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ENGINE REMOVAL

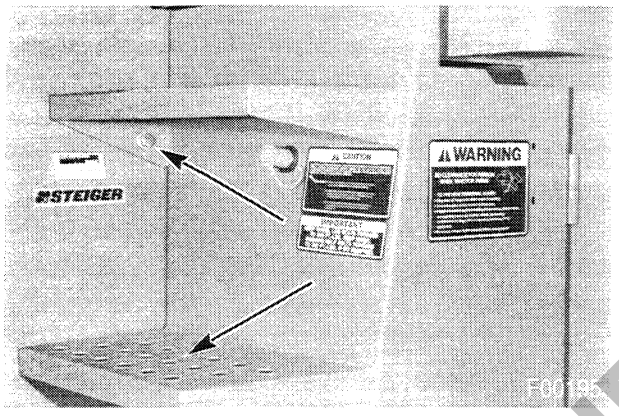
STEP 1

See Section 6005 in this manual for instructions to remove the hood and grille.

STEP 2

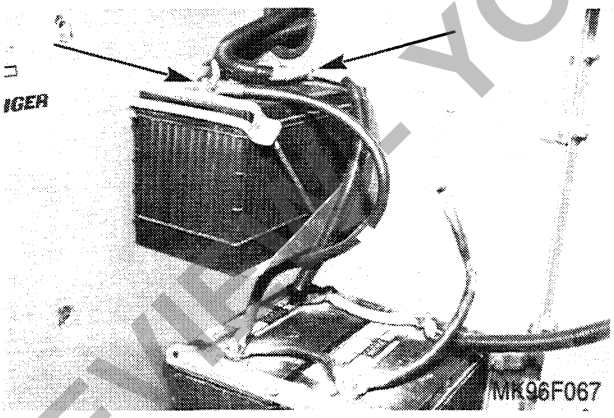
See Section 9007 in this manual for instructions on discharging the air conditioning system.

STEP 3



Remove the two bolts from the battery access door.

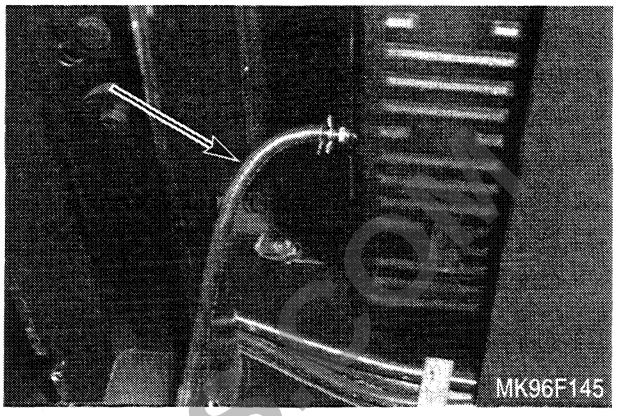
STEP 4



Open the battery access door and disconnect the negative and positive battery cables from the upper battery.

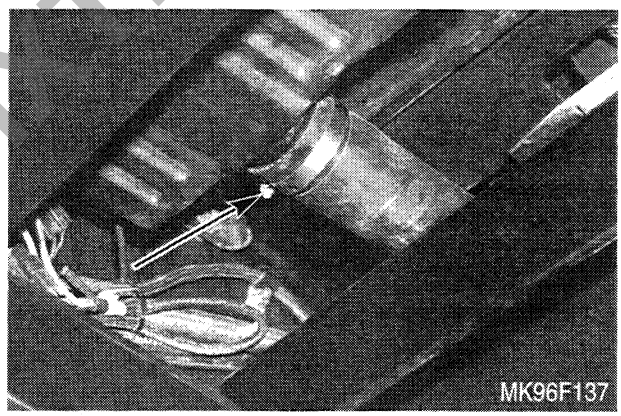
NOTE: *Always disconnect the negative battery cable first.*

STEP 5



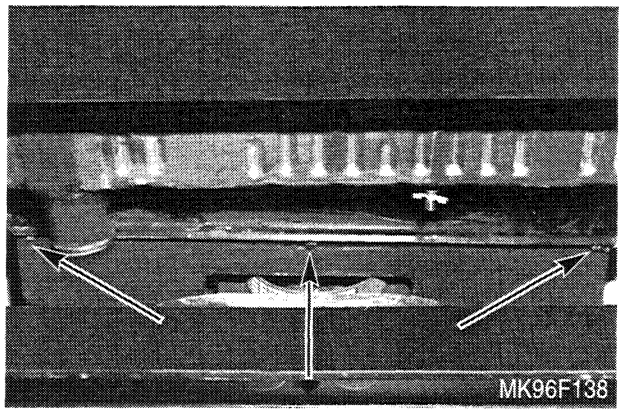
Install a short length of hose on the radiator drain valve. Open the valve and drain the radiator.

STEP 6



Place a catch pan under the lower radiator hose. Loosen the hose clamp and remove the hose.

STEP 7



Remove the bottom fan shield.

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FUEL SYSTEM MAINTENANCE

FUEL FILTER

The fuel filter is a combination full flow filter and water trap. To drain the water and sediment, open the valve located on the bottom of the filter until clear fuel flows. This should be done at every 50 hour service interval.

NOTE: *If the tank fuel level is low, it may take a few seconds for the fuel to drain from the filter.*

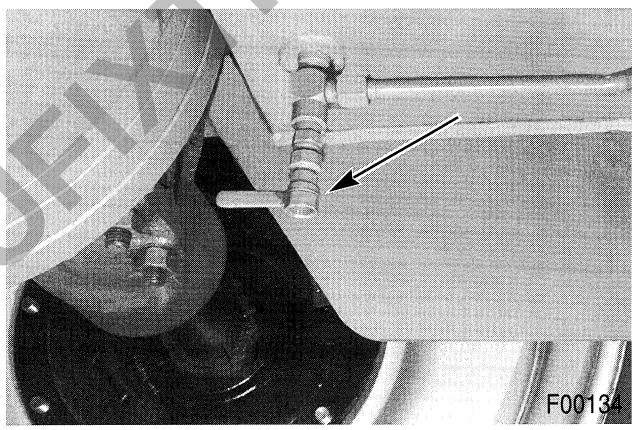


TANK FUEL DRAIN

Drain the water and sediment from the fuel tank into a catch pan after every 50 hours of service or when loss of engine power occurs.

