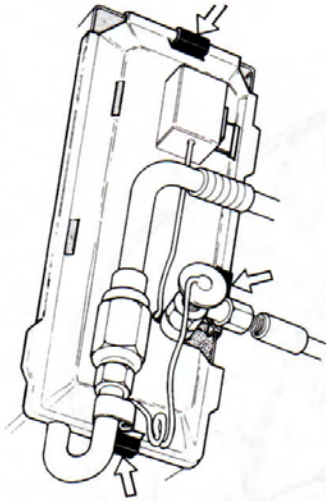


Changes to AC system components



S113260

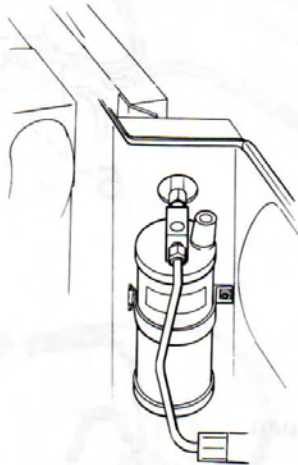
1976 models

New evaporator casing cover

Cover is sealed with sealing compound.

The seal between the evaporator pipe, cover and heater housing is made with butyl tape.

Note: Do not insulate expansion valve.

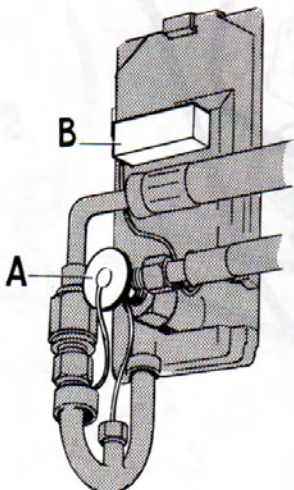


S123159

1978 models

Accumulator moved

The accumulator for the AC system is located on the front plate by the side of the radiator. The same accumulator is used in both the 240 and 260 series.



S123160

240 expansion valve and thermostat in 260

The 260 series did not have the expansion or inlet pressure valves. These, which were integral with the accumulator, were replaced with the 240's expansion valve (A).

The 260 series has the same thermostat (B) as the 240 series. This means that the compressor is not working all the time the AC system is on, but only when the temperature of the evaporator surface rises above a given level.

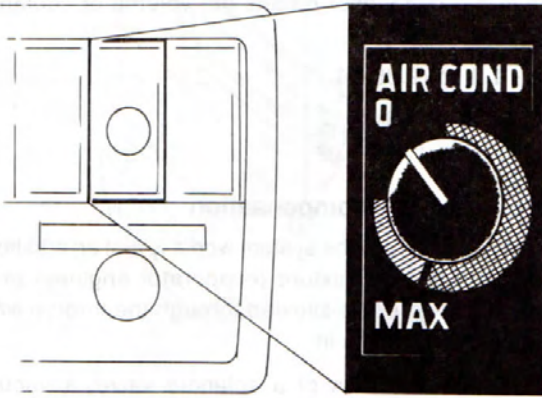
1979 models**Variable thermostat for cooled air**

The thermostat is controlled by turning a knob. This replaces the older toggle switch.

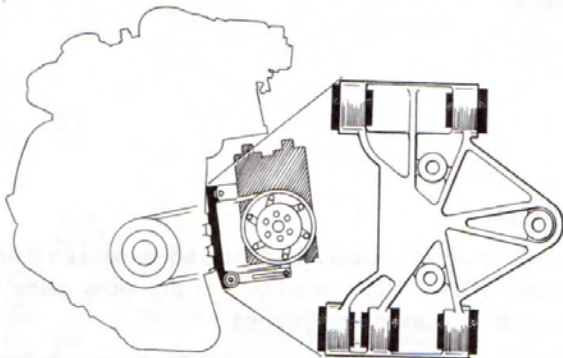
From the thermostat, a capillary tube runs to the evaporator output pipe, the "hook"

The thermostat works in the same way as the old one. The difference is that it acts partly as an on/off switch, and partly that the temperature range it operates within can be reduced using the wheel.

