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A/C SYSTEM GENERAL DIAGNOSTIC PROCEDURES

Article Text

1984 Mazda RX7

For iluvmyrx7.com

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Saturday, June 08, 2002 10:08PM

ARTICLE BEGINNING

1983-90 AIR CONDITIONING & HEAT
General Servicing Diagnostic Procedures

All Import Makes & Models

Diagnosis is an important first step in A/C system servicing. To save time and effort, systems should be carefully checked to identify the causes of poor performance. By using the following diagnostic charts, defective components or system damage can be quickly located. To identify problems that are specific to one system, refer to the repair section of this manual. The charts in this section apply to all systems.

ALTITUDE PRESSURE VARIATIONS

ALTITUDE PRESSURE VARIATIONS TABLE

| Altitude (Ft. Above Sea Level) | Absolute Pressure of Atmosphere (psi) | Gauge Altitude Correction (1) (psi) |
|--------------------------------------|---|---|
| 0 | 14.7 | 0 |
| 1000 | 14.2 | -0.5 |
| 2000 | 13.7 | -1.0 |
| 3000 | 13.2 | -1.5 |
| 4000 | 12.7 | -2.0 |
| 5000 | 12.2 | -2.5 |
| 6000 | 11.7 | -3.0 |
| 7000 | 11.3 | -3.4 |
| 8000 | 10.9 | -3.8 |
| 9000 | 10.5 | -4.2 |
| 10,000 | 10.1 | -4.6 |

(1) - Subtract correction shown from gauge readings.

ALTITUDE VACUUM VARIATIONS

ALTITUDE VACUUM VARIATIONS TABLE

| Altitude (Ft. Above Sea Level) | Absolute Pressure of Atmosphere (psi) | Gauge Altitude Correction (1) (psi) |
|--------------------------------------|---|---|
| 0 | 29.92 | 0 |
| 1000 | 28.92 | +1.0 |
| 2000 | 27.82 | +2.1 |
| 3000 | 26.82 | +3.1 |
| 4000 | 25.82 | +4.1 |
| 5000 | 24.92 | +5.0 |
| 6000 | 23.92 | +6.0 |
| 7000 | 23.02 | +6.9 |
| 8000 | 22.22 | +7.7 |
| 9000 | 21.32 | +8.6 |
| 10,000 | 20.52 | +9.4 |

(1) - Add correction shown to gauge readings.

PREPARATION FOR TESTING

- 1) Attach Low and High pressure gauges.
- 2) Start engine and allow to warm up.
- 3) Set system to "COOL" and blower to "HIGH".
- 4) Open car doors and hood.
- 5) Run engine at fast idle for 2-3 minutes.

AIR CONDITIONING SYSTEM PERFORMANCE CHECK TABLE

| PERFORM TESTS: | SHOULD BE: | IF: |
|-----------------------------|----------------------|--|
| Temperature Check | | Temperature Check Is |
| * Switch to "LOW" blower. | | |
| * Close doors. | | |
| * Check outlet temperature. | 35-45° F | Too warm - Check control lever operation, heater water valve, cooling system and gauge readings. |
| Visual Check | | Visual Check Shows: |
| * Compressor | Quiet, No Leaks | Noisy - Check belts, oil level, seals, gaskets, reed valves. |
| * Condenser | Free of Obstructions | Blocked - Clean off. Plugged - Flush or replace. |
| * Receiver-Drier | Dry & warm to touch | Frosty - Check for restriction, replace desiccant. |
| * Sight Glass | Clear or few bubbles | Bubbly, foamy or streaks - Check gauge readings. |
| * High Side Lines | Dry & warm to touch | Frosty or very hot - Check for restriction or overcharge. |
| * Low Side Lines | Dry & cool to touch | Frosty or warm - Check for restriction, low charge or bad valve. |
| * Expansion Valve | Dry | Frosty - Check for moisture or restriction. Check sensing bulb. |
| * STV | Dry & cool to touch | Frosty or warm - Check gauge readings for valve malfunction. |
| * Evaporator | Dry & cold to touch | Freezing or warm - Check expansion valve, STV or thermo switch. |
| Gauge Readings | | Gauge Readings are: |
| * High Side Gauge | See Pressure Chart | Above or below normal - See A/C Diagnosis. |
| * Low Side Gauge | See Pressure Chart | Above or below normal - See A/C Diagnosis. |