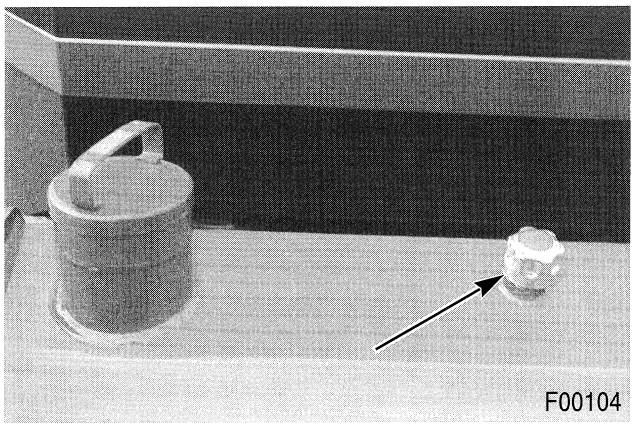
Install the handle on the drain valve located on the bottom of the fuel tank. Open the valve to drain off the water and sediment until the fuel is clear. Close the valve and remove the handle.

NOTE: *The handle for the valve is stored in the cab.*



FUEL TANK VENT

Remove and replace the fuel tank vent every 1500 hours or annually to ensure correct fuel system operation.



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Section

4001

WIRING SCHEMATIC AND TROUBLESHOOTING

9350 Tractor

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CASE CORPORATION

Rac 8-83230

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November, 1995

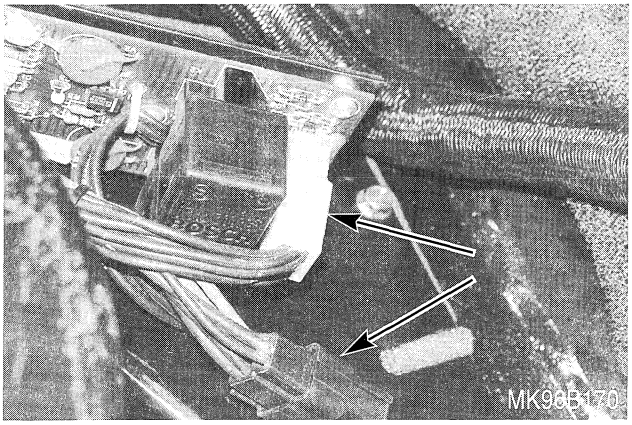
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STEERING COLUMN REMOVAL

NOTE: *Most repairs to the upper part of the steering column assembly can be performed without removing the steering column. Use the information that follows for steering column repairs. Always disconnect the battery ground cables before performing any electrical service or steering column removal.*

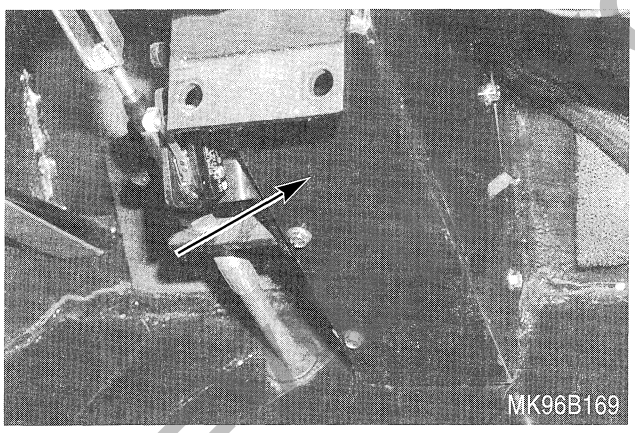
DASH INSTRUMENT CLUSTER REMOVAL

STEP 1



Disconnect the wire harness from the turn signal/warning flasher assembly. Remove the mounting bracket and assembly from the steering tunnel cover.

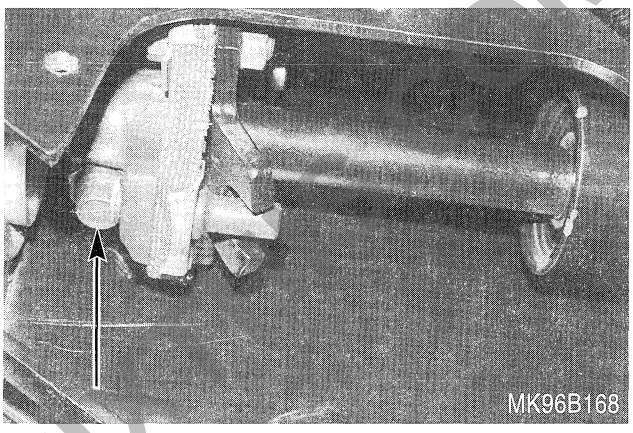
STEP 2



Roll back the floor mat and insulation pad. Remove the steering tunnel cover plate.

NOTE: *The pedals have been removed for photographic purposes.*

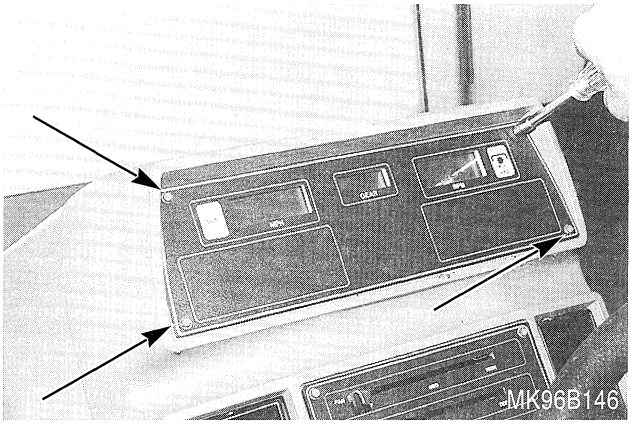
STEP 3



Start the engine and turn the steering wheel until the upper steering column coupler clamp bolt head is downward. Shut off the engine and remove the key from the switch.

NOTE: *Disconnect the negative (ground) battery cable.*

STEP 4



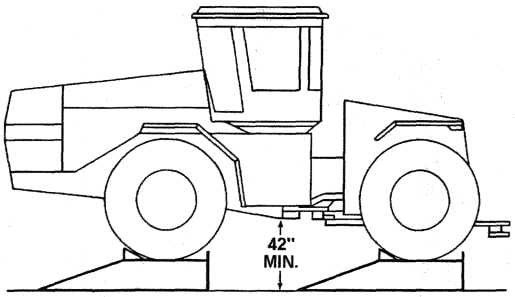
Remove the four instrument cluster retaining screws.

