AC O-Ring Replacement for a 1991 928GT with rear Air

This is my experience in replacing all the O-rings in the AC system for my car.

Tools Required:

32mm Open End Wrench
27mm Open End Wrench
22mm Open End Wrench (2 required)
19mm Open End Wrench
17mm Open End Wrench
5mm hex
3mm hex
NYLOG BLUE optional



I got all my O-rings from Roger at 928sRus
Procedure:

I first started at the front expansion valve. Due to the tight space you can only use the "L" type hex keys. The 5mm hex key is used to remove the bolt that uncovers the two (2) 3mm bolts. When all three (3) bolts are removed the expansion valve can then be removed. Change all four (4) O-rings. The PET does not show one of the O-Rings on the evaporator side of the expansion valve, so order accordingly.

DO NOT Install all the lines at this time as the fuel cooler line has to be able to move when you install the next O-ring.

My fuel oil cooler did not have a connection for an O-ring on the driver side.

The other side needed a 32mm and a 27mm open ended wrench to undo the connection. The fuel cooler has to be able to be pushed towards the right to change this O-ring so after this is complete you can go back to the expansion valve and complete it.

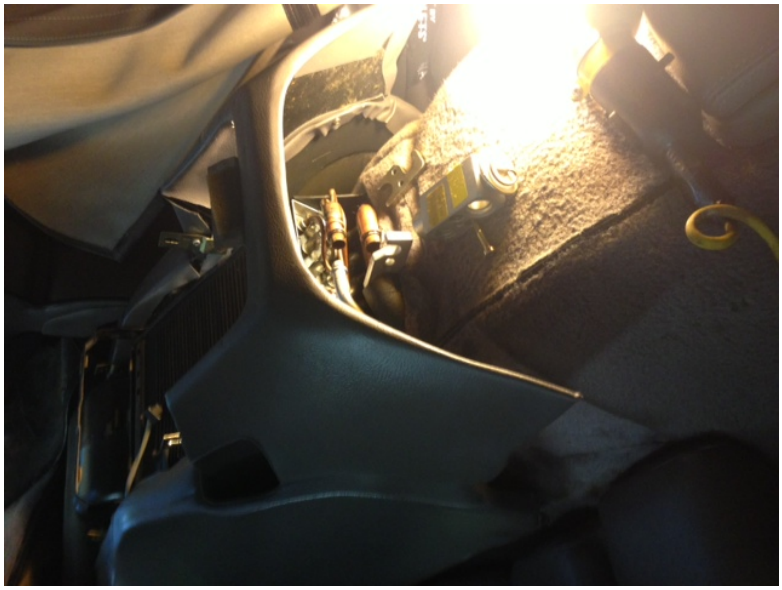
The next one I did was the solenoid under the passenger seat. YES, the seat has to come out. It took a 17mm & 14mm open end wrench. Be very careful as the aluminum lines are very fragile and they will twist when you try and overtigyhten them. In the picture you can see the top one starting to twist.

After that I tackled the rear AC expansion valve. I tried doing it without fully removing the rear console and it did not work.

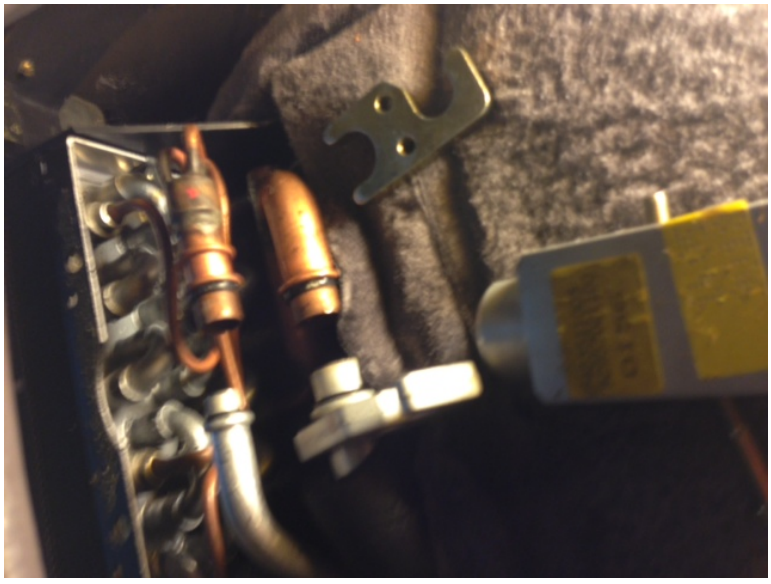
To remove the console you have to remove two (2) screws in the back of the top grille (return grille). After removing the screws, gently pry the rear up and pull the grill back. There are two hooks that go into the top portion of the console in the front portion of the grille and you don't want to break them. Sorry no pictures.

Then you should be able to remove the front supply portion of the grille. On top now you will see two (2) screws that hold the top portion of the console. Remove them and the top portion of the console comes out.

Now you will see four (4) screws on the side of the bottom console near the top. Remove those screws and you have to gently try and expand the console to over the brackets that those screws came out of. There are no other screws just have to muscle it off.