AMBIENT TEMPERATURE/PRESSURE

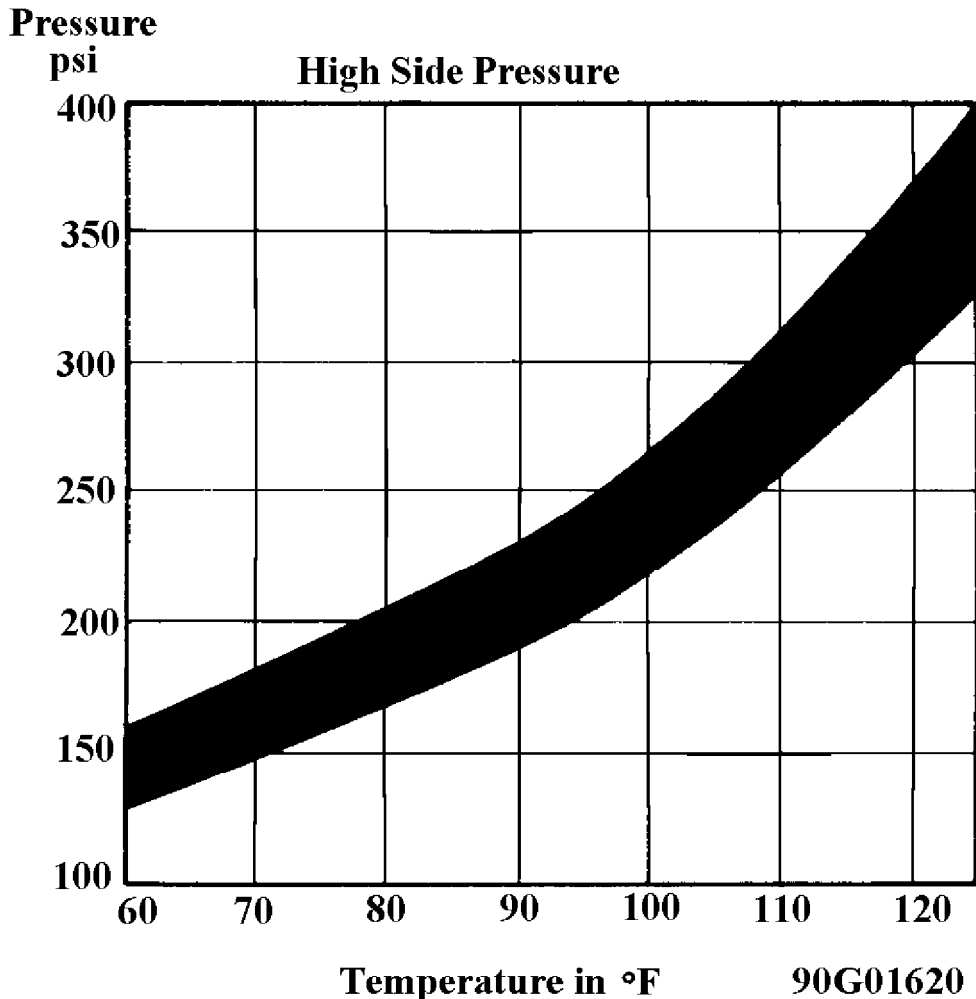
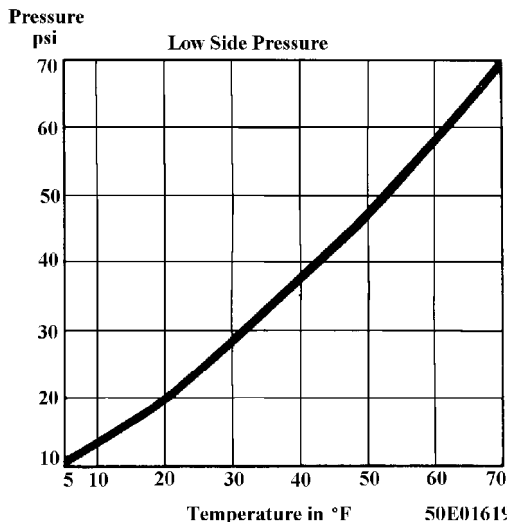


Fig. 1: Ambient Temperature/Pressure A/C Chart

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EVAPORATOR TEMPERATURE/PRESSURE