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POWERSHIFT TRANSMISSION REMOVAL

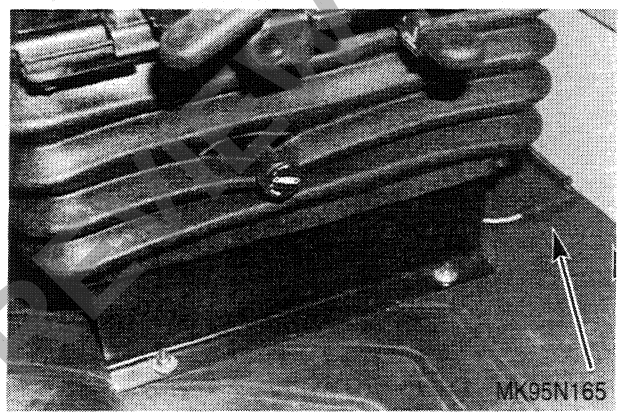
STEP 1



95F34

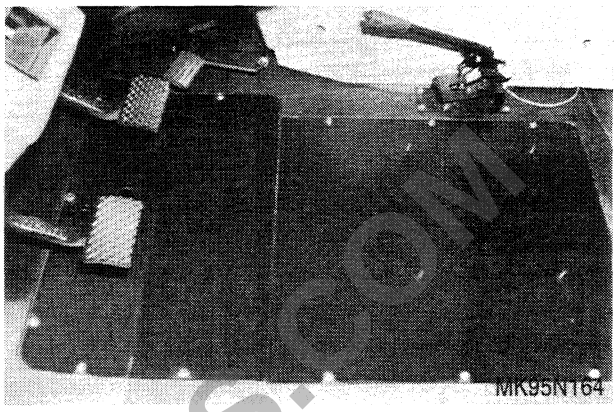
1. If possible, pressure wash or steam clean the transmission.
2. Place the tractor over an open pit to remove and lover the transmission. If a pit is not available, place the tractor on ramps to allow a minimum of 42 inches (1062 mm) of clearance between the rear of the front frame and the floor to remove the transmission from under the tractor. Allow additional clearance for a transport dolly or forklift tines.
3. Install chock blocks in front of and behind each wheel.
4. Install the articulation steering cylinder blocks.
5. Remove the key from the key switch.

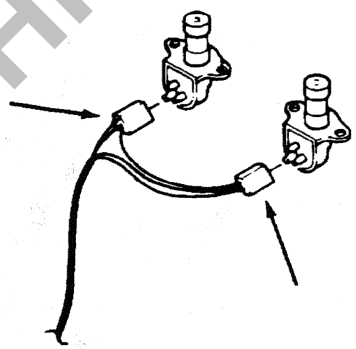
STEP 2



Disconnect the wiring harness and remove the operators seat. Remove the storage compartments, floor mats and floor insulation.

STEP 3

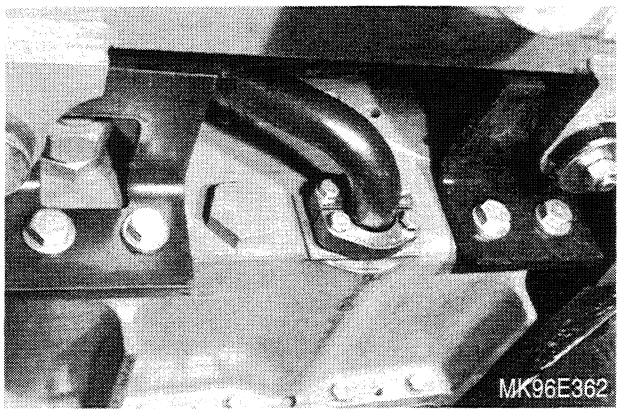




MS96A011

Remove the rear floor plate. Mark and remove the front and rear differential lock switch wiring harness connectors from the switches in the front plate. Remove the front floor plate.

STEP 4



Loosen the inlet tube split flange bolts to drain the transmission. When the transmission is drained, remove the split flange retainers.

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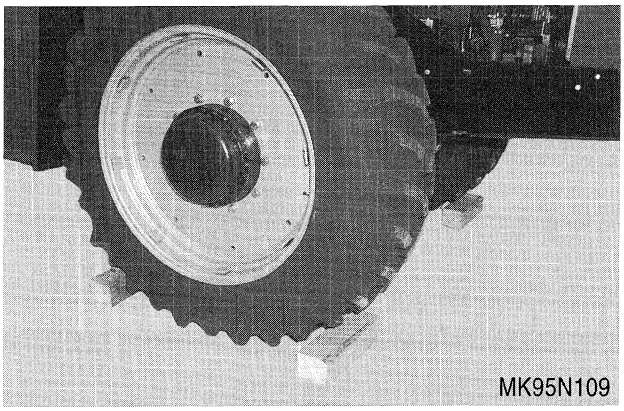
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MASTER CYLINDER REMOVAL

IMPORTANT: *It is very important to work in a clean environment when performing any disassembly of the brake system. The master cylinder, caliper, all lines, fittings and areas near the components must be cleaned of dirt and residue before disassembly. Any dirt or residue allowed to enter the brake system can contaminate the system and interfere with the proper operation of the brakes.*

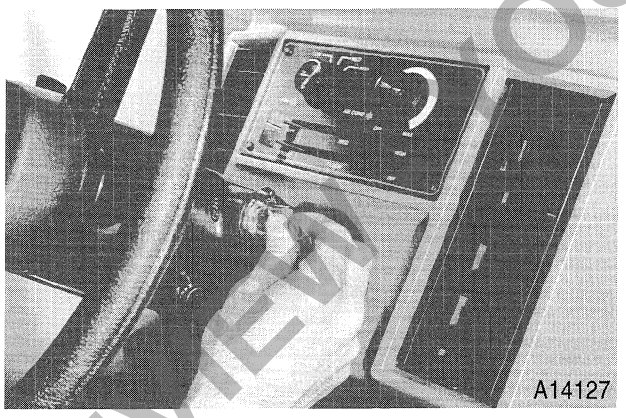
NOTE: *Dual stage master cylinders are used on tractors using a dual caliper disc brake system.*

