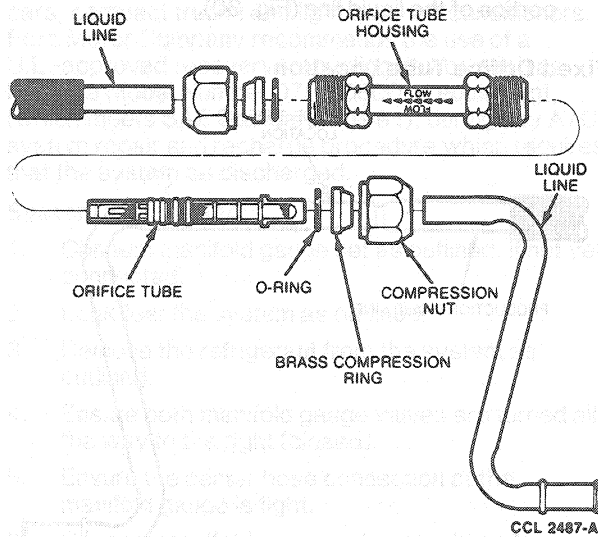


## REFRIGERANT SYSTEM SERVICE (Continued)

7. Lubricate O-rings with clean refrigerant oil and assemble orifice tube kit (with orifice tube installed) to liquid line. Ensure flow direction arrow is pointing toward evaporator end of liquid line, and taper of each compressor ring is toward compression nut.

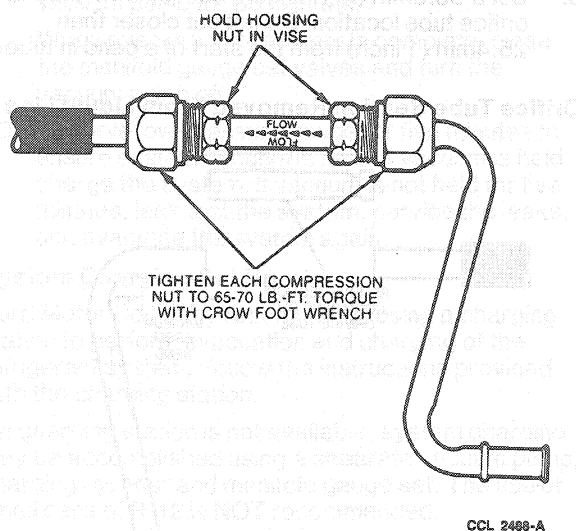
## Orifice Tube Kit Disassembled



NOTE: The inlet tube will be positioned against the orifice tube tabs when correctly assembled.

8. While holding hex of tube in a vise, tighten each compression nut to 88-95 N·m (65-70 lb-ft) with a crow foot wrench.

## Orifice Tube Kit Installed



9. Assemble liquid line to vehicle using new green O-rings lubricated with clean refrigerant oil. Use only specified green O-rings at spring lock coupling.
10. Leak test, evacuate and charge system following approved procedures.

11. Check system for proper operation.

## Suction Accumulator / Drier

## Replacement Guidelines

Replacement of the suction accumulator / drier is necessary anytime a major component of the refrigerant system is replaced. A major component includes condenser, compressor, evaporator core or a refrigerant hose / line. An orifice tube or O-ring is not considered a major component but the orifice tube should be replaced whenever the compressor is replaced for lack of performance.

In addition to the preceding condition, the accumulator / drier should also be replaced if one of the following conditions exist:

- The accumulator / drier is perforated.
- The refrigerant system has been opened to the atmosphere for a period of time longer than required to make a minor repair.
- There is evidence of moisture in the system such as internal corrosion of metal refrigerant lines or the refrigerant oil is thick and dark.

NOTE: The compressor oil from vehicles equipped with an FX-15 compressor may have a dark color while maintaining a normal oil viscosity. This is normal for this compressor because carbon from the compressor piston rings will discolor the oil and should not be confused with contaminated oil.

When replacing the suction accumulator / drier, the procedure given here must be followed to ensure that the total oil charge in the system is correct after the new accumulator / drier is installed.

1. Drain the oil from the removed accumulator / drier into a suitable measuring container. It may be necessary to drill one or two 1/2 inch holes in the bottom of the old accumulator / drier to ensure that all the oil has drained out.
2. Add the same amount of clean new refrigerant oil plus two fluid ounces to the new accumulator / drier. Use only the oil specified for the specific vehicle being serviced.

## Charging From Small Containers

The refrigerant charge level of A/C systems currently being used is critical to optimum performance. An under-charge or an over-charge will adversely affect performance. Using small cans to charge these systems is not recommended because the charge level cannot be accurately controlled. A charging cylinder or a charging station is the only recommended method.

## Refrigerant System Purging to Remove Air and Moisture Vapor

The triple evacuation procedures should be used when there are definite indications of moisture in the system. This procedure is effective in removing small amounts of moisture from the refrigerant system. However, if system is contaminated with a large quantity of water, complete system flushing will be required.