Removing and installing right (front passenger side) heat exchanger

Note

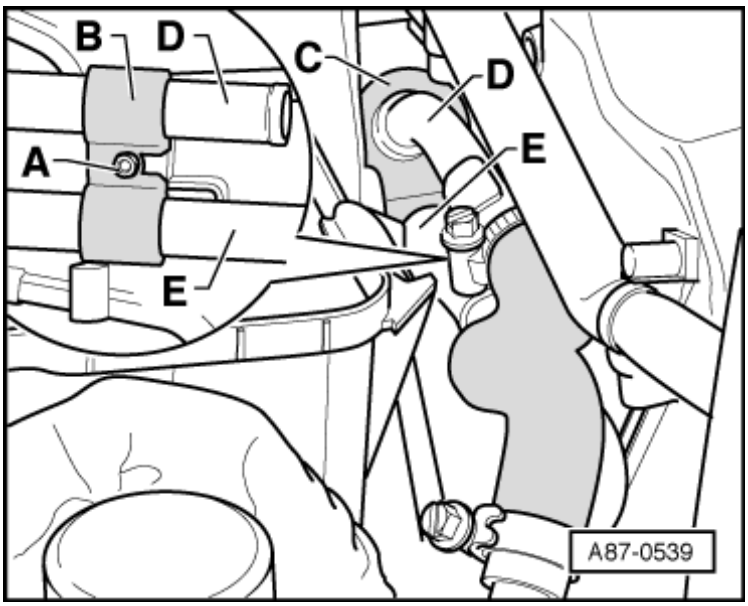
t Observe the following sequence for right-hand drive vehicles: Start by removing the left heat exchanger.

t Removal of the left heat exchanger on left-hand drive vehicles involves taking out the right heat exchanger beforehand.

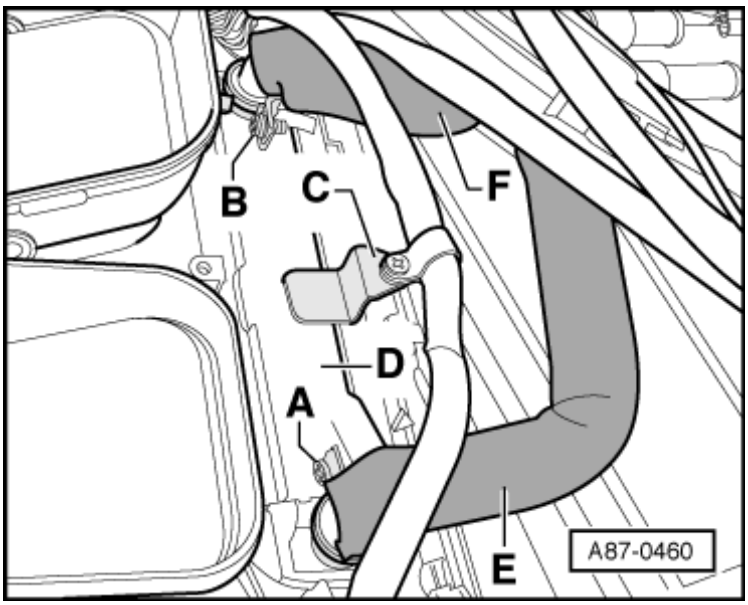
Removing

– Perform preparatory work for heat exchanger removal → Chapter.
– Remove the glove compartment: → General body repairs, interior; Rep. gr.68
– Remove the footwell vent.
– Cover the floor covering in the area beneath the heat exchanger with impermeable sheeting and absorbent paper.

– Apply a small quantity of silicone lubricant to the contact surface of both coolant pipes -D- and -E- at the socket -C- from inside as well (to enable the pipes to be moved without altering the position of the socket; this illustration shows the pipes viewed from the plenum chamber).



– Remove the clamps -A- and -B-.
– Take both coolant pipes out of the heat exchanger.
– Slide both coolant pipes towards the „plenum chamber“.



Note

As the socket has been moistened with a small quantity of silicone lubricant in the area of the coolant pipe penetration, the pipes can be moved without pushing the socket out of the air conditioning unit.

– Screw out the bolts -C-.
– Detach the holder.
– Pull the heat exchanger -D- out of the air conditioning unit.

Installing

– Before installing the heat exchanger, check the condensation drain openings

-A- for dirt and clean if necessary.