STEP 1



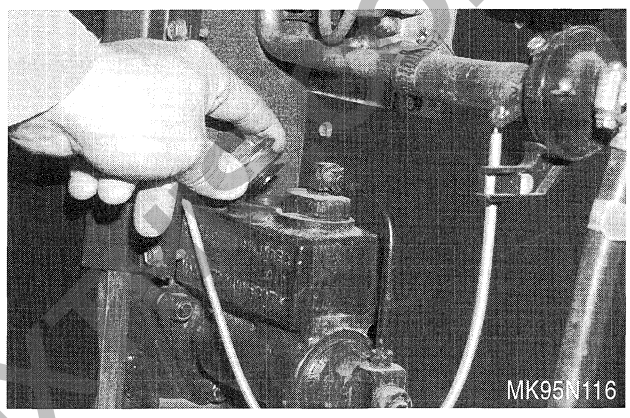
Park the tractor on a level surface. Install blocks in front of and behind all wheels.

STEP 2



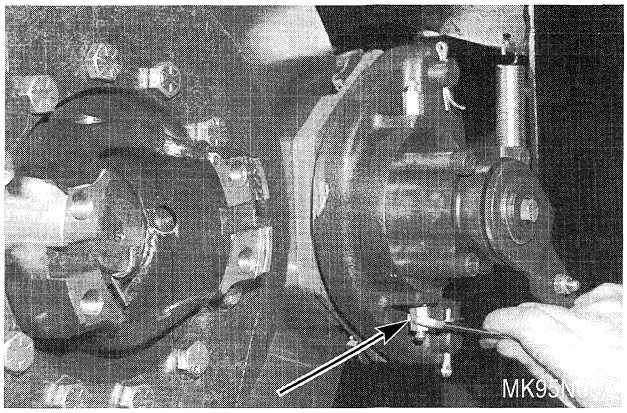
Remove the ignition key from the tractor.

STEP 3



Remove the master cylinder fill plug.

STEP 4



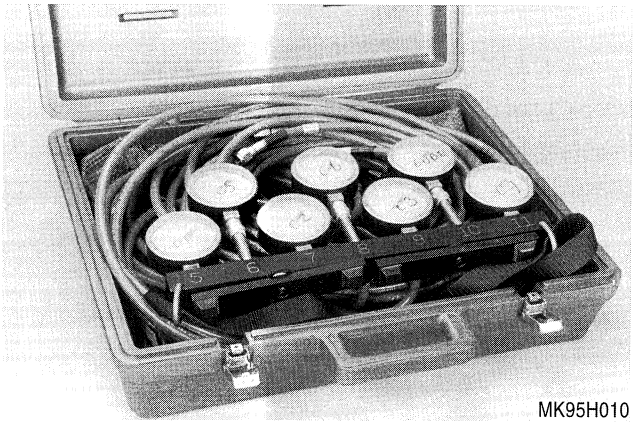
Open the bottom bleeder screw on the brake caliper to drain the brake fluid.

When the brake fluid has drained, tighten the screw and install the filler plug assembly on the master cylinder.

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SPECIAL TOOLS



MK95H010



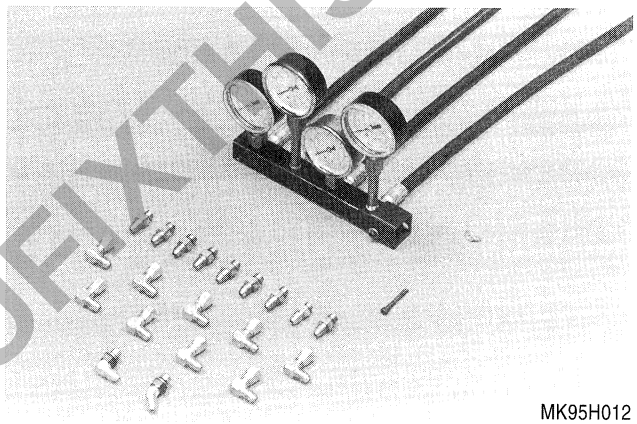
MK95H011

The test equipment used in this section is found in the following kits:

CAS 1803 Ag Pressure Test Kits
CAS 1807 Ag Flow Test Kits
CAS 107537 Gauge Power Shift Transmission Test Kit
CAS 10757 4 Gauge Test Bar
CAS 10280 In-Line Flowmeter

These kits and flowmeters are available from:

Service Tools
P.O. Box 314
Owatonna MN 55060



MK95H012

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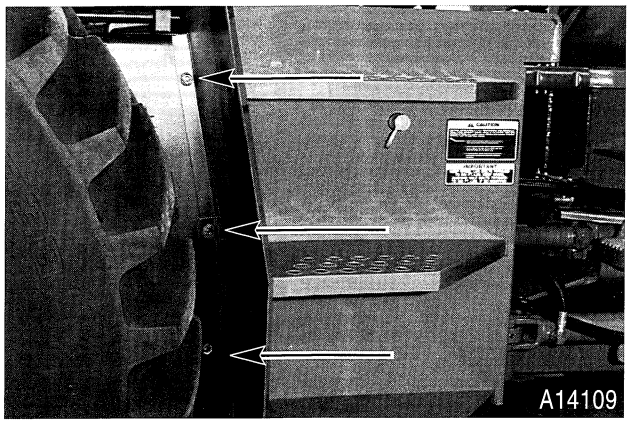
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CAB REMOVAL

NOTE: *Cab removal procedure shown was performed on a 9330 tractor equipped with front axle steer, PTO and three point hitch. Except for optional equipment and location of some control cable and wire harness support clamps, cab removal for all 9300 tractors will be basically the same.*

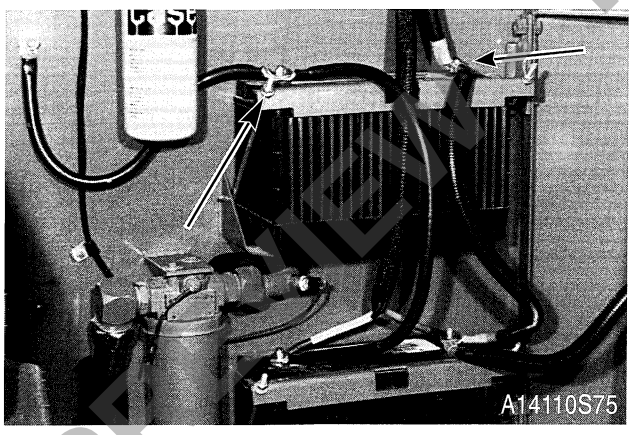
IMPORTANT: *Before starting the following procedure, park the tractor on a hard surface with enough room to lift and remove the cab assembly from the LH side of the tractor. Block the front and back side of each wheel. Lifting equipment used for cab removal must have a minimum 3000 pound (1380 Kg) lifting capacity. Shipping weight of the cab assembly is approximately 2535 pounds (1149 Kg). The cab must be lifted approximately 12 inches (305 mm) for removal.*

STEP 1



(9310, 9330, 9350 Tractors)
Remove the nuts and washers securing the battery compartment door. Open the access door.

