

Air Conditioner Refrigerant Line Assembly Instructions

—1978 Mustang II w/Manual A/C-Heater & 2.3L, 2.8L Engine

The following information replaces earlier information relating to air conditioner refrigerant line assemblies.

Liquid line and/or compressor discharge line replacement:

1. Remove the condenser assembly from the vehicle following the procedures for Condenser Assembly Removal.

2. Remove the two clamps retaining the refrigerant lines (Figure 12) to the condenser refrigerant line support.

3. To replace the liquid line, disconnect the line at the lower right corner of the condenser (Figure 13) and remove the liquid line. Cap the liquid line connection to the condenser.

4. Obtain a condenser outlet tube assembly (Part No. D8ZZ-19N585-A) and assemble the outlet tube to the condenser using a new O-ring dipped in clean refrigerant oil. Tighten the connection to the specification using a back-up wrench to prevent component damage.

5. To replace the compressor discharge line, disconnect the discharge line at the left center of the condenser and remove the discharge line. Cap the discharge line connection to the condenser.

6. Obtain a condenser inlet tube assembly (Part No. D8ZZ-19C700-A) and assemble the inlet tube to the condenser using a new O-ring dipped in clean refrigerant oil. Tighten the connection to specification using a back-up wrench to prevent component damage.

7. Install the two clamps to retain the refrigerant lines to the condenser refrigerant line support.

8. Connect a new liquid line to the condenser outlet tube or a new discharge line to the condenser inlet tube depending on which line was replaced. Use a new O-ring dipped in clean refrigerant oil and tighten the connection to specification using a back-up wrench to prevent component damage.

9. Install the condenser assembly in the vehicle following the procedures for Condenser Assembly Installation.

Condenser and receiver/drier assembly replacement:

1. Remove the condenser assembly from the vehicle following the procedures for Condenser Assembly Removal.

2. Remove two clamps retaining the refrigerant lines to the condenser refrigerant line support.

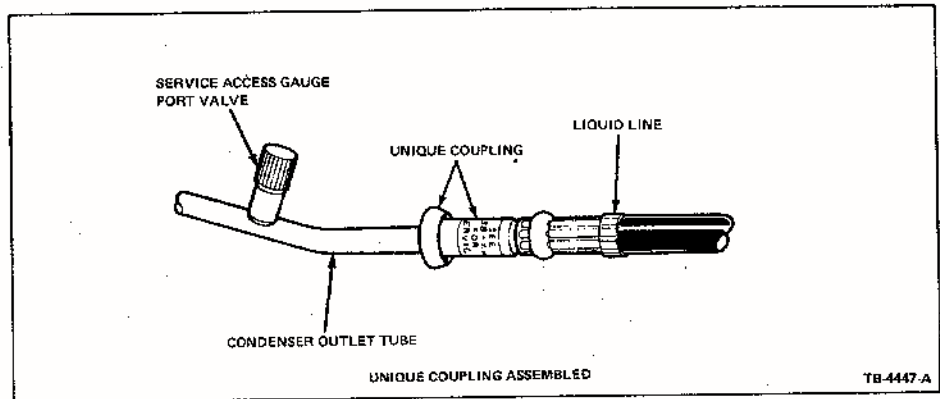


Figure 12 — Article No. 3211-S

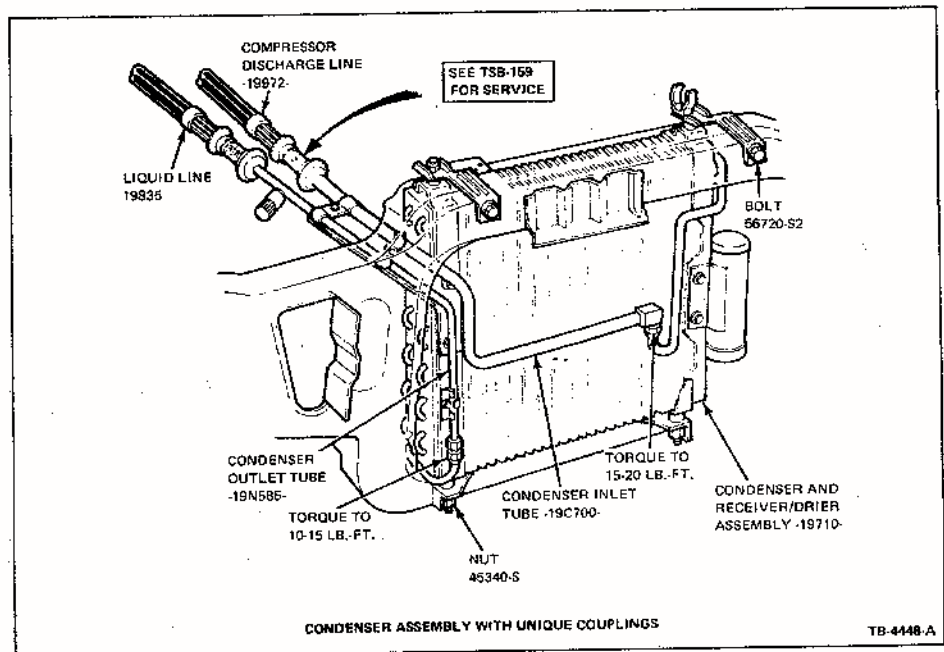


Figure 13 — Article No. 3211-S

(Continued on Page 17)

3. Disconnect the liquid line from the lower right corner of the condenser (Figure 13), cap the liquid line, and remove the liquid line from the condenser.

