

COMPRESSOR OIL CHECK (Cont.)

York Compressor Oil Level

| Application | Measurement |
|------------------------|----------------------|
| All Models | |
| Horizontal Mount | 1-1 $\frac{3}{8}$ " |
| Vertical Mount | 1-1 $\frac{7}{16}$ " |

1) Turn both the high and low pressure service valve clockwise as far as possible (front-seat position). Loosen cap on the high pressure service valve and bleed residual pressure from compressor.

CAUTION — Only loosen cap a small amount and DO NOT remove cap until pressure is totally relieved.

NOTE — Oil level check plugs are located on either side of compressor crankcase; use check plug which is most convenient when checking oil level with compressor on car.

2) Fabricate a suitable dipstick according to specifications. Using proper end of dipstick, check oil level. Add clean refrigerant oil if necessary. Install new "O" ring seal on filler plug.

3) When oil check is complete, compressor must be purged of air before operating the system.

NOTE — See procedure as outlined in Compressor Replacement in COMPONENT REPLACEMENT Section.

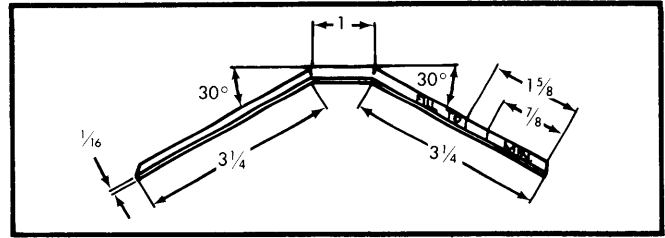


Fig. 4 Dimensions for Locally Made Tecumseh Compressor Oil Level Dipstick

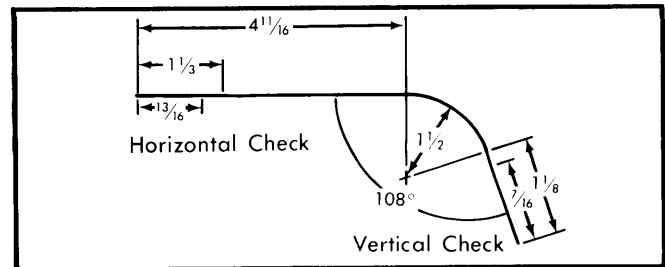


Fig. 5 Dimensions for Locally Made York Compressor Oil Level Dipstick

COMPONENT REPLACEMENT CAUTIONS

BEFORE OPENING THE SYSTEM

Before disconnecting any lines or fittings, the system must be completely discharged; however, if only the compressor is being removed and the compressor is equipped with stem-type service valves (York or Tecumseh), compressor may be isolated without discharging the system.

NOTE — See Compressor Isolation Method.

DISCONNECTING LINES & FITTINGS

After system is discharged, carefully clean entire area around coupling nut to prevent dirt from entering the system. Always use two wrenches to avoid twisting or distorting lines and fittings (hold fitting with one wrench while loosening coupling nut with second wrench). Cap or plug all LINES and FITTINGS immediately to prevent entry of air and moisture into system and do not remove these caps until connections are being made.

See following pages for removal and installation of each component. After replacement or repaired component is installed, connect lines as directed below.

COMPONENT REPLACEMENT

See following pages for removal and installation of each component. After replacement or repaired component installed, connect lines as directed below.

In addition to checking and adjusting the compressor oil level (see Compressor Oil Check), certain component replacement requires additional refrigeration oil. Add specified amounts of oil directly to the component prior to installation.

| Application | Amount |
|----------------------------|--------|
| With Frigidaire Compressor | |
| Evaporator | 3 oz. |
| Condenser | 1 oz. |
| Receiver-Drier | 1 oz. |
| A-6 Accumulator | 1 oz. |
| R-4 Accumulator | 2 oz. |
| With Air-Temp Compressor | |
| Evaporator | 2 oz. |
| Condenser | 1 oz. |
| Receiver-Drier | 1 oz. |

CONNECTING LINES & FITTINGS

A new "O" ring should be used in all instances when connecting lines and fittings (dip "O" ring in clean refrigeration oil and make certain it is not twisted during installation). Always use two wrenches to avoid twisting or distorting lines and fittings, tighten coupling nuts securely.

PLACING SYSTEM IN OPERATION

After component replacement and/or system servicing has been completed and all connections have been made, proceed as follows:

- 1) Evacuate the system using a vacuum pump.
- 2) Charge the system with new R-12 (refrigerant) according to each individual vehicle manufacturers procedure as outlined in this Manual.

NOTE — Also see Refrigerant Capacity in this Section.

- 3) Leak test the system, with particular attention to all new connections and components.
- 4) Make a performance test of the system.