

REFRIGERANT SYSTEM SERVICE (Continued)

The principle of the three evacuations is simple. The first pulldown removes approximately 90 percent of the air and moisture vapors.

The first purge with new, dry Refrigerant-12 mixes with the remaining 10 percent.

With the next evacuation, this mixture will be drawn out so that only approximately 10 percent of the remaining air and moisture vapors remain.

The second purge with new, dry Refrigerant-12 will mix with this 10 percent and the third evacuation will finish the job by drawing out practically all the remaining vapors.

If any water was present in the system at the start of this procedure, most of it will still be there. A short period of vacuum is not long enough to boil and vaporize the water. The Refrigerant-12 purges, in passing over the liquid, will absorb only a relatively small amount of water.

This procedure is effective only when no water is in the system, and should not be used if there is any indication of water in the system.

Adding Refrigerant Oil

It is important that only the specified type and quantity of refrigerant oil be used in the compressor. If there is surplus oil in the system, too much oil will circulate with the refrigerant, reducing the cooling capacity of the system. Too little oil will result in poor lubrication of the compressor.

The A/C compressors used on Taurus and Sable require a special refrigerant oil with special additives. Compressors used on R-12 systems require Motorcraft YN-9 oil. Compressors used on R-134a systems require oil, Ford Specification Number WSH-M1C231-B. Refer to Section 12-03A for compressor oil capacities and compressor replacement procedures.

When it is necessary to replace a component of the refrigeration system, the correct procedures must be followed to ensure the total oil charge on the system is correct after the new component is installed. During normal A/C operation, some refrigerant oil is circulated through the system with the refrigerant and some is retained in the compressor. If certain components of the system are removed for replacement, some of the refrigerant oil will go with the component. To maintain the original total oil charge, it is necessary to compensate for the oil lost by adding oil to the system with the replacement part. Refer to applicable Compressor and Clutch section for the procedure to replace lost oil.

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R-134a Refrigerant Oil

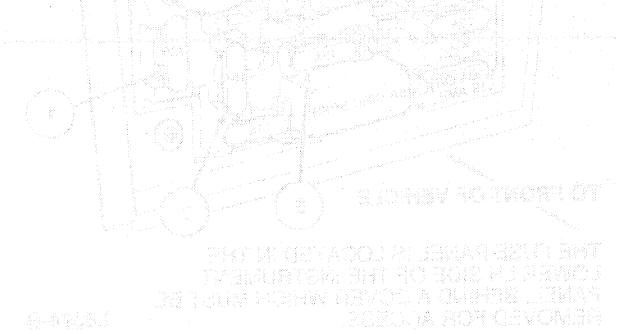
CAUTION: Do not add R-134a refrigerant oil to an R-12 system. Also, do not add R-12 refrigerant oil YN-9 to an R-134a system. Mixing these two types of refrigerant oils may cause poor lubricant circulation resulting in component failure and damage to the A/C systems.

The refrigerant oil required for R-134a A/C systems is a polyalkylene glycol (PAG) oil, Ford specification WSH-M1C231-B or equivalent. This type of refrigerant oil was made specifically for R-134a systems and is not suitable for use in R-12 systems. Never use an R-134a refrigerant oil in R-12 systems.

R-12 systems for Taurus/Sable vehicles require the use of a mineral based refrigerant oil with special additives known as YN-9. This type of refrigerant oil was made specifically for R-12 systems and is not suitable for use in R-134a systems. Never use R-12 refrigerant oil YN-9 in R-134a systems.

Other Refrigerant System Components

Replacement of other refrigerant system components such as hoses, compressor valves, and pressure switches does not require the addition of refrigerant oil.



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Item	Description	Quantity
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