4. Disconnect the compressor discharge line at the left center of the condenser (Figure 13), cap the discharge line, and remove the discharge line from the condenser.

5. Obtain a service replacement condenser and receiver/drier assembly (19710). Assemble the receiver/drier to the condenser core if they are not available as an assembly. Use new O-rings dipped in clean refrigerant oil and tighten the connectors to specifications using a back-up wrench to prevent component damage.

6. Remove the two refrigerant line clamps and remove the two refrigerant lines from the new service replacement condenser.

7. Add two fluid ounces of clean refrigerant oil to the replacement condenser and receiver/drier assembly.

8. Connect the liquid line and the compressor discharge line (removed from the old connector) to the service replacement condenser. Use new O-rings dipped in clean refrigerant oil. Tighten both connections to specification using a back-up wrench to prevent component damage.

9. Install the two clamps to retain the refrigerant lines to the condenser refrigerant line support.

10. Install the condenser assembly in the vehicles following the procedures for Condenser Assembly Installation.

Condenser assembly removal and installation:

1. Discharge the refrigerant system following the procedures given in Part 36-32 of the 1978 Car Shop Manual. Observe all safety precautions given in Part 36-31 of the 1977 Car Shop Manual.

2. Disconnect the cables from the battery and remove the battery from the vehicle.

3. Disconnect the liquid line from the combination valve and cap the liquid line and the combination valve opening. Use a back-up wrench to prevent component damage while disconnecting the liquid line.

4. Disconnect the compressor discharge line clamp from the top side of the compressor.

5. Disconnect the discharge line from the compressor and cap the discharge line and the compressor discharge port.

6. Remove the screw attaching the compressor suction line clamp to the condenser upper right mounting bracket on vehicles equipped with 2.8L engines.

7. Disconnect the compressor suction line from the suction accumulator and position the suction line to one side (vehicles with 2.8L engine only). Cap the suction line and the accumulator to prevent the entry of dirt or excessive moisture.

8. Remove four plastic push rivets and remove the radiator upper air deflector from the top of the radiator support.

9. Working under the vehicle, remove two nuts retaining the condenser lower mounting studs to the lower mounting brackets (Figure 13).

10. Remove two bolts attaching the condenser upper mounting brackets to the radiator support (Figure 13).

11. Lift the condenser and receiver/drier assembly with refrigerant lines attached up and out of the vehicle and place the condenser on a clean work bench.

Installation:

1. Position the condenser and receiver/drier assembly to the radiator support making sure the condenser lower mounting studs are inserted in the lower mounting brackets.

2. Install two nuts to retain the condenser lower mounting studs to the lower mounting brackets (Figure 13).

3. Install two bolts to attach the condenser upper mounting brackets to the front of the radiator support (Figure 13).

4. Install the radiator upper air deflector (four push rivets).

5. Route the compressor suction line over the radiator support (vehicles with 2.8L engines only) and install the clamp attaching the suction line to the condenser upper right mounting bracket.

6. Connect the suction line to the ac-

cumulator (vehicles with 2.8L engines only). Use a new O-ring dipped in clean refrigerant oil. Tighten the connection to specification using a back-up wrench to prevent component damage.

7. Connect the compressor discharge line to the compressor. Use a new O-ring dipped in clean refrigerant oil. Tighten the connection to specification using a back-up wrench to prevent component damage.

8. Connect the discharge line clamp to the compressor.

9. Connect the liquid line to the combination valve using a new O-ring dipped in clean refrigerant oil. Tighten the connection to specification using a back-up wrench to prevent component damage.

10. Place the battery in the battery tray and retain in position. Then connect the positive cable to the battery positive terminal and the ground cable to the battery negative terminal.

11. Leak test, evacuate and charge the refrigerant system following the procedures given in Part 36-32 of the 1978 Car Shop Manual. Observe all safety precautions given in Part 36-31 of the 1977 Car Shop Manual.

12. Check the system for proper operation.

WARNING: The liquid refrigerant evaporates so rapidly that the resulting refrigerant gas will displace the air surrounding the area where the refrigerant is released. To prevent possible suffocation in enclosed areas, always discharge the refrigerant from an air cooling system into the garage exhaust collector. Always maintain good ventilation surrounding the work area.

TORQUE SPECIFICATIONS

Note: Use a back-up wrench when tightening refrigerant line connections.

Description	Torque (lb-ft)
Liquid line-to-condenser	8-13
Liquid line-to-combination valve	10-15
Discharge line-to-condenser	24-29
Discharge line-to-compressor	20-35
Condenser inlet (discharge) tube-to-condenser core	15-20
Condenser outlet (liquid) tube-to-condenser core	10-15

(Information for **The Troubleshooter** is taken directly from *Technical Service Bulletins* issued by Ford Motor Company for dealership- and factory-trained mechanics. The data is designed to help mechanics correct recurring problems as efficiently and quickly as possible.)

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