

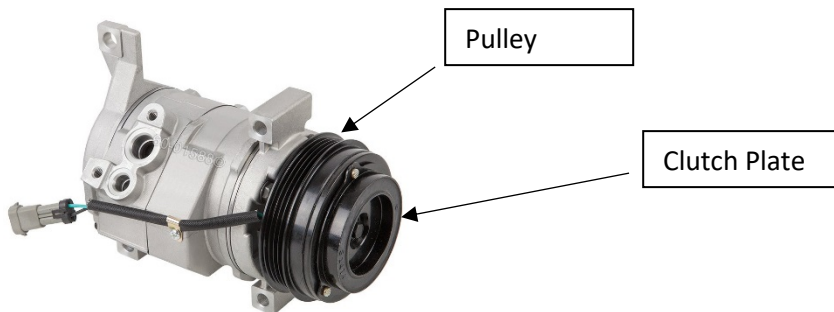
## Do-it-Yourself Helpful Hints

There are some basic checks you can do that will help you decide whether you are dealing with something you can do or if it's time to seek the help of a certified A/C mechanic.

Safety is first priority. Always wear safety glasses and rubber gloves. Do not wear any loose clothing that may become tangled with moving parts and remove jewelry like watches and so forth for the same reason.

### Basic Checks

1. Make sure the A/C controls are set to maximum cool and maximum air flow.
2. Check the pulley, it should be turning as the belt drives it. If you hear a loud squealing noise, accompanied with a burnt rubber smell, this usually means that the compressor has seized and that you're in need of a certified A/C mechanic.
3. If the pulley is turning normally you should see the clutch plate spinning (located outward from the pulley.) If it is not turning the system may be low of refrigerant.



4. It is important to note that on some cars, it is normal for the A/C compressor to turn on and off during operation. These type of cycling-clutch system turn the compressor clutch on and off to regulate the flow of refrigerant into the evaporator. These systems have an orifice tube and cannot regulate refrigerant flow on its own. If the compressor clutch plate is turning on and off rapidly this could also indicate you are low of refrigerant.
5. If the A/C compressor comes on and stays on this is an expansion valve system. The expansion valve is designed to regulate, or meter, the flow of refrigerant. **Note: If you have an expansion valve system a gauge will not properly read the system possibly causing an overcharge.** Do not overcharge or undercharge the A/C system as both conditions will produce poor cooling performance. Too much refrigerant will raise system pressures and may result in compressor or other component damage.
6. Before adding refrigerant always check for leaks. Continual leaks can jeopardize the long-term health of your car's A/C system. You can often locate a leak from the telltale signs of refrigerant oil at the hose connections and fittings. You can also use an ultraviolet detection additive and then observe where the dye comes out. Follow the directions that come with the product exactly to ensure the best results.