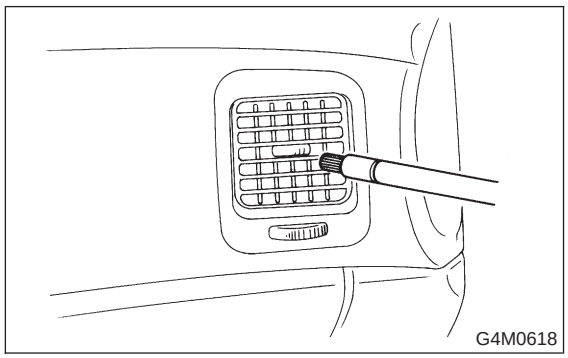
3) With the ignition key in the “ACC” position, run the blower on high speed for 1 minute, then turn the blower off. Place the probe in the center instrument panel vent, an turn the blower on low speed for 1 to 2 seconds, then turn the blower off. Leave the probe in the vent for at least 10 seconds.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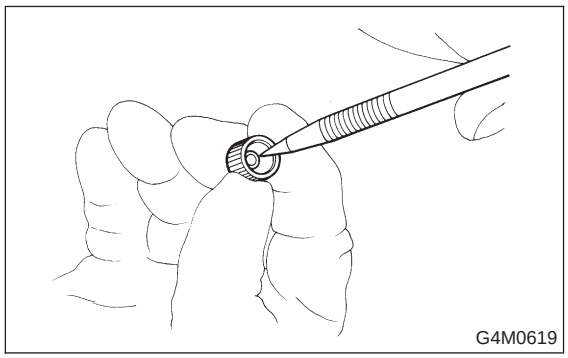
8. CHECK THE SERVICE PORT CAPS

Visually inspect the inside of the service port caps. Make sure the rubber seal is in place on the inside of the caps. Disconnect the gauges from the vehicle and install the service port caps.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9. Lubrication

A: ADJUSTMENT

1. SYSTEM OIL STABILIZATION

1) Prior to opening the refrigerant system for repairs (except compressor seizure) the system must be stabilized for correct oil replenishment.
2) Follow these procedures:
   (1) Engine speed set to 1,500 rpm.
   (2) A/C “ON”.
   (3) Air source to recirculate
   (4) Blower 4th position

● Make sure the air entering the evaporator is above 26.7°C (80°F).
● The discharge (high) side pressure must be above 588 kPa (6 kg/cm^2, 85 psi).

   (5) Operate the A/C for 10 minutes.

2. SYSTEM DISCHARGE

Slowly, discharge the system starting with the high-pressure side until the pressure drops below 345 kPa (3.52 kg/cm^2, 50 psi), then open the low-pressure side.

B: REPLACEMENT

1. OIL REPLACEMENT

1) After stabilization and discharge, replace the component, adding the appropriate amount of oil (DH-PR) to the new component before installation.

Evaporator	114 mℓ (3.9 US fl oz, 4.0 Imp fl oz)
Receiver drier	5 mℓ (0.2 fl oz, 0.2 fl oz)
Condenser	2 mℓ (0.07 fl oz, 0.07 fl oz)
Hose	1 mℓ (0.03 fl oz, 0.04 fl oz)

2) If the compressor is replaced (after stabilization):
   (1) Drain and measure the oil from the original compressor.
   (2) Drain the oil from the replacement compressor and refill with the same amount that was drained from the original [20 mℓ (0.7 US fl oz, 0.7 Imp fl oz) minimum]. Always use DH-PR for the replacement oil.