Note

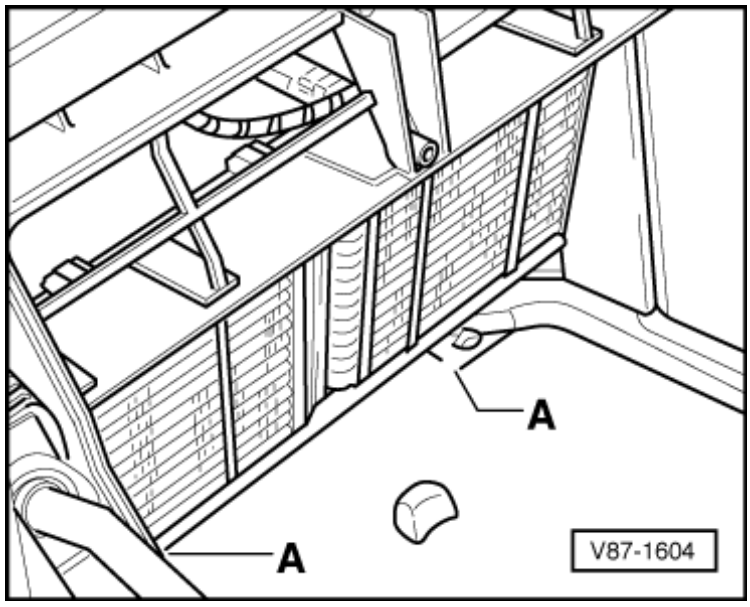
t The condensation drain must not be blocked by dirt or other deposits.

t The Fig. shows the drain openings with heat exchangers in position.

Cleaning condensation drain:

– Heat exchanger removed: Use an illuminated angled mirror to check both drain openings by way of the opening for the heat exchanger and clean the condensation drains if necessary with a piece of wire for example.

– Heat exchanger fitted: Use a piece of wire for example to clean the condensation drains from outside (with the condensation hose detached).



Perform the remaining installation operations in reverse order, paying attention to the following:

– Check the attached foam seal before installing the heat exchanger.

Note

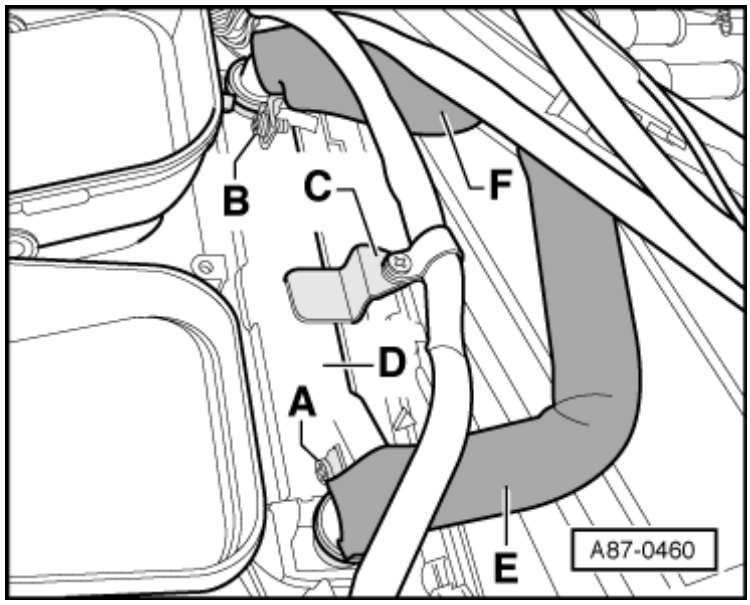
t If not properly affixed, the seal may curl up on insertion of the heat exchanger in the air conditioning unit.

t Cold air may flow past the heat exchanger if the seal is damaged or not properly fitted.

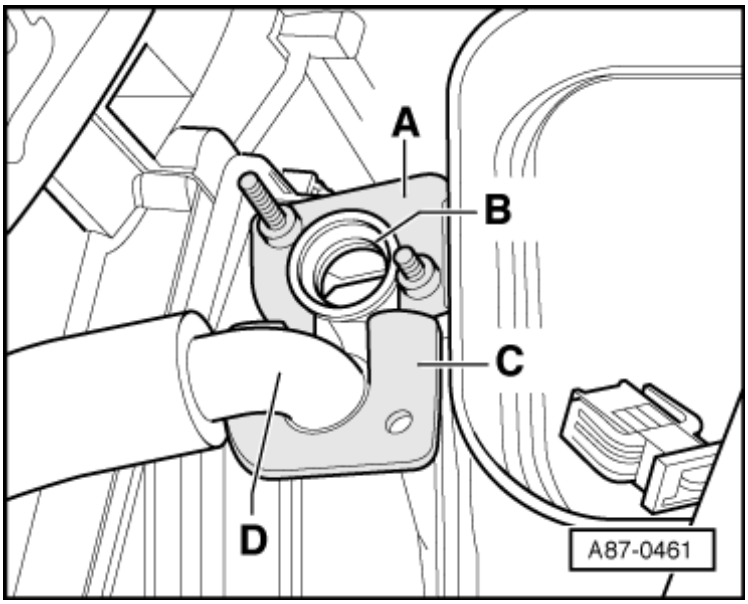
– Secure all connections with standard clips or clamps approved for this connection: → Electronic parts catalogue

Note

t The clips -A- and -B- are difficult to fit with the unit installed.



t To permit service replacement of the heat exchangers with the air conditioning unit fitted, use is to be made of the clamps -A- and -C- → Electronic parts catalogue.