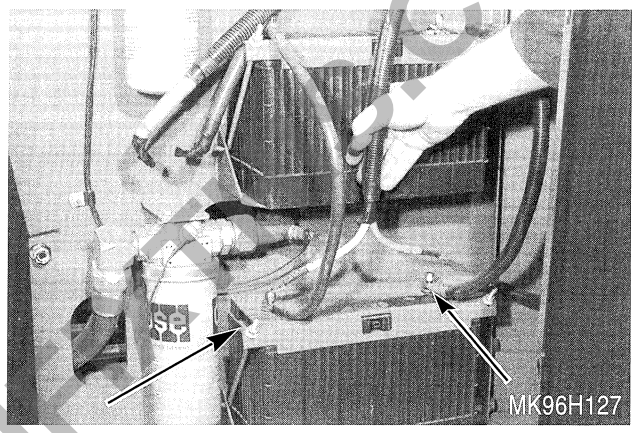
STEP 2



Remove both the negative and positive primary cables from the battery group.

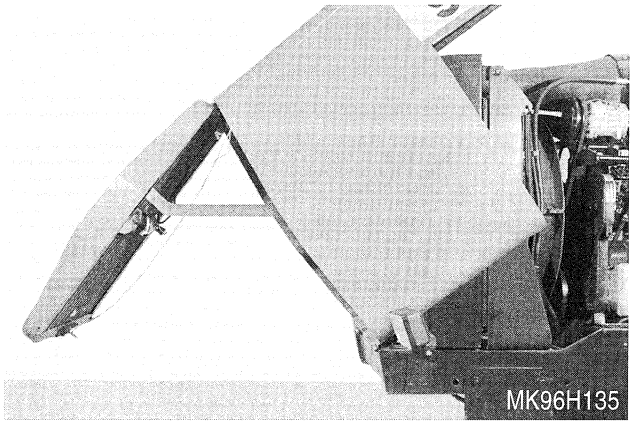
NOTE: *Always remove the negative cable first.*

STEP 3



Remove the cab power supply negative and positive battery cables.

STEP 4



Open the engine compartment hood.

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LOCTITE PRODUCT CHART

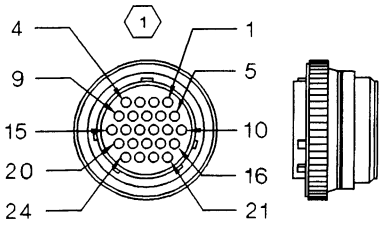
Product	Color	Similar Products	Gap (In Inches)	Strength (Steel/Steel)	Working Temperature Range-Farenheit	Fixture/Full Cure (Steel/Steel) Time	Primer	Description
518	Red	515	0.030	500psi	-65 to +300	1hr/24 hrs	764	Gasket Eliminator 518 for Aluminum
542	Brown	569	N/A	132/92 in lbs	-65 to +300	2 hr/24 hrs	747	Hydraulic Sealant
545	Purple		N/A	25/20 in lbs	-65 to +300	4 hr/24 hrs	747	Low Strength Pneumatic/Hydraulic Sealant
549	Orange	504	0.020	2500 psi	-65 to +300	2 hr/24 hrs	747	Instant Seal Plastic Gasket
554	Red	277	0.015	240/240 in lbs	-65 to +300	2 to 4 hrs/24 hrs	764	Refrigerant Sealant
567	White	592	N/A	500 psi	-65 to +400	4 hrs/24 hrs	764	Pipe Sealant for Stainless Steel
568	Orange	277	0.015	2500 psi	-65 to +300	12 hrs/24 hrs	764	Plastic Gasket
569	Brown	545	0.010	40/25 in lbs	-65 to +300	1 hr/24 hrs	764	Hydraulic Sealant
570	Brown	592	N/A	25/40 in lbs	-65 to +300	6 hrs/72 hrs	764	Steam Sealant
571	Brown	592	0.015	40/20 in lbs	-65 to +300	2 to 4 hrs/24 hrs	764	Pipe Sealant
572	White	578.575	N/A	80/27 in lbs	-65 to +300	24 hrs/72 hrs	None	Gasketing
592	White		0.020	500 psi	-65 to +400	4 hrs/72 hrs	736	Pipe Sealant with Teflon
593	Black		0.250	400 psi	-95 to +400	30 min/24 hrs	N/A	RTV Silicone
601	Green	609	0.005	3000 psi	-65 to +300	10 min/24 hrs	764	Current PIN #609
609	Green		0.005	3000 psi	-65 to +300	10 min/24 hrs	764	General Purpose Retaining Compound
620	Green	640	0.015	3000 psi	-65 to +450	30 min/24 hrs	747	High Temperature Retaining Compound
635	Green	680	0.010	4000 psi	-65 to +300	1 hr/24 hrs	747	High Strength Retaining Compound
638	Green	680	0.015	4100 psi	-65 to +300	10 min/24 hrs	747	High Strength Retaining Compound
640	Green	620	0.007	3000 psi	-65 to +400	1 hr/24 hrs	747	High Temperature Retaining Compound
660	Silver		0.020	3000 psi	-65 to +300	20 min/24 hrs	764	Quick Metal
675	Green	609	0.005	3000 psi	-65 to +300	20 min/24 hrs	747	General Purpose Retaining Compound
680	Green	635	0.015	4000 psi	-65 to +300	10 min/24 hrs	747	High Strength Retaining Compound
706	Clear	755	N/A	N/A	N/A	N/A	N/A	Cleaning Solvent
707	Amber		N/A	N/A	N/A	N/A	N/A	Activaltor for Structural Adhesives
736	Amber		N/A	N/A	N/A	N/A	N/A	Primer NF
738	Amber		N/A	N/A	N/A	N/A	N/A	Depend Activator
747	Yellow	N/A	N/A	N/A	N/A	N/A	N/A	Primer T
751	Clear		N/A	N/A	N/A	N/A	N/A	Activator for Structural Adhesives
755	Clear		N/A	N/A	N/A	N/A	N/A	Cleaning Solvent
764	Green		N/A	N/A	N/A	N/A	N/A	Primer N
767	Silver		N/A	N/A	-65 to +1600	N/A	N/A	Anti-Seize Lubricant

