

GENERAL INFORMATION (Continued)

8. Before connecting an open fitting, always install a new O-ring seal. Coat fitting and O-ring seal with refrigerant oil before connecting.
9. When installing a refrigerant line, avoid sharp bends. Position line away from exhaust or any sharp edges which may chafe the line.
10. Tighten fittings only to specified torque. Do not overtighten.
11. When disconnecting a fitting use a wrench on both halves of the fitting to prevent twisting of refrigerant lines or tubes.
12. Do not open a refrigerant system or uncap a replacement component unless it is as close as possible to room temperature. This will prevent condensation from forming inside a component which is cooler than surrounding air.
13. Keep service tools and work area clean. Contamination of a refrigerant system through careless work habits must be avoided.

14. Whenever components in engine compartment or instrument panel areas are being serviced, the battery ground cable must be disconnected to eliminate possibility of electrical shorts, burned-up wiring and dangerous fires. Extreme care must be exercised when performing electrical tests where the battery must be connected to operate the system.

DESCRIPTION AND OPERATION

The A/C refrigerant system is the fixed orifice tube—cycling clutch type. The system components are the compressor and magnetic clutch, condenser, evaporator, suction accumulator / drier and the necessary connecting refrigerant lines. System operation is controlled by the fixed orifice tube and the clutch cycling pressure switch.