



Service

The majority of compressor parts are made up of aluminum alloys and care must be taken in handling not to mar, nick or scratch. All machined surfaces must be free of nicks and burrs to insure proper fit and gasket seating. When replacing parts and securing with bolts or cap screws, the specified torque requirements on page 15 should never be exceeded. Bolts should all be run in until the bolt heads make contact, then tightened with a torque wrench in a sequence resulting in tightening of diagonally opposite bolts until all are drawn up to specified torques. (Refer to torque sequence page 15.)

An important factor in compressor servicing is cleanliness and care should be exercised to prevent dirt or foreign material from entering the compressor when it is opened. All old gaskets should be removed and replaced. All gasket surfaces should be clean and all parts to be reused should be washed in a suitable petroleum base solvent.

CLUTCH SERVICING

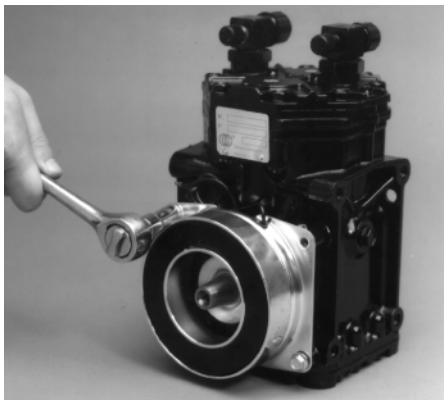
REMOVAL



1. Remove the clutch center bolt and washer using the adjustable spanner wrench to hold the clutch pulley.



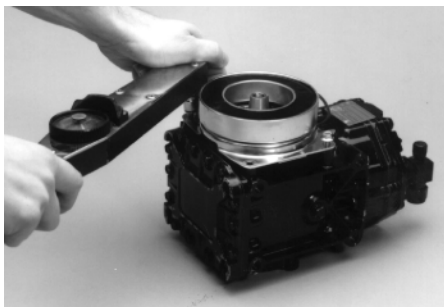
2. Install clutch removal bolt into the clutch. Using the adjustable spanner wrench to hold the clutch pulley in place, tighten the clutch bolt until the clutch pulley is forced free.



3. Remove the clutch mounting bolts.

INSTALLATION

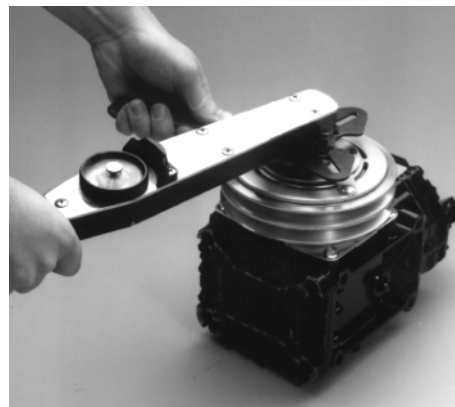
1. Check that a key is properly inserted in the shaft of the compressor.



2. Mount and center the coil bracket. Tighten the four clutch mounting bolts using a torque wrench to 13-19 ft. lbs. (17.6-25.8 N-m). NOTE: Only use bolts that have a loctite patch on the threads.



3. Place clutch pulley over shaft making sure to align the key way over the shaft key.



4. Install and tighten the clutch center bolt and washer using a torque wrench to 20-25 ft. lbs. (27.1-33.9 N-m).

5. Spin the clutch pulley to verify there is no interference. Verify the clutch engages when the proper voltage is applied.