Note: The orange (red) area of the thermostat control range must only be used when cooling and, in exceptional circumstances, in a dry desert climate. If you drive for too long with the setting lower than MAX, condensation water in the evaporator will freeze and prevent air flowing through.



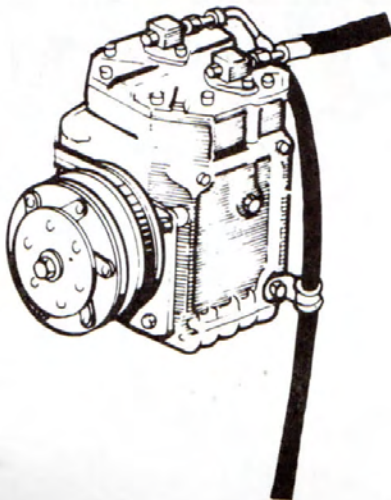
S127063



S127062

240

Rubber-mounted compressor (cars without power steering)

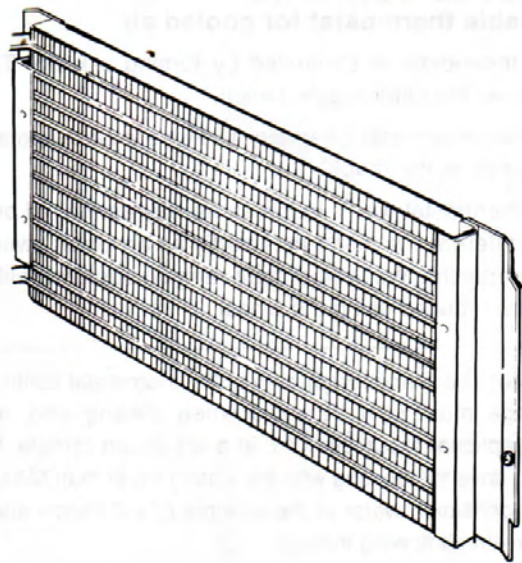


S127934

Larger-capacity compressor

240 petrol models only.

The compressor is designated the York A-210. It has a cylinder capacity of 164cm^3 (0.173 US qt) (formerly 147cm^3 (0.155 US qt)).



S127935

Larger condenser

The larger condenser means the volume of coolant is increased to:

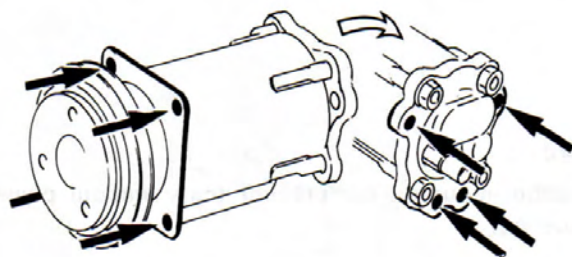
240 - 1.3 kg (2.86 lb)

260 - 1.5 kg (3.3 lb)

New type of AC compensation

In principle, the way the system works is that an additional amount of fuel/air mixture (evaporator engines) or air (injection engines) is allowed through the throttle when the compressor cuts in.

The system consists of a solenoid valve, a vacuum valve and vacuum hoses. For more details of AC compensation, see pages 232-241.

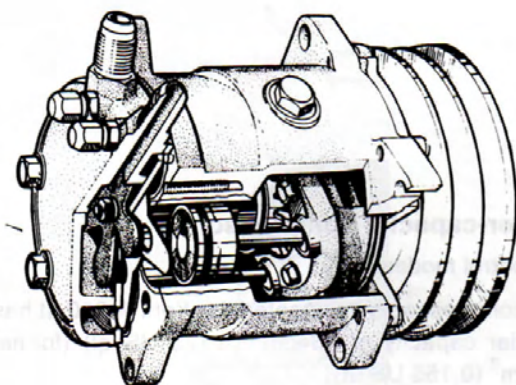


S114887

1980 models

Compressor for 260

The mounting lugs have metric instead of the earlier imperial threads. The mountings concerned are arrowed in the illustration.

