

COMPRESSOR SERVICING

1996 Toyota Supra

1995-96 A/C Compressor Servicing

All Toyota Models

* PLEASE READ THIS FIRST *

NOTE: Due to variety of clutch and shaft seal configurations, obtain appropriate A/C compressor service tools for compressor being serviced.

NOTE: See the COMPRESSOR REFRIGERANT OIL CHECKING article for refrigerant oil checking/specifications and compressor applications.

MATSUSHITA ROTARY VANE

CLUTCH COIL

Removal & Installation

1) Using Pressure Plate Holder (07112-76060) and socket, remove center bolt. Thread Puller (07112-66040) onto pressure plate. Hold pressure plate with pressure plate holder and tighten puller to remove pressure plate.

2) Remove shim(s) from shaft. Remove snap ring and, using a plastic hammer, tap pulley off. Remove screw for clutch coil lead. Remove snap ring and clutch coil. See Fig. 1.

3) To install, reverse removal procedure. Tighten shaft bolt to 10 ft. lbs (14 N.m). Using feeler gauge, ensure clearance between pressure plate and pulley is .014-.026" (.35-.65 mm). If clearance is incorrect, add or remove shim(s) as necessary.

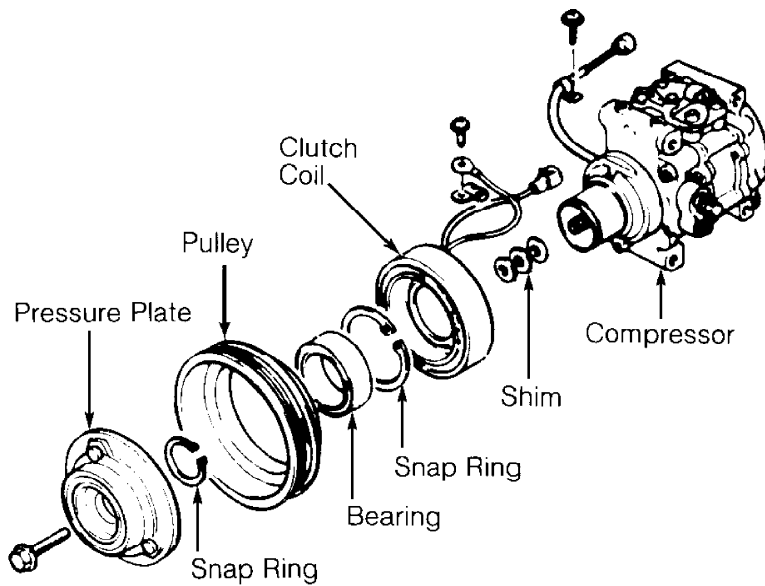


Fig. 1: Exploded View Of Compressor (Matsushita Rotary Vane)
Courtesy of Toyota Motor Sales, U.S.A., Inc.

NIPPONDENSO 10-CYLINDER

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NOTE: Due to variety of clutch and shaft seal configurations, obtain appropriate A/C compressor service tools for compressor being serviced.

CLUTCH COIL

Removal

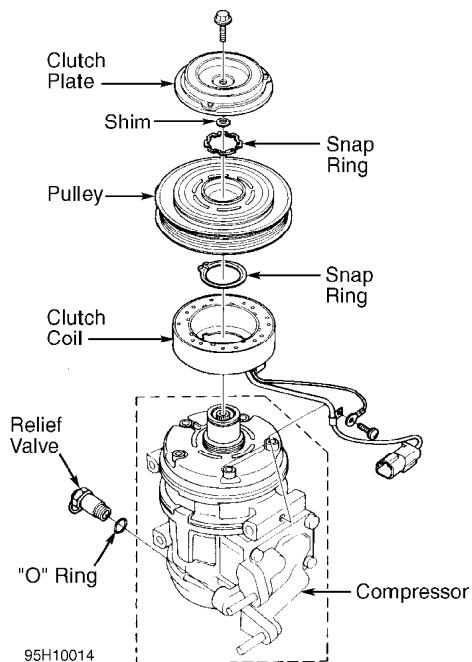
1) On models except MR2, use a M8 x 40 mm bolt with 7/32" of the threaded end machined to a cone shape to remove clutch plate. On MR2, remove nut and clutch plate using Clutch Plate Holder/Remover (J-41384).

2) On all models, remove snap ring and shim(s) from shaft. Tap pulley off shaft with plastic hammer. If pulley cannot be removed by hand, use a puller. Remove snap ring, bearing, and seal (if equipped) from pulley. See Fig. 2. Remove screw for clutch coil lead. Remove snap ring and clutch coil.

Installation

To install, reverse removal procedure. Ensure snap rings are installed with beveled side facing out. Tighten shaft bolt (or nut) to 14 ft. lbs. (19 N.m) on MR2; 11-15 ft. lbs. (15-20 N.m) on all others. Ensure air gap between clutch plate and pulley is .020" (.50 mm) on Diamante Wagon; .016-.028" (.41-.71 mm) on all others. If air gap is incorrect, add or remove shim(s) as necessary.

NOTE: On some compressors, it is necessary to use a dial indicator on clutch plate to check air gap. Energize clutch coil and zero dial indicator. De-energize clutch coil and measure air gap. Ensure air gap is as specified.



95H10014
Fig. 2: Exploded View Of Compressor (Nippondenso 10-Cyl.)
Courtesy of American Honda Motor Co., Inc.

SHAFT SEAL

Removal

1) Remove clutch plate and pulley. Remove shim(s) from shaft. Remove clutch coil if necessary. Remove felt and felt retainer (if equipped). See Fig. 2. Place shaft key remover on shaft and turn to remove key.

2) Remove seal plate snap ring. Engage plate remover on seal plate, and pull up to remove seal plate. Engage shaft seal remover/installer to shaft seal, and pull up to remove shaft seal from front housing.

Installation

1) Apply clean refrigerant oil to compressor housing bore. Lubricate shaft seal with refrigerant oil and install in front housing. Lubricate seal plate and install in front housing.

2) Install shaft key, snap ring, felt retainer and felt. With clutch plate installed, ensure air gap between clutch plate and pulley is .014-.026" (.35-.65 mm). If air gap is incorrect, add or remove shim(s) as necessary.