

Oil capacity

Oil type    Cold-flowing oil (for approved cold-flowing oils refer to specification for service products, page no. 361)

Oil level at oil quantity in cc		min. 180	normal 240	max. 300
Refrigerant compressor	Dipstick depth mm	22	25	28

Tightening torque		Nm	(kpm)
Oil check plug		6—8	(0.6—0.8)

Conventional tools

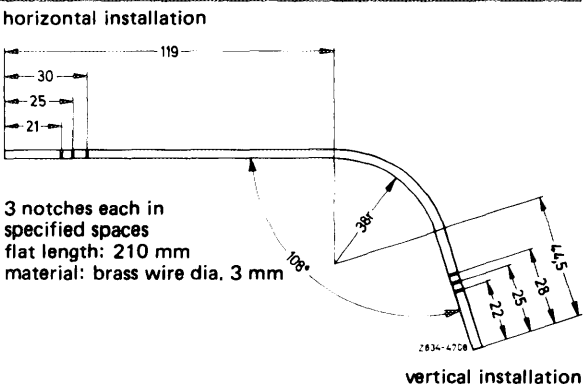
Double open end wrench 1/2" x 9/16"

Assembly tester with 3 filling hoses for evacuating and filling device (service unit) for air conditioning system

e.g. made by Christof Fischer,  
Augsburger Straße 289, D-7000 Stuttgart 60

Self-made tool

Oil dipstick for refrigerant compressor



Note

Check oil charge of refrigerant compressor prior to each refill of refrigerant or when refrigerant or oil has been lost.

Since a certain quantity of oil is picked up at the refrigerant and will get into the system, a loss a refrigerant may also include a loss of oil.

The oil level in compressor should never be below a minimum level of 180 cc or a maximum of 300 cc.

Too much oil is detrimental for operation of system and will also result in reduced efficiency of air conditioning system.

When the refrigerant compressor is replaced, the oil volume of new compressor should not exceed the normal oil level.

All compressors are filled with approx. 300 cc of cold-flowing oil by the manufacturer. Under normal conditions, oil is either changed or added. **Never fill-in machine or engine oil.**

The oil dipstick for measuring the oil level in refrigerant compressor is self-made.

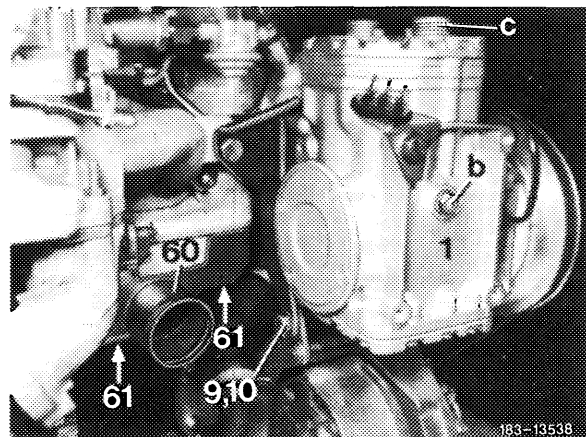
**Attention!**

**If only a small quantity of refrigerant (up to approx. 200 g per year) need be added, no oil level checkup is required.**

#### Checking the oil level

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- 1 Drain air conditioning system (83—516).
- 2 Slowly unscrew oil check screw (b) and slowly evacuate any pressure still prevailing in crankcase.



3 Turn crankshaft of refrigerant compressor so that the splining of crankshaft stub is in upward direction. If the position of the splining cannot be recognized (refrigerant compressor with built-in electromagnetic clutch), rotate crankshaft by feel until the oil dipstick can be pushed through to lowest part of crankcase.

4 Clean oil dipstick and measure oil level.

5 Replace O-ring on oil check screw and moisten with cold-flowing oil.

6 Mount oil check screw.

7 If a subsequent leak test indicates a leak at check screw, the leak cannot be repaired by tightening screw still further. Cause of leak may be either dirt under O-ring, a damaged O-ring or damaged seals on screw or compressor housing.