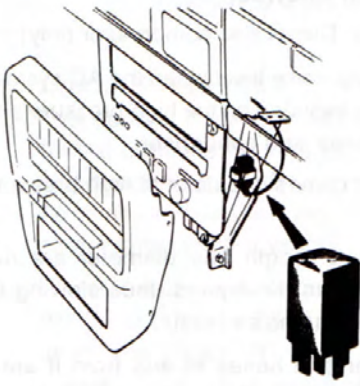


S128795

Diesel

An AC system is available as extra equipment for diesel models (D24). The compressor in the kit is made by Sankyo and has metric threads.

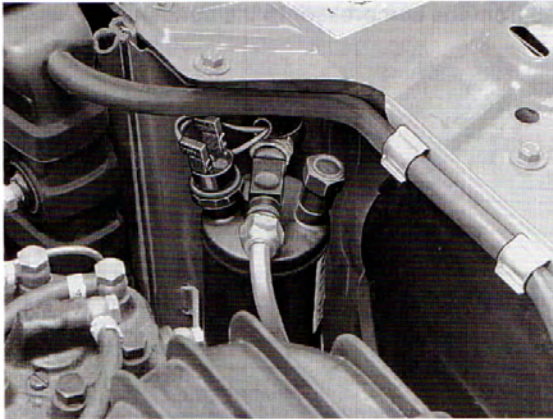
Note: The diesel engine does not have AC compensation (idling compensation).



S135796

Delay relay for cutting in compressor

This means that the compressor does not cut in until approx. 10 seconds from when the engine starts and the generator supply reaches the relay.



S135212

1981 models

Low-pressure cut-out on drier

(USA only, other markets from 1985 onwards)

This sensor detects the pressure inside the drier. If the system pressure is too low, the circuit breaks and the compressor will not start. This prevents the compressor being damaged if the pressure in the system is too low.

Constant idling system (CIS)

Introduced in certain models and markets (mainly USA). These models have no AC compensation system.

1985 models

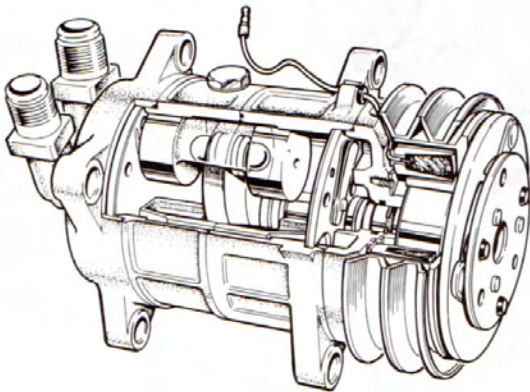
Diesel Kiki compressor in B-200/B-230 engines

The compressor has six cylinders and three double-action pistons.

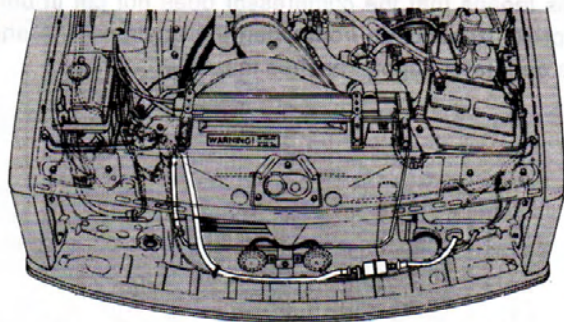
An oblique drive plate transmits the rotary movement of the compressor shaft to the positions via drive bearings and bearing set.

The compressor housing is aluminum and is made in two halves. The pistons are aluminum and have no piston rings.

The clutch is electromagnetic.



8700757S



S139044

AC system silencer

(Models with Diesel Kiki compressor only)

To reduce the noise level when the AC system cuts in, a silencer was included on the high-pressure side between the compressor and condenser.

The coolant comes in pulses at high pressure from the condenser.

The silencer's length and diameter are designed to allow the coolant to expand, thus slowing the pulses. This reduces the noise level.

The silencer and hoses to and from it are no longer available as spares. If there is a fault in the silencer or the hoses connected to it, replace it with an unbroken hose from the compressor to the condenser.

