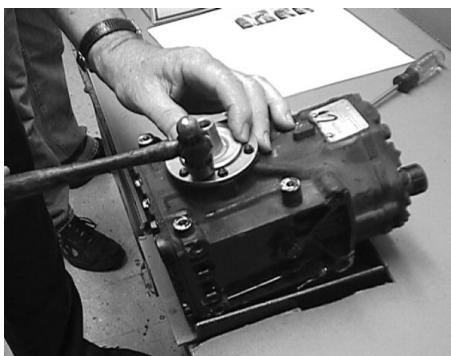
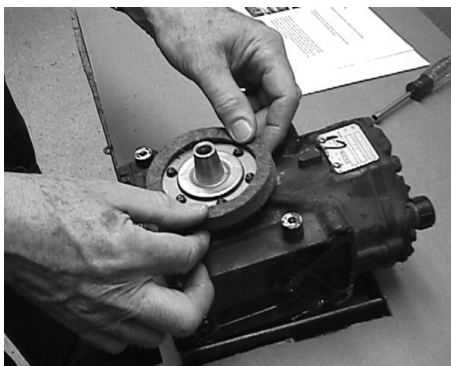




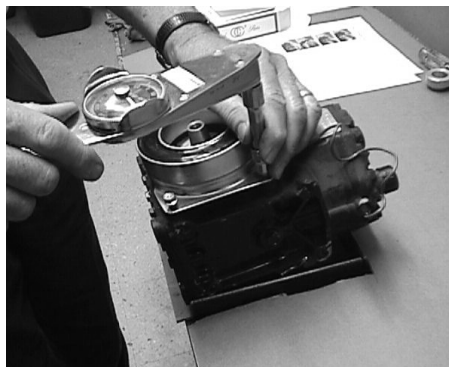
the crankcase face. Continue to hold pressure between the seal plate and the crankcase face while aligning and installing the six (6) hold down screws. Use a nut driver or similar tool for initial tightening. Failure to hold the seal plate against the crankcase face until all screws are firm against the seal plate may result in a chipped or broken carbon ring. Remove the centering tool and use a star pattern sequence to tighten the six (6) screws to a finish torque of 5-8 ft. lb. (7-11 N-m).



7. Install the metal dust cover, tapping it firmly into place.



8. Install felt ring dust shield, placing it around the seal plate and tight against the compressor housing.



9. Reinstall the clutch, using the four new screws supplied with the seal kit to attach the field coil assembly, tighten these screws to 13-19 ft.lb. (18-26 N-m). Install the clutch armature/pulley assembly and tighten the center bolt to 20-25 ft.lb. (27-34 N-m) Insure that the pulley spins freely. Remove the caps from the suction and discharge ports, and using the tool that tightened the center bolt, rotate the compressor six (6) to ten (10) revolutions to seat the carbon ring uniformly against the seal plate. Replace the suction and discharge port caps.

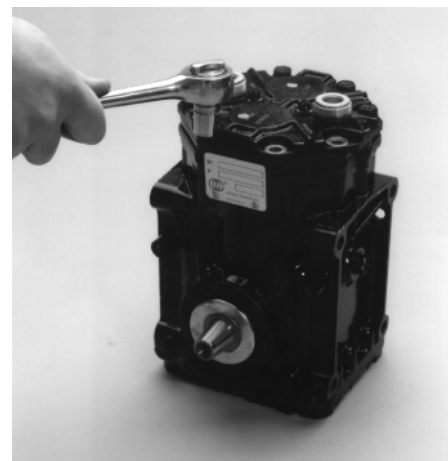
## HEAD AND VALVE PLATE SERVICING

Prior to servicing the head and valve plate, both service valves should be opened to free any gas pressure which may be in the compressor. The cylinder head is made of aluminum and care should be taken when removing it not to damage the sealing surfaces.

## REMOVAL



1. Remove the screws from flanged type service valves. Note that these four screws are longer than the remaining head screws. If the valves are of the Rotalock type or Tube 'O' type, remove by loosening the hex nuts which are a part of the valve assembly.



2. Remove the remaining screws in the head and remove the valve plate and head from the cylinder by prying or tapping under the ears which extend from the valve plate. If the head and valve plate adhere, hold the head and tap the valve plate ears away from the head with a soft hammer. Do not hit or tap the head to separate the head and valve plate because damage to the head may result.