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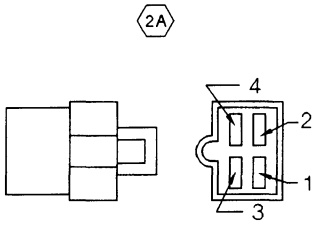
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ELECTRICAL CONNECTORS



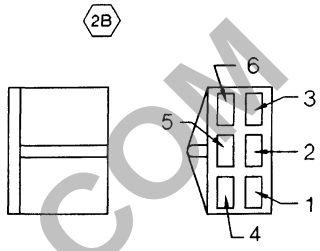
MAIN CAB HARNESS TO
ENGINE/TRANSMISSION HARNESS

1-B(164)16	13-B(165)16
2-B(123)16	14-B(211)16
3-B(163)16	15-OPEN
4-B(48)16	16-B(252)16
5-B(18)16	17-B(255)16
6-B(25)16	18-B(169)16
7-OPEN	19-B(170)16
8-B(16)16	20-OPEN
9-OPEN	21-B(22)16
10-B(27)16	22-OPEN
11-B(15)16	23-B(66)16
12-OPEN	24-B(67)16



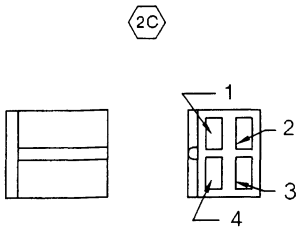
MAIN CAB HARNESS TO OVERHEAD
HARNESS CONNNECTER A

1-B(175)16
2-B(173)16
3-B(174)16
4-B(172)16



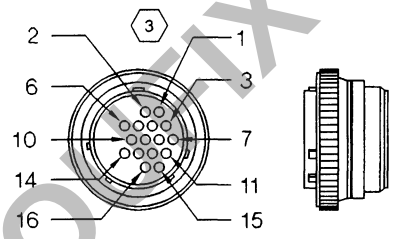
MAIN CAB HARNESS TO OVERHEAD
HARNESS CONNNECTER B

1-B(28)14
2-B(29)14
3-B(30)14
4-R(40)16
5-W(74)10
6-B(114)16



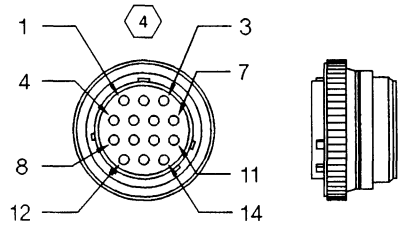
MAIN CAB HARNESS TO OVERHEAD
HARNESS CONNNECTER C

1-B(45)14
2-B(46)14
3-B(143)16
4-B(143)14



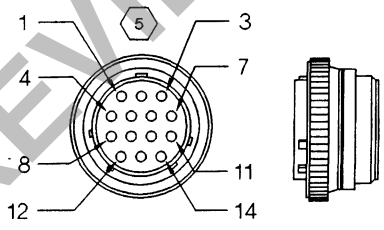
MAIN CAB HARNESS TO
FRONT FRAME HARNESS

1-B(52)16	9-B(32)16
2-B(241)16	10-B(31)16
3-B(162)16	11-B(36)14
4-B(184)16	12-B(37)14
5-B(165)16	13-B(48)16
6-B(228)16	14-OPEN
7-B(33)16	15-B(67)16
8-B(50)16	16-B(66)16



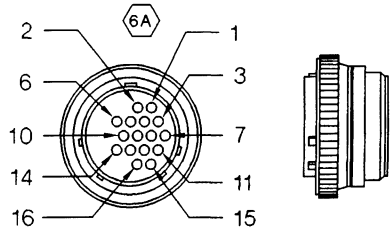
MAIN CAB HARNESS TO
REAR FRAME HARNESS

1-B(47)14	8-OPEN
2-B(140)16	9-OPEN
3-OPEN	10-OPEN
4-B(43)14	11-OPEN
5-B(41)16	12-OPEN
6-B(45)14	13-OPEN
7-B(46)14	14-OPEN



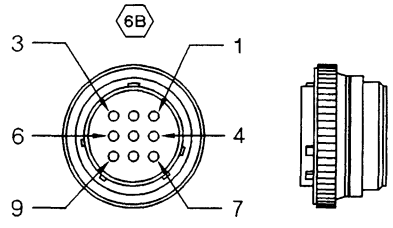
TRANSMISSION HARNESS
TO ENGINE HARNESS

1-B(18)16	8-B(163)16
2-B(123)16	9-B(16)16
3-B(252)16	10-OPEN
4-OPEN	11-B(27)16
5-B(48)16	12-B(15)16
6-B(255)16	13-B(164)16
7-B(25)16	14-B(22)16



DASH MODULE CONNECTER A
TO MAIN CAB HARNESS

1-B(165)16	9-B(27)16
2-B(163)16	10-B(89)16
3-B(45)18	11-B(114)18
4-B(67)16	12-B(162)16
5-B(75)16	13-B(48)16
6-B(46)18	14-B(66)16
7-W(74)16	15-B(37)18
8-B(164)16	16-B(241)18



