

using two wrenches to prevent rotation and twisting of the lines.

(3) Install the rubber grommet in the housing, and install the grommet retainer.

(4) Connect the equalizer tube to the fitting on the evaporator suction line.

(5) Using two wrenches, test all connections for tightness.

After the expansion valve is installed, it must be completely tested. Then the system must be tested for leaks and recharged.

### HEATER CORE

The heater core is located behind a **separate cover** attached to the evaporator engine-side housing. The core is held in position in its cover by two plastic rivets. The heater core and cover are removed and installed as an assembly. (Refer to Fig. 45).

#### Removal

(1) Drain the cooling system and remove the heater hoses from the core.

(2) Disconnect the by-pass door vacuum actuator rod from the actuator linkage on the engine side housing. Disconnect the vacuum lines from the actuator.

(3) Remove the heater core and cover attaching screws, and lift the entire assembly from the evaporator engine-side housing.

(4) Remove the cover-to-evaporator-housing gasket to expose the two plastic rivets. These are expansion type rivets. Pull the expanding pin from each of the rivets so the core can be separated from the cover without damaging the rivets.

#### Installation

(1) Position the heater core in its cover and install the two plastic rivets to maintain alignment of these two parts.

(2) Install the rivet expanding pins in the rivets to hold the core and cover assembly together.

(3) Carefully position the gasket between the cover and the engine-side evaporator housing so it will seal both the core-to-cover flange and the cover-to-evaporator-housing joint. Cement the gasket in place to facilitate installation.

(4) Install and tighten the heater core and cover attaching screws. Be careful to maintain the gasket alignment to insure an air-tight seal at this point.

(5) Connect the by-pass door actuator rod and vacuum lines.

(6) Connect the heater hoses, and refill the cooling system. For summer operation as well as winter operation, be sure the system is protected with the proper type and amount of antifreeze.

### EVAPORATOR ASSEMBLY

The evaporator assembly includes the evaporator



Fig. 46—Evaporator Installation Typical

core, the cast evaporator housing with fresh-air and recirculating doors, and the evaporator engine-side housing with the heater by-pass door. These sub-assemblies are built up before installation on the car to form a complete unitized evaporator assembly. The unitized evaporator assembly must be removed and installed as a complete assembly. (Refer to Fig. 46).

#### Removal

(1) Remove the heater core and cover assembly from the evaporator engine-side housing. Remove the temperature control valve capillary from its well in the engine-side housing.

(2) Discharge the refrigerant from the system, and disconnect the expansion valve and the suction line. Cap all refrigerant lines to prevent entrance of dirt and moisture.

(3) Disconnect the recirculating door actuator rod from the recirculating door linkage. This actuator is located on the distribution duct in the passenger compartment. Position the recirculating door linkage so the **fresh-air door** is fully closed.

(4) Remove all 15 evaporator assembly attaching screws. These screws, particularly the ones located along the lower edge of the housing, are difficult to reach. They must all be removed before attempting to pull the evaporator assembly out of the dash panel. A  $\frac{3}{8}$ " drive flexible extension (Tool C-3622) and palm grip ratchet (Tool C-3616) will facilitate removal of the evaporator housing attaching screws. The evaporator assembly can now be pulled from the dash panel. Make sure that the fresh-air door remains closed as the assembly is removed.