and tighten the bolts to secure the clutch front plate.

Undo and remove the bolts securing the clutch drive service tool JD146-1 to the clutch drive.

Remove the tommy bar and the clutch drive service tool JD166-1 from the clutch drive.

Check the air gap (refer to the workshop manual for recommended air gap).

Remove the compressor from the vice.

Flushing the Compressor

Pour 100ml of Ester oil into a clean measuring vessel.

Pour the Ester oil from the measuring vessel into the compressor.

Manually work the oil around the compressor then drain and discard the oil from the compressor.

Recharging the Compressor

Pour 135ml of Ester oil into a clean measuring vessel.

Pour the Ester oil from the measuring vessel into the compressor.

Fit and fully tighten the compressor sump plug.

Fit and align the compressor blanking plate.

Fit and tighten the bolt to secure the blanking plate to the compressor.

Installing the Air-conditioning System Compressor

Fit and align the Ester-charged compressor to its mounting brackets.

Fit the pivot bolt assembly.

Connect the clutch coil harness multi-plug.

Connect the low pressure switch multi-plug connector to the low pressure switch at the rear of the compressor.

Fit the drive belt over the pulley.

Connect the drive belt to the pulley.

Fit the adjuster rod to the compressor.

Fit, but do not tighten, the adjuster rod clamp nut and bolt.

Position the compressor to the stabling link.

Fit, but do not tighten, the stabling link clamp nut and bolt.

Gradually tighten the adjuster nut to obtain the correct tension on the drive belt (refer to the workshop manual for the correct tension figure).

Tighten the adjusting rod locknut to preserve drive belt setting.

Fully tighten the nuts and bolts to secure the stabling link and adjuster rod.

Lower the vehicle from the ramp.

Undo and remove the bolt securing the compressor port blanking plate to the compressor.

Displace and remove the blanking plate from the compressor.

Fit new O-rings to the compressor.

Displace and remove the blanking plugs from the compressor hoses.

Fit and fully seat the muffler to the compressor.

Fit and tighten the bolt to secure the muffler to the compressor.

Fit and fully tighten the nut to secure the pivot bolt.

Removing the Existing Receiver-Drier Bottle

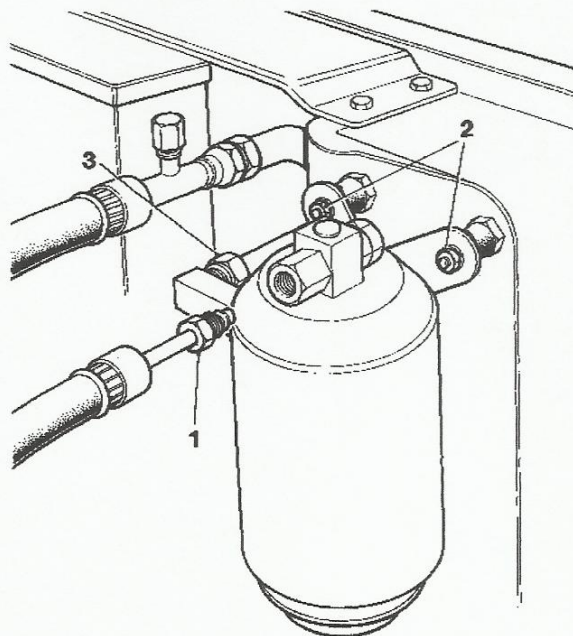
Undo and remove the liquid line union nut at its connection on the receiver-drier bottle (Fig. 8).

Remove and discard the union nut O-ring seal.

Fit suitable blanking plugs to the end of the liquid line hose and to the open port in the receiver-drier bottle (1, Fig. 8).

At the receiver-drier bottle, undo and remove the union nut (3, Fig. 8) on the condenser-to-receiver-drier bottle pipe.

Undo and remove the nuts (2, Fig. 8) securing the receiver-drier bottle.



J82 173

Fig. 8

Displace and remove the receiver-drier from its mounting and disengage from the receiver-drier bottle-to-condenser pipe.

Remove and discard the O-ring seal from the union nut on the receiver-drier bottle-to-condenser pipe.

Fit suitable blanking plugs to the receiver-drier bottle and to the receiver-drier bottle-to-condenser pipe.

Fitting a New R-134a Compatible Receiver-Drier Bottle

Fit a new O-ring seal to the union nut on the receiver-drier bottle-to-condenser pipe.

Remove the blanking plugs from the new receiver-drier-bottle.

Fit and align a new receiver-drier bottle to its mounting bobbin and engage the receiver-drier bottle-to-condenser pipe.

Fit and fully tighten the nuts to secure the receiver-drier bottle.