DASH MODULE CONNECTER B TO
TRANSMISSION CONTROLLER HARNESS

1-B/22
2-W/22
3-R/22
4-DG/22
5-OPEN
6-BR/22
7-DB/22
8-O/22
9-Y/22

MA95G040

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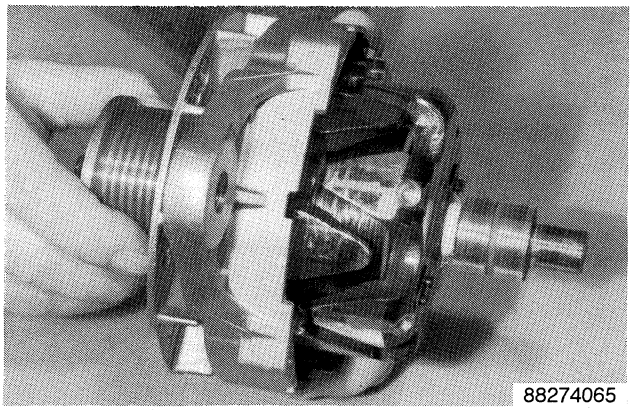
PANEL LAMPS, CIGARETTE LIGHTER, DOME LAMP, HORN AND RADIO WIRING CODE

REF	COLOR	FROM	TO	WIRE GAUGE
10	Red	Junction Stud (Power)	Circuit Breaker (20 amp)	10
10	Red	Junction Stud (Power)	Circuit Breaker (15 amp)	10
32	Black	Horn Relay	Diode	18
32	Black	Horn Relay	Horn switch	16
40	Red	Circuit Breaker (20 Amp)	Dome Lamp Switch	16
40	Red	Circuit Breaker (20 Amp)	Door Jam	16
59	Red	Circuit Breaker (20 Amp)	Cigarette Lighter	16
65	Red	Circuit Breaker (15 Amp)	Key Switch Circuit Breaker (15 Amp)	14
68	Black	Radio	Key Switch (Acc. Terminal)	16
74	White	Console Lamp	Chassis Ground	16
74	White	LH Panel Lamp	Chassis Ground	16
74	White	RH Panel Lamp	Chassis Ground	16
74	White	Cigarette Lighter	Chassis Ground	16
74	White	Dome Lamp/Switch	Chassis Ground	16
74	White	Horn Diode	Chassis Ground	14
74	White	Radio	Chassis Ground	16
82	Black	Door Jam Switch	Dome Lamp Switch	16
102	Red	Horn Relay (Term 30)	Main Circuit Breaker	12
102	Red	Horn Relay (Term 30)	Horn Relay (Term 85)	18
102	Red	Horn Relay (Term 86)	Horn Relay Diode	18
105	Black	Horn Relay (Term 87)	Horn	14
114	Black	Main Harness Connector 2B	Lamp Control Switch	16
114	Black	Main Harness Connector 2B	Instrument Panel, Gauge Panel	18, 16
114	Black	Main Harness Connector 2B	Console Lamp	16
114	Black	Main Harness Connector 2B	LH and RH Panel Lamps	16
117	Red	Circuit Breaker (15 Amp)	Radio	16
172	Black	Radio	LH Speaker	18
173	Black	Radio	LH Speaker	18
174	Black	Radio	RH Speaker	18
175	Black	Radio	RH Speaker	18

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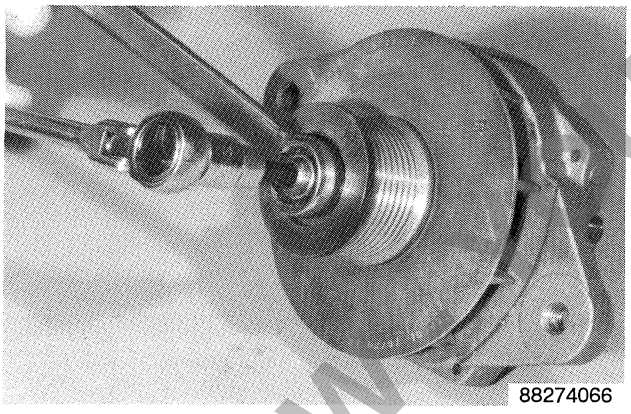
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STEP 26



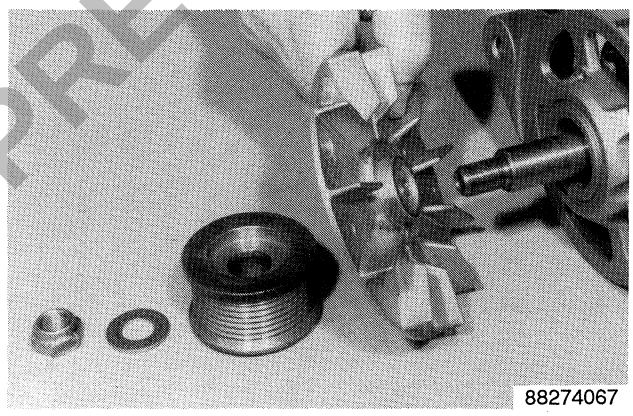
Hold the DE frame and spin the rotor by hand to see that it spins freely in the ball bearing. If the movement is noisy, rough or wobbly, replace the DE bearing and/or the rotor as described in the following steps.

STEP 27



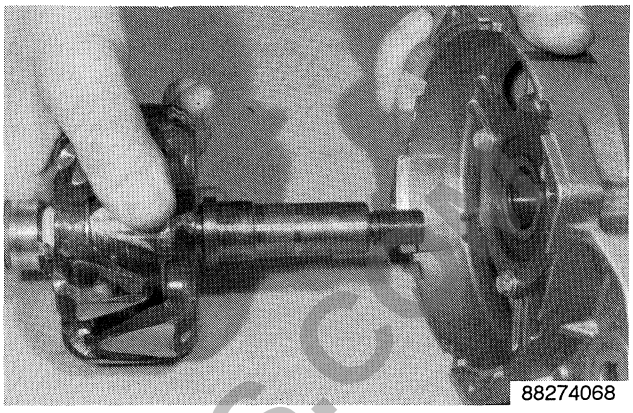
Remove the shaft nut by placing a 5/16 inch hex wrench in the end of the shaft. Hold the shaft with the hex wrench while removing the nut with a box end wrench.

STEP 28



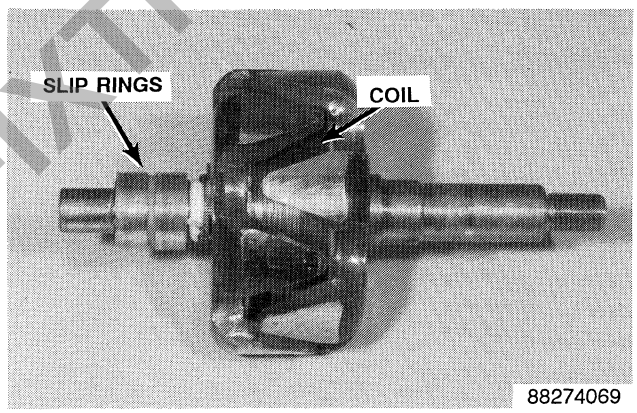
Remove the shaft nut washer, puller and fan from the shaft.