A/C SYSTEM

Fig. 2: Evaporator Temperature/Pressure A/C Chart

AIR CONDITIONING DIAGNOSIS WITH GAUGES FOR SYSTEMS WITH INSUFFICIENT OR NO COOLING TABLE

| Low Side Gauge | High Side Gauge | Other Symptoms (1) | Diagnosis |
|----------------|-----------------|---|---|
| NORMAL | NORMAL | No or few bubbles in sight glass. High side gauge may go high. Low side gauge does not fluctuate with compressor on/off cycle. | Some Air and Moisture in System |
| NORMAL | NORMAL | Cools okay in morning but not during hot part of day. Bubbles in sight glass. Discharge air warm when low side gauge drops into vacuum. | Excessive Moisture in System |
| NORMAL | NORMAL | Thermostatic switch system only - compressor cycles off and on too rapidly. | Defective Thermostatic Switch |
| NORMAL to HIGH | NORMAL | Cycling clutch systems only - compressor doesn't turn on soon enough. Discharge air becomes warm as low side pressure rises. | Misadjusted Thermostatic Switch or Defective Pressure Sensing Switch |
| LOW | LOW | Bubbles in sight glass. Outlet air slightly cool. | Low R-12 Charge |
| LOW | LOW | Sight glass clear. Outlet air very warm. | Excessively Low R-12 Charge |
| LOW | LOW | Outlet air slightly cool. Sweating or frost at expansion valve. | Expansion Valve Stuck Closed Screen Plugged or Sensing Bulb Malfunction |
| LOW | LOW | Outlet air slightly cool. High side line cool to touch. Sweating or frost on high side. | Restriction on High Side |
| LOW | HIGH | Evaporator outlet pipe cold. Low side goes into vacuum when blower is disconnected. | STV Stuck Open |
| HIGH | LOW | Evaporator outlet pipe warm. Outlet air warm. | STV Stuck Closed |
| HIGH | LOW | Noise from compressor. | Compressor Malfunction |
| HIGH | HIGH | Outlet air warm. Liquid line very hot. Bubbles in sight glass. | Compressor Malfunction or R-12 Overcharge |
| HIGH | HIGH | Outlet air slightly cool. Bubbles in sight glass. | Large Amount of Air and Moisture in System |
| HIGH | HIGH | Outlet air warm. Evaporator outlet sweating and frost. | Expansion Valve Stuck Open |

(1) - If equipped with a low refrigerant charge protection system, compressor operation may have stopped.

A/C SYSTEM PRECAUTIONS

Article Text

1984 Mazda RX7

For iluvmyrx7.com

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Saturday, June 08, 2002 10:08PM

ARTICLE BEGINNING

AIR CONDITIONING & HEAT
A/C System Precautions

* PLEASE READ THIS FIRST *

CAUTION: When discharging air conditioning system, use only approved refrigerant recovery/recycling equipment. Make every attempt to avoid discharging refrigerant into the atmosphere.

BEFORE OPENING THE SYSTEM

Before disconnecting any lines or fittings, the system must be completely discharged using approved refrigerant recovery/recycling equipment.

DISCHARGING A/C SYSTEM

NOTE: Recent findings by the EPA indicate that R-11, R-12 and R-113 are harmful to the Earth's protective Ozone layer. Make every attempt possible, to avoid discharging R-11, R-12 or R-113 into the atmosphere.

1) Remove service valve caps and install gauges. For high side gauge hose, Adapter (D81L-19703-A) must be used to connect to high side service valve.

2) Place open end of center hose in garage exhaust outlet or in a well ventilated area. Slightly open low side gauge valve and let refrigerant escape slowly without losing refrigerant oil.

3) When system is nearly discharged, using approved refrigerant recovery/recycling equipment, open high side gauge valve to release any pressure trapped in compressor. Close valves immediately after discharging to prevent entry of moisture.

DISCONNECTING LINES & FITTINGS

1) After system is discharged, using approved refrigerant recovery/recycling equipment, carefully clean entire area around coupling nut to prevent dirt entering system. Always use two wrenches to avoid twisting or distorting lines and fittings (hold fitting with one wrench while loosening coupling nut with second wrench).

2) Cap or plug all LINES and FITTINGS immediately to prevent entry of air and moisture into system. Do not remove these caps until connections are being made.

COMPONENT REPLACEMENT

When components are replaced, system oil level must be adjusted. Add refrigeration oil to replacement component. See Compressor oil Check article, as well as, Component Oil Replacement Quantities" chart under "A/C SYSTEM SPECS" article in this section.

USING R-12 REFRIGERANT - SAFETY PRECAUTIONS

1) Always work in a well-ventilated, clean area. Refrigerant (R-12) is heavier than oxygen, and will displace oxygen in a confined

area. Always wear eye protection when working around air conditioning systems and R-12. The system's high pressure can cause severe injury to eyes and skin if a hose were to burst. R-12 evaporates quickly when exposed to atmosphere, freezing anything it contacts.

