

- The A/C service gauge port valve caps are used as primary seals in the refrigerant system to prevent leakage through the Schrader-type valves from reaching the atmosphere. Always install and tighten the A/C service gauge port valve caps to the correct torque after they are removed.
- Follow the procedure and the notes for electronic leak testing. Refer to: Electronic Leak Detection .

Refrigerant System Dye

A fluorescent refrigerant system dye wafer is added to the receiver drier desiccant bag at the factory to assist in refrigerant system leak diagnosis. This fluorescent dye wafer dissolves after about 30 minutes of continuous A/C operation. It is not necessary to add additional dye to the refrigerant system before diagnosing leaks, even if a significant amount of refrigerant has been removed from the system. Refer to: Fluorescent Dye Leak Detection .

Replacement desiccant bags, either separately or part of the receiver drier assembly, are equipped with a new fluorescent dye wafer. It is not necessary to add additional dye to the refrigerant system before diagnosing leaks. If the system has been out of refrigerant through the winter the dye at the leak point may have oxidized and may not fluoresce. If this happens, recharge and operate the A/C system to circulate the oil and allow any residual dye to show up at the leak point. It is important to understand that dye adheres to the oil not the refrigerant; the refrigerant carries the oil out of the leak point.

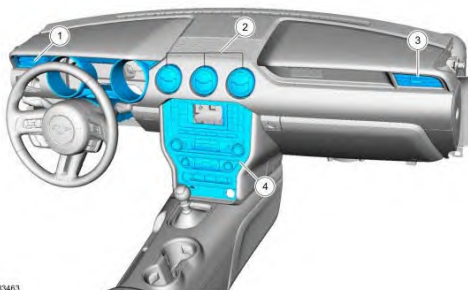


NOTE: Check for leaks using a Rotunda-approved UV lamp and dye enhancing glasses.

DESCRIPTION AND OPERATION > CLIMATE CONTROL SYSTEM - VEHICLES WITH: ELECTRONIC MANUAL TEMPERATURE CONTROL (EMTC) - COMPONENT LOCATION



NOTE: 5.0L shown all other engines similar.



E183463

Item	Description
1	Driver Side Register
2	Center Registers