

DIAGNOSIS AND TESTING (Continued)

A refrigerant leak will usually appear as an oily residue at the leakage point in the system. The oily residue soon picks up dust or dirt particles from the surrounding air and appears greasy. Through time, this will build up and appear to be a heavy, dirt-impregnated grease.

Most common leaks are caused by damaged or missing O-ring seals at the various hose and component connections. When these O-rings are replaced, the new O-rings should be lubricated with silicone or refrigerant oil. Care should be taken to keep lint from shop towels or cloths from contaminating the internal surfaces of the connection. Leakage may occur at a spring lock coupling if the wrong O-rings are used at the coupling. Use only the green O-rings listed in the Ford Master Parts Catalog for the spring lock coupling.

Another type of leak may appear at the internal Schrader-type A/C charging valve core in the service gauge port valve fittings. If tightening the valve core does not stop the leak, it should be replaced with a A/C Charging Valve Core (19D701).

Missing Service Gauge Port Valve Caps (19D702) can also cause a refrigerant leak. If this important primary seal (the valve cap) is missing, dirt will enter the area of the A/C charging valve core. When the service hose is attached, the valve depressor in the end of the service hose forces the dirt into the valve seat area and the dirt will destroy the sealing surface of the A/C charging valve core. When a service gauge port valve cap is missing, the protected area of the A/C charging valve core should be cleaned and a new Service Gauge Port Valve Cap (19D702) should be installed.

CAUTION: Service gauge port valve caps must be installed finger-tight. If tightened with pliers, the sealing surface of the service gauge port valve may be damaged.

Service Gauge Port Valve Cap (19D702)	Service Gauge Port Valve Core (19D701)	Service Gauge Port Valve Cap (19D702)
SA - 19D702	SA - 19D701	SA - 19D702
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Electrical

Refer to the Taurus/Sable Electrical Vacuum Troubleshooting Manual for a complete schematic and wire colors.

Vacuum System

To test the A/C-heater control system, start the engine and rotate the function selector control knob slowly from one position to another. A momentary hiss sound should be heard as the function control knob is rotated indicating that vacuum is available at the control assembly. A continuous hiss at the control assembly indicates a major leak somewhere in the system. It does not necessarily indicate that the leak is at the control assembly.

If a momentary hiss cannot be heard when the function selector control knob is rotated from one position to another, check for a kinked, pinched or disconnected vacuum supply hose. Also inspect the check valve between the intake manifold and the vacuum reservoir to ensure it is working properly.



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