2) Use care when handling refrigerant containers. DO NOT drop or strike containers or expose refrigerant containers to excessive heat. Containers must never be heated more than 125°F (52°C). Never expose R-12 directly to open flame.

CAUTION: When R-12 is exposed to an open flame, drawn into a running engine, or detected with a Halide (propane) leak tester, poisonous phosgene gas is formed. Keep work areas ventilated and avoid running engines near work area.

USING INDIVIDUAL R-12 CANS

Disposable refrigerant cans (referred to as one pound cans) have a flat type seal or a screw type seal, and proper can tap must be used for each type. Be sure sealing gasket on can tap is in good condition. A proper safety can tap will prevent refrigerant from flowing back into open can, as tap has a one-way flow control.

NOTE: Recent findings by the EPA indicate that refrigerant is harmful to the Earth's protective Ozone layer. When discharging refrigerant avoid allowing refrigerant to enter the atmosphere. Refrigerant recovery system should be used when discharging the system.

MULTI-CAN DISPENSING VALVES

A multi-can dispensing valve allows attachment of several cans of refrigerant, and is a good substitute when a bulk container is not available. Cans are installed onto each leg of multi-can dispensing valve in the same manner as the individual cans, and each leg has its own can tap.

CAN TAP INSTALLATION FLAT TYPE SEAL CANS

On cam-lock or one-piece can taps, first turn the handle outward to the fully open position. Securely engage locking lugs over the can flange, and lock them in place by turning cam lock or locking nut. Screw tap assembly into adapter so sealing gasket is fully seated against the can top. Turn tap inward to pierce the can and close the tap. DO NOT open tap until ready to purge the service hose or dispense refrigerant into the system.

On 2-piece can taps, be certain tap handle is turned fully inward to the closed position. Check that locking base is turned to its outer limit. Securely engage locking lugs over the can flange. Turn entire tap assembly (without disturbing the closed setting) downward into the locking base to pierce the can. DO NOT open tap until ready to dispense into system.

SCREW TYPE SEAL CANS

Ensure can tap is fully closed. Screw refrigerant can into can tap fitting until tight. This will pierce the can. Connect tap to center hose on manifold gauge set. DO NOT open tap until ready to dispense R-12 into system.

WARNING: DO NOT open high side hand valve while air conditioning

A/C SYSTEM PRECAU'

system is in operation. This high pressure could rupture can or fitting at safety can valve, resulting in damage and personal injury.

CONNECTING LINES & FITTINGS

A new "O" ring should be used in all instances when connecting lines and fittings (dip "O" ring in clean refrigeration oil and make certain it is not twisted during installation). Always use two wrenches to avoid twisting or distorting lines and fittings, tighten coupling nuts securely.

PLACING SYSTEM IN OPERATION

After component replacement and/or system servicing has been completed and all connections have been made, proceed as follows:

- 1) Evacuate the system using a vacuum pump.
- 2) Charge the system with new R-12 (refrigerant) according to each individual vehicle as outlined in the GENERAL COOLING SYSTEM SERVICING article. Also see Refrigerant Capacity in this Section.
- 3) Leak test the system, with particular attention to all new connections and components.
- 4) Make a performance test of the system. Never assume that a recharging has automatically corrected a problem.

COMPRESSOR REMOVAL INFORMATION - ISOLATION METHOD

On systems which have compressors equipped with stem-type service valves (Tecumseh), it is possible to isolate the compressor for removal.

Isolating

Turn both high and low pressure manual valves to extreme clockwise (front seat) position. Loosen cap on high pressure manual valve connection to compressor and allow gas to escape until compressor is relieved of pressure.

COMPRESSOR REMOVAL INFORMATION - DISCHARGE METHOD

This procedure is to be used on vehicles which have compressor equipped with Schrader service valves. In these cases, the compressor cannot be isolated and the system must be discharged, using approved refrigerant recovery/recycling equipment, prior to compressor removal.

END OF ARTICLE

1.2L ENG MODIFIED LONE STAR A/C EVAPORATOR INSTALL CAT. 15, NO. 126/83

Article Text

1984 Mazda RX7

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Saturday, June 08, 2002 10:12PM

ARTICLE BEGINNING

TECHNICAL SERVICE BULLETIN

AIR CONDITIONER EVAPORATOR INSTALLATION

Models 1984 RX7
Bulletin No. 126/83
Category 15
Date 12/23/83

DESCRIPTION

The following modifications must be made when installing a Lone Star air conditioner on 1984 RX7. If these modifications are not made, the evaporator will not align with the heater case and blower and consequently, air leakage will occur from the seal plates.

