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SERVICE BULLETIN

Classification: HA95-04	Reference: NTB95-015	Date: March 10, 1995
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AIR CONDITIONING (A/C) PARTS PROPER INSTALLATION PROCEDURE

APPLIED VEHICLES: All

SERVICE INFORMATION

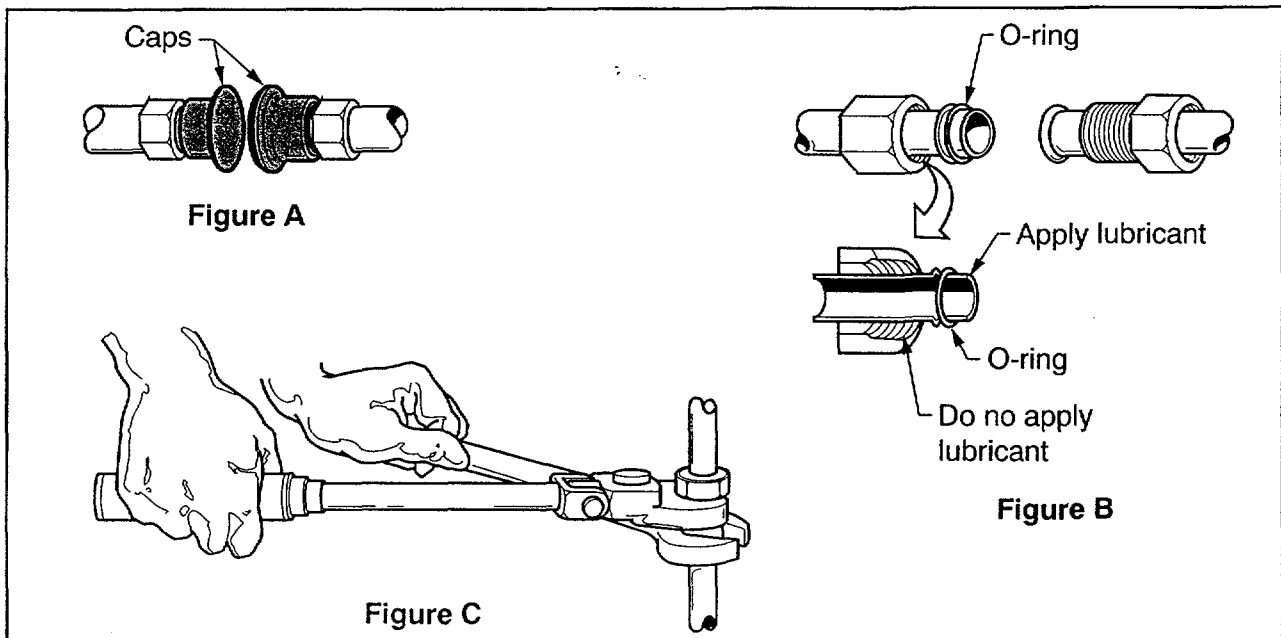
The procedure outlined below shows how to properly handle and install A/C system components during an A/C repair or kit installation.

1. Clean Working Area Surface

Clean all working area surfaces which may come in contact with A/C components. Dirt particles, metal chips, dirty oil, moisture, etc. can contaminate and damage the "O" rings and joint connectors. In addition, ensure that your hands are clean when handling A/C components.

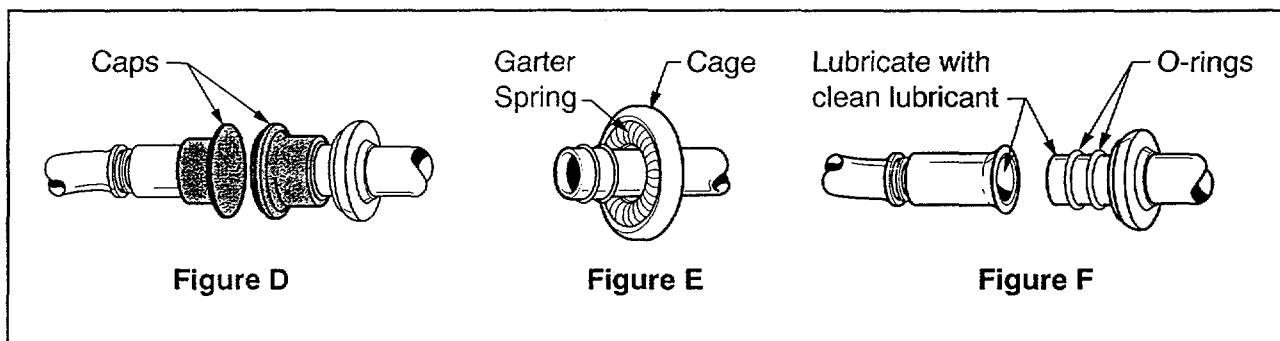
2. Seal Caps

After disconnecting tubes, immediately plug all connector openings with seal caps to prevent entry of dirt and moisture. Do not remove the seal caps of pipes and other components until just before connecting the components. The caps prevent contaminants and moisture from entering and damaging the system (refer to figures A and D).



3A. "O" Rings and Joint Connectors (all vehicles except Quest)

- A. Always replace used "O" rings with new ones. Always install the same size "O" ring.
- B. Inspect new "O" rings and joint connectors before installation.
- C. Make sure the "O" ring(s) are not scratched or cut. If the "O" ring has a cut or scratch, do not use it.
- D. Be sure the "O" ring is on the tube end. Apply a small amount of refrigerant oil to the "O" ring. Be careful not to apply lubricant to the threaded portion (see figure B).
- E. Inspect mating surfaces of components. Make sure there are no contaminants, burrs, scratches or damage especially at sealing surfaces.



3B. "O" Rings and Joint Connectors (Quest only)

- A. Always replace used "O" rings with new ones. Always install the same size and same material "O" ring.
- NOTE:** "O" rings used with the spring lock couplings on the Quest are a special material. The "O" rings normally used in refrigerant system connections **are not** the same material and should not be used with the spring lock coupling.
- B. Inspect joint connectors before installation. Check that the garter spring is in the cage of the male fitting (see Figure E). If the garter spring is damaged, replace it with a new spring.
 - C. Make sure the "O" ring(s) are not scratched or cut. If the "O" ring has a cut or scratch, do not use it.
 - D. Be sure the "O" rings are on the male fitting. Lubricate the male fitting, "O" rings and inside the female fitting with clean lubricant (see figure F).
 - E. Inspect mating surfaces of components. Make sure there are no contaminants, burrs, scratches or damage especially at sealing surfaces.
 - F. If you use a plastic indicator ring, install the ring into the cage opening.
 - G. Fit the female fitting to the male fitting and push until the garter spring snaps over the flared end of the female fitting. To indicate engagement, the plastic indicator ring will snap out of the cage opening when the coupling is connected.

H. If you do not use the indicator ring, visually verify the garter spring is over the flared end of the female fitting.

4. Making the Connections (all vehicles except Quest)

Tighten joint connections by hand first. Confirm the tubes are mated correctly. Then tighten the fittings using a torque wrench and a backup wrench to prevent twisting. Twisting can damage tubes and result in a leak later in the life of the vehicle (see figure C).

5. Torquing (all vehicles except Quest)

Torque the fittings to specification. Do not over torque. Over torque will damage the sealing surfaces and result in a leak. Be especially careful when installing plastic components such as switches and sensors. These components can be easily damaged due to mishandling or over torquing.

6. Leak Check

After completing all connections, evacuate and charge the system with the specified amount of refrigerant. Conduct a leak check to confirm there are no leaks from the connections. For more information on the detection of refrigerant leaks refer to NTB95-014.