

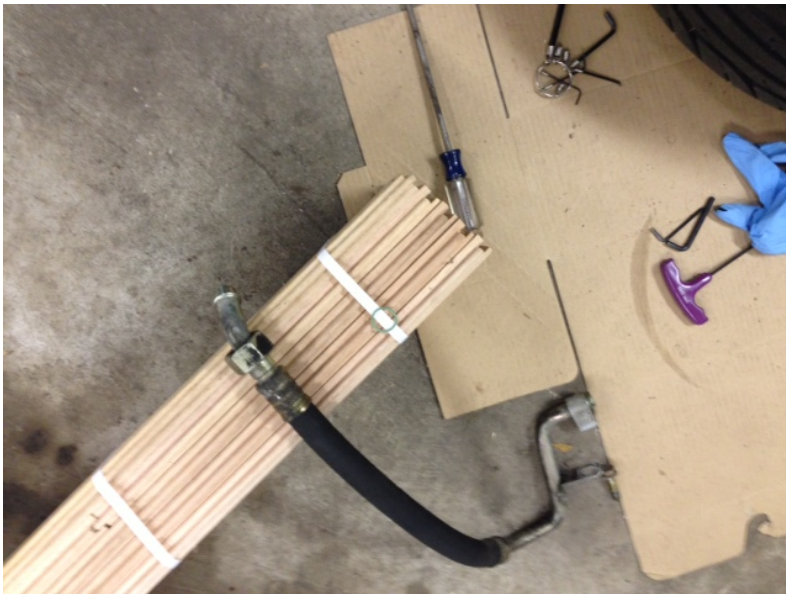
Now it is time to tackle the compressor. I just removed the four (4) bolts holding the compressor and wrestled it down. From the PET I was expecting more O-rings under the plate, but mine did not have any, so I could have replaced the hose O-rings with the compressor in place without removing the compressor entirely. 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.