Fit and fully tighten the union nut on the receiver-drier bottle-to-condenser pipe.

Remove the blanking plugs from the liquid line and the port in the receiver-drier bottle.

Fit a new O-ring seal to the union nut on the liquid line.

Connect the liquid line union nut to the receiver-drier bottle and fully tighten to secure.

Fitting R-134a Adaptors to the R-12 Fittings

The charge port service adaptor threads are coated with thread-locking fluid. Ensure that the threads of the existing R-12 charging valves are cleaned before fitting the new adaptors.

Fit and tighten a straight R-134a refrigerant high pressure adaptor (RED) (Fig. 9) to the R-12 high pressure connector on the discharge hose.

Fit and tighten a straight R-134a refrigerant low pressure adaptor (BLUE) (Fig. 9) to the R-12 low pressure connector on the suction hose.

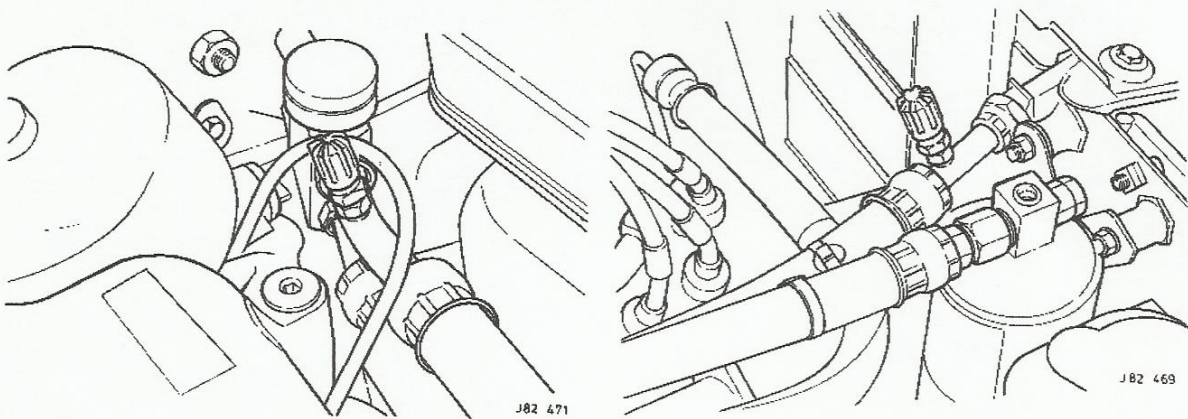


Fig. 9

Charging the Vehicle Air-conditioning System with R-134a Refrigerant

Note: Charging of the air-conditioning charging station and the vehicle's air-conditioning system must be carried out in accordance with the instructions detailed in the operating manual provided with the charging station.

Position the R-134a air-conditioning charging station close to the vehicle and R-134a gas supply cylinder.

Charge the R-134a air-conditioning charging station with 1150 grammes of R-134a refrigerant from a gas supply cylinder.

Disconnect the air-conditioning charging station from the gas supply cylinder.

Undo and remove the protective caps from the high and low pressure charging ports on the vehicle.

Position the R-134a air-conditioning charging station high and low pressure hoses to the vehicle.

Connect the high pressure hose (RED) to the vehicle high pressure charging port (Fig. 9).

Connect the low pressure hose (BLUE) to the vehicle low pressure charging port (Fig. 9).

Evacuate the system in accordance with the charging station procedures.

Switch the R143a air-conditioning charging station to the charging mode.

Charge the vehicle air-conditioning system with 1150 grammes of R-134a refrigerant.

Disconnect the charging station high and low pressure hoses from the charging port adaptors on the vehicle.

Fit protective caps to the low and high pressure adaptors on the vehicle; RED cap for the high pressure adaptor and the BLUE cap for the low pressure adaptor.

Retrofit Warning Labels

Using a suitable oil-resistant marker, fill in all retrofit details on the retrofit label supplied, including the name of the installing Dealer.

Tear off the appropriate language section or sections.

Remove the backing from the self-adhesive label and affix to a prominent position on the inner wing, covering the existing R-12 information label where possible.

Remove, destroy or permanently deface all original labels referring to R-12 refrigerant.

Post-fitting Checks

Using a dedicated HFC R-134a electronic analyser, check for non-visible leaks around the system; gross leakage will be evident by the escape of oil.

Reconnect the battery.

From inside the vehicle, run the engine at idle speed for fifteen minutes with the air-conditioning controls set to manual, full cooling and high fan speed to establish the performance of the air-conditioning system.

Reset the vehicle radio security code and the time clock.

Remove the protective wing covers.

Close the driver side door and the bonnet.