– Check both coolant pipes -B- and the connections at the heat exchanger -C- for damage or contamination.

Note

Always replace sealing rings.

– Moisten the sealing ring -A- with a small quantity of coolant and attach the sealing ring to the coolant pipe -B-.

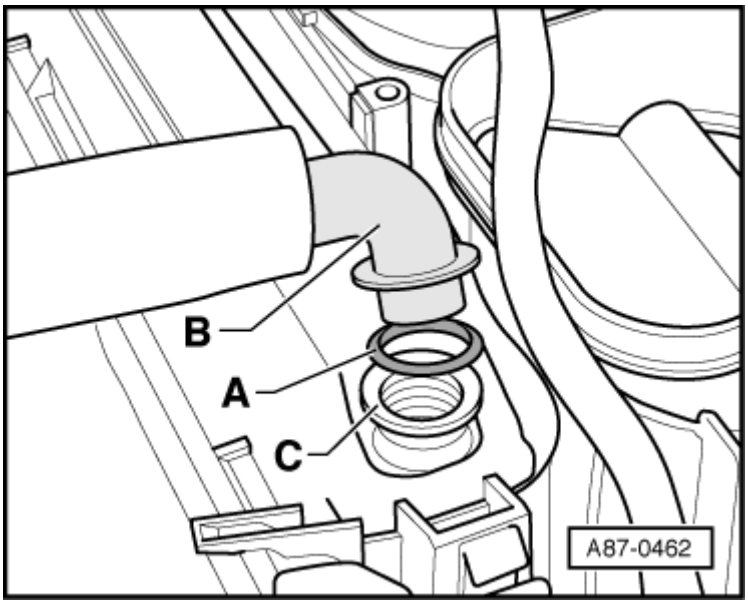
– Attach the clamp -A- (with studs) as shown to the connection at the heat exchanger -B-.

– Attach the clamp -C- (with holes) as shown to the coolant pipe -D-.

– Insert the coolant pipe -D- (with sealing ring) in the connection of the heat exchanger -B-.

– Secure the coolant pipe in position in the heat exchanger with the two clamps -C- and -D-.

– Tighten the two hexagon nuts -A- and -B- alternately and evenly (tightening torque 3 Nm).



Note

t The clamps -C- and -D- must be fitted as shown (pay attention to outer contour).

t Take care to keep the clamps straight when tightening the hexagon nuts.

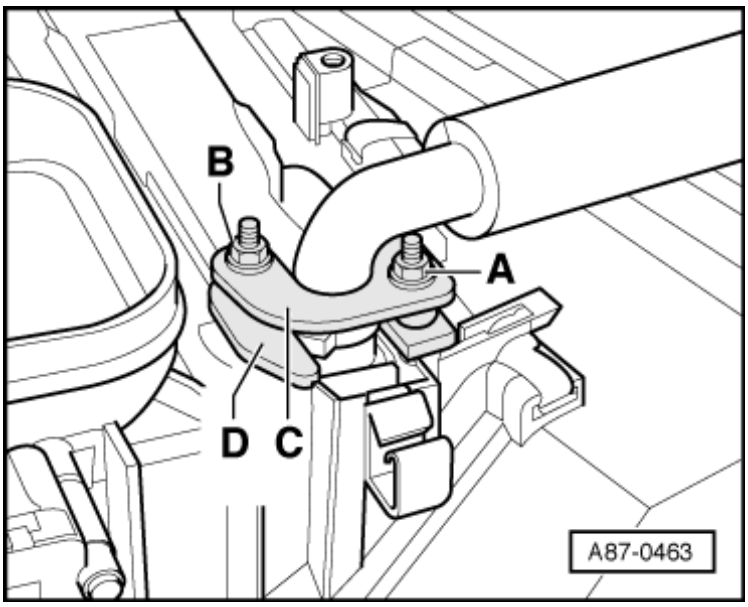
t Check the position of the clamps after securing the coolant pipes (they must not make contact with other components).

– Fit the second coolant pipe in the same manner.

_ Before fitting the glove compartment, check the cooling system for leaks: → Engine, mechanics; Rep. gr.19

_ Before fitting the glove compartment and plenum chamber cover, check the position of the socket in the coolant pipe penetration to the plenum chamber.

_ Bleed the cooling circuit before plugging in the 2-pin connector to the coolant circulation pump -V50- of the pump valve unit → Chapter and → Engine, mechanics; Rep. gr.19



Note

t The coolant circulation pump -V50- of the pump valve unit is not to be started up until the coolant circuit has been bled (dry running of the pump in the pump valve unit would cause destruction).

t When bleeding the coolant circuit, take special care to ensure complete bleeding of the heat exchangers. If air bubbles remain in the heat exchangers, complaints may be received about a lack of heat output in winter or differences in the temperature of the air flowing out of the vents with the same setting in control mode → Chapter.