STEP 29



Remove the rotor from the DE housing.

STEP 30



If rotor checked good electrically, inspect the rotor shaft and slip rings for damage or too much wear. Make sure that the coils are not loose on the shaft. If the slip rings are rough or out of round, turn the rotor in a lathe, removing only enough material to make the rings smooth and round. The maximum indicator reading for roundness is 0.002 inch (0.05 mm). The slip rings can be cleaned or finished with 400 grain polishing cloth. Blow away all copper dust and clean the shaft of any grease that may have accumulated any copper dust.

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Section

5008

FRONT AXLE STEERING
ELECTRONIC ALIGNMENT/CALIBRATION

For 9350 Tractors

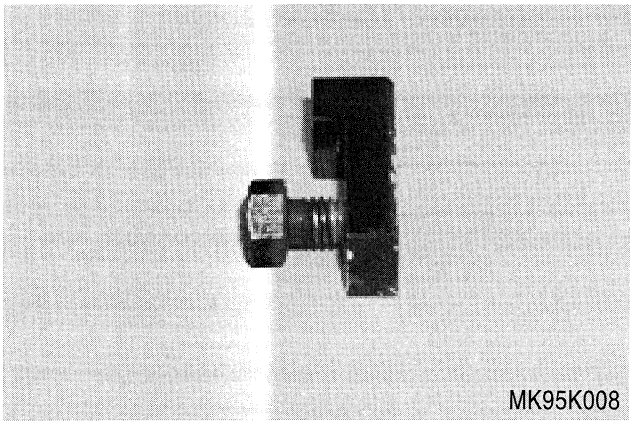
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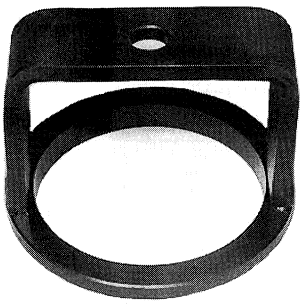
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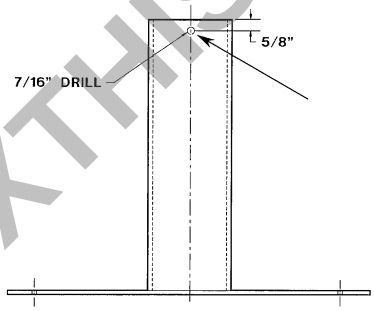
CAS 2427 Repair Stand Anti-Rotation Lock Key



CAS 2422 Metric Bolts



CAS 2447 Pinion Seal Installer

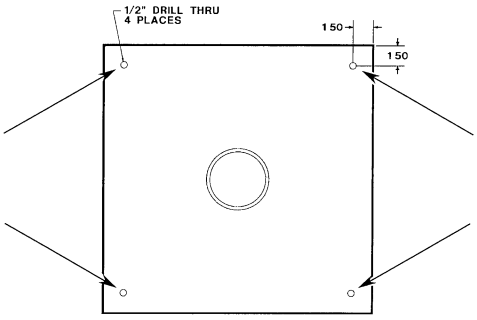


HOLE FOR CAS 2427 LOCK KEY

MS95K004



CAS 2389 Metric Alignment Studs
(Part of Kit CAS 40034)



BASE PLATE HOLES (4)

MS95K005

58-320 Axle Repair Stand Modification
(Part of Kit 58-307)

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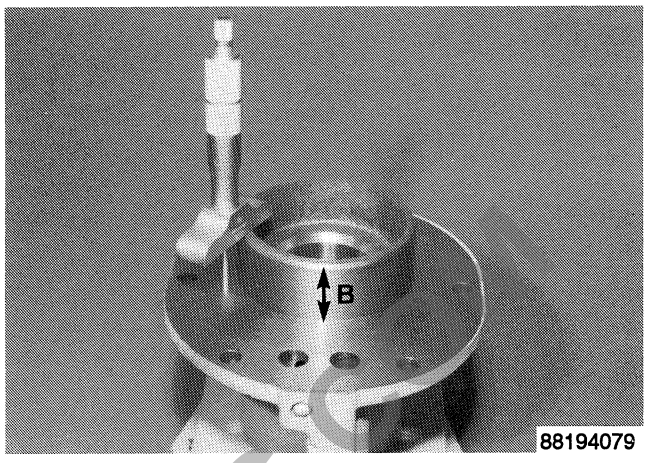
2. Measure and record the pilot dimension “B” of each original shaft oil supply cover the same way used to arrive at a nominal average tool pilot length.

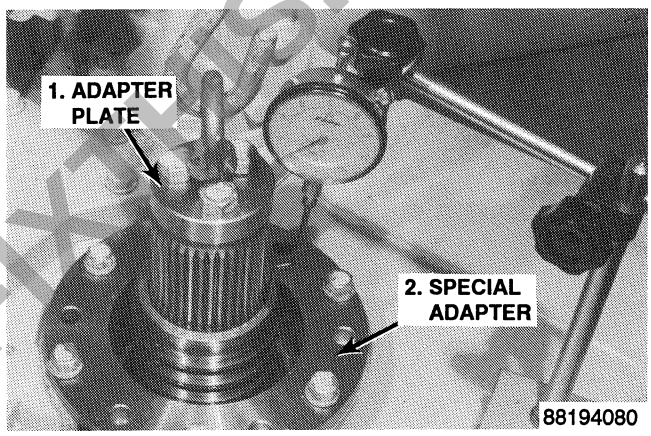
3. Select and install the correct special shaft fixture (in place of the original cover) use a new gasket on each shaft requiring bearing adjustment. Tighten the cap screws to the specified cover cap screw torque.

NOTE: *No gasket is used on the compound shaft.*

4. Rotate the shafts back and forth several times to seat the rear side bearing and outer cup.

5. Install a magnetic dial indicator with a long point so that the base is on a machined surface and the indicator pointer is touching the shaft bearing inner race or on the top of the oil supply sleeve of the shaft.