REPAIR PROCEDURE

1. Cut the insulation in the area of the upper mounting stud for the evaporator. Cut the insulation as needed to allow the evaporator bracket to bolt directly to the dash frame (Fig. 1).

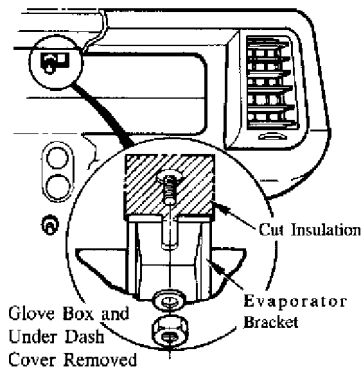


Fig. 1: Evaporator Bracket Installation

2. Install the evaporator as shown. Route the instrument harness on top of the evaporator approximately 6 inches from the firewall as shown in Fig. 2.

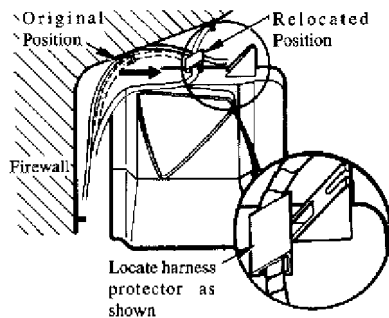


Fig. 2: Evaporator Installation

END OF ARTICLE

A/C LITE DIM/NOT ON - WIRE HARNESS CONNECTOR CAT. 16, NO. 008/85

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Saturday, June 08, 2002 10:13PM

ARTICLE BEGINNING

TECHNICAL SERVICE BULLETIN

AIR CONDITIONER INDICATOR LIGHT

| | |
|--------------|--------------|
| Models | RX-7 |
| Bulletin No. | 008/85 |
| Category | 16 |
| Date | 7/16/85 |
| Symptom | No A/C Light |

DESCRIPTION

Some air conditioner kits manufactured by Lone Star Manufacturing Company may contain incorrectly assembled harness connectors. If the indicator light on the air conditioner switch does not illuminate, or illuminates dimly after installation, the problem may be due to incorrectly assembled G-03 or G-16 connectors. See Fig. 1.

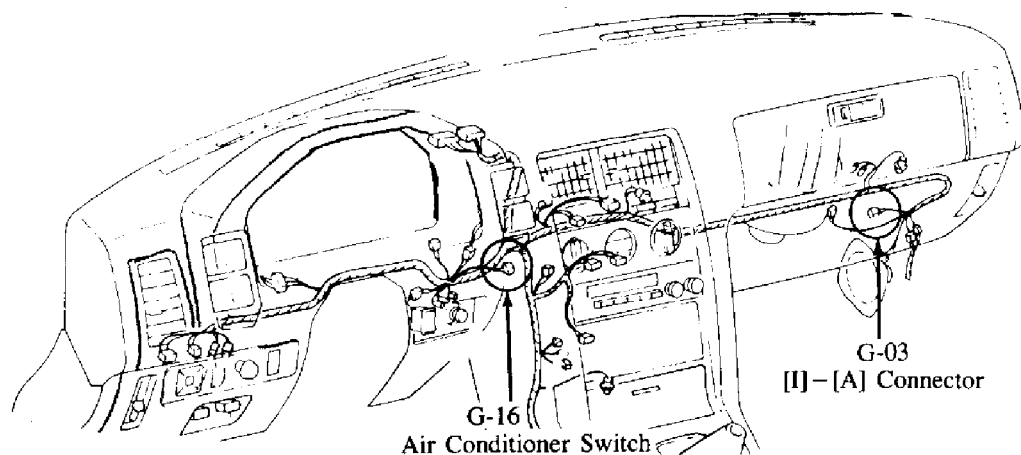
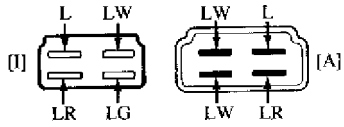


Fig. 1: A/C Indicator Light Harness Routing

REPAIR PROCEDURE

1. Check that the G-03 accessory connector (A) is assembled correctly as viewed from the harness side of the connector. If not, remove the incorrect terminals and reassemble according to the connector diagram.
2. Check that the G-16 accessory connector (A) is assembled correctly as viewed from the harness side of the connector. If not, remove the incorrect terminals and reassemble according to the connector diagram. See Fig. 2.