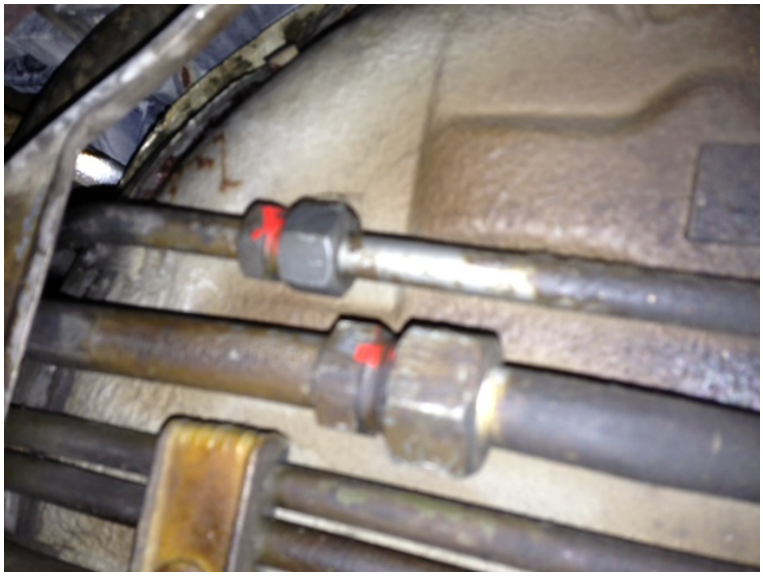


You don’t have to remove the rear console in its entirety, just enough to get access to the expansion valve bolts. The T handle hex worked well here.



I then lifted the car up and started on the connection from under the car for the rear AC. It has two (2) 5mm bolts. After you remove the bolts the pipes can be pushed down. You can install the smaller pipe, but do not install the bigger pipe as yet.

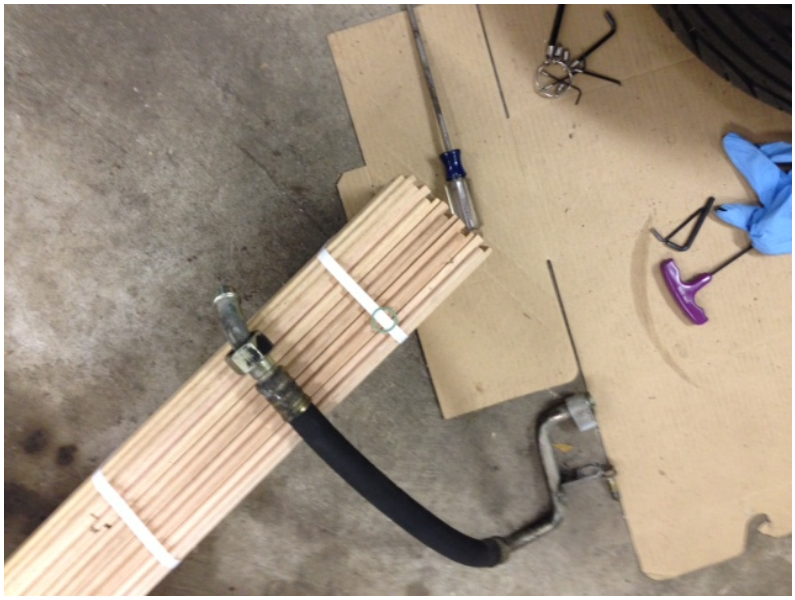
There are two (2) connections under the car towards the front. In my car they were just above the rear splash shield or the shield under the catalytic converters. I think they were 19mm & 17mm and 17mm & 14mm. After you replace the O-rings you can go back and install the bigger pipe in the previous one.



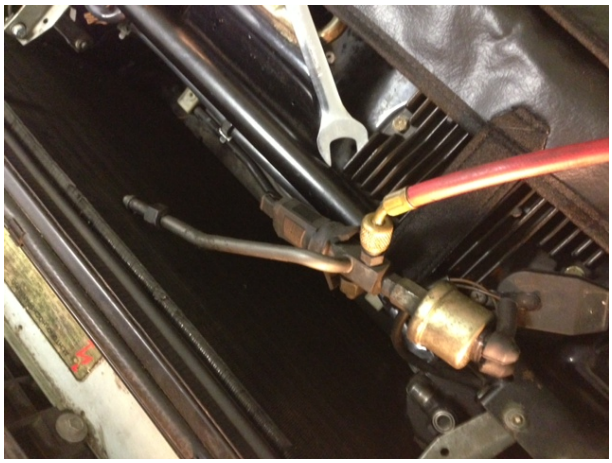
Now it is time to tackle the compressor. I just removed the four (4) bolts holding the compressor and wrestled it down. From the PET I was expecting more O-rings under the plate, but mine did not have any, so I could have replaced the hose O-rings with the compressor in place without removing the compressor entirely. The top plate of the compressor has a squarish type of gasket / O-ring. IF YOU REMOVE THE COMPRESSOR, BE CAREFUL OF THE ELECTRICAL CONNECTION.

The next picture is looking up at the connection of the hose with the compressor removed.

And here is the hose taken out.



After I got all the O-rings replaced and everything put back I started at the front of the car changing out the filter/dryer. Needed a 19mm & 17mm to take the connection from condenser to the vertical pipe.



The filter dryer is 17mm connections if I recall correctly and the last connection on the driver side of the condenser requires two (2) 22mm.

Here are some of the O-rings that I changed out.