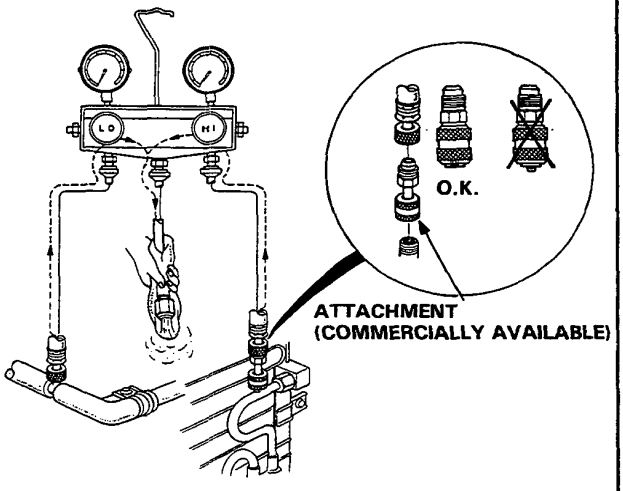
Discharge Procedure

WARNING

- **Keep away from open flames. The refrigerant, although nonflammable, will produce a poisonous gas if burned.**
- **Work in a well-ventilated area. Refrigerant evaporates quickly, and can force all the air out of a small enclosed area.**

1. Connect the gauges as shown.
2. Disconnect the center hose of the gauge set and place the free end in a shop towel.
3. Slowly open the high side manifold valve slightly to let refrigerant flow from the center hose only. Do not open the valve too wide. Check the shop towel to make sure no oil is being discharged with the refrigerant.

   CAUTION: If refrigerant is allowed to escape too fast, compressor oil will be drawn out of the system.
4. After the high pressure gauge reading has dropped below 1000 kPa (10 kg/cm², 142 psi), open the low side valve to discharge both high and low sides of the system.
5. Note the gauge readings and, as system pressure drops, gradually open both high and low side valves fully until both gauges indicate 0 kPa (0 kg/cm², 0 psi).



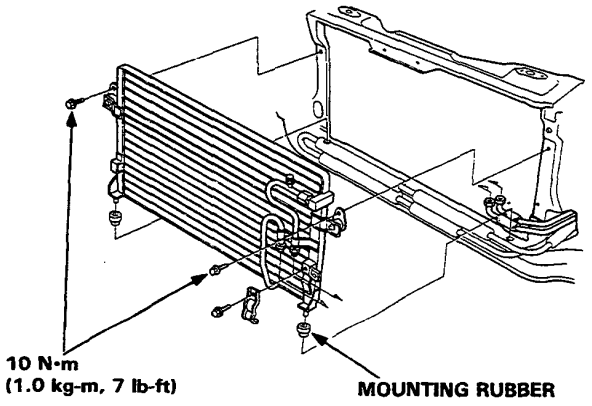
NOTE: Set the attachment to the gauge hose at the high pressure side first, then install the gauge set as shown.

Condenser

Replacement

1. Discharge the refrigerant.
2. Remove the front bumper and engine hood lock (section 14).
3. Disconnect the condenser line and discharge line from the condenser.

   CAUTION: Cap the open fittings immediately to keep moisture and dirt out of system.
4. Remove the mounting bolts (2) and condenser.



5. Install in the reverse order of removal, and charge the system (page 15-54) and test performance (page 15-57).