G-03 Connector Between Instrument Panel and Air Conditioner Harness



G-16 Air Conditioner Switch [I]

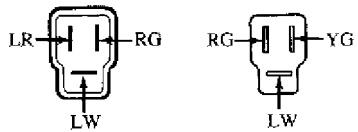


Fig. 2: RX7 A/C Accessory Connectors

END OF ARTICLE

INOPERATIVE A/C - BLOWN FUSIBLE RECEIVER/DRYER PLUG CAT. 16, NO. 009/85

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Saturday, June 08, 2002 10:15PM

ARTICLE BEGINNING

TECHNICAL SERVICE BULLETIN

APPLICATION

1979-85 RX7

SUBJECT

Inoperative A/C

REFERENCE

Mazda Motors Corp., Service Bulletin, No. 16 009/85, September, 1985

CONDITION & CAUSE

Some 1979-85 RX7 vehicles may exhibit an inoperative air conditioning system. This condition may be caused by a variety of factors blowing the fusible plug on the receiver/drier.

REPAIR

- 1) If the fusible plug on the receiver/drier is blown, replace the receiver/drier and evacuate the A/C system.
- 2) Check the tension of the compressor drive belt. With center span of belt pushed with a force of 22 lbs. (10 kg), deflection should be 5/16-3/8" (8-10 mm). Ensure the fins on the condenser are not clogged or restricted and clean as necessary.
- 3) Attach an air conditioning manifold to the suction and discharge fittings. If the high pressure gauge shows excessive pressure, check the fan drive clutch and replace as necessary.

END OF ARTICLE

POOR A/C COOLING - ADJUST A/C THERMOSTAT CAT. 16, NO. 006/85

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Saturday, June 08, 2002 10:16PM

ARTICLE BEGINNING

TECHNICAL SERVICE BULLETIN

NIPPONDENSO AIR CONDITIONER

| | |
|--------------|--------------|
| Models | RX-7 13B |
| Bulletin No. | 006/85 |
| Category | 16 |
| Date | 5/17/85 |
| Symptom | Poor Cooling |

DESCRIPTION

If the customer objects to the cooling performance of the air conditioner on RX-7 13B vehicles, please follow the procedure described below.

REPAIR PROCEDURE

1. Check the air conditioning system for insufficient cooling according to the current Service Information. If no problem is found, proceed to Step 2.
2. Remove the glove box and the under cover. See Fig. 1.

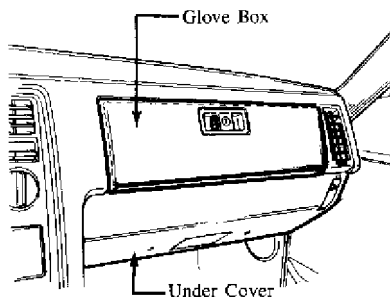


Fig. 1: Removing Glove Box & Under Cover

3. Remove the 2 screws securing the thermostat. Pull the thermostat approximately "1" away from the evaporator in order to provide access to the thermostat adjusting screw.

NOTE: Do not damage the capillary tube attached to the thermostat by excessive bending or twisting. See Fig. 2.

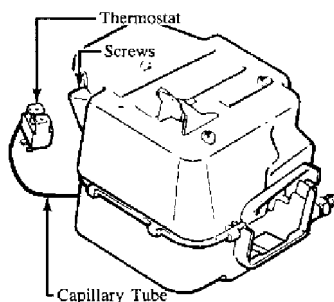


Fig. 2: Removing 2 Screws Securing the Thermostat

4. Turn the adjusting screw of the thermostat clockwise 90° from the original position.

CAUTION: Do not turn the adjusting screw more than 90°, otherwise the evaporator core will freeze, resulting in an adverse effect on the cooling performance. See Fig. 3.

5. Reassemble in the reverse order of disassembly.

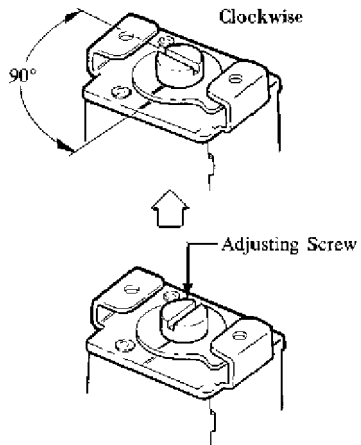


Fig. 3: Adjusting Thermostat

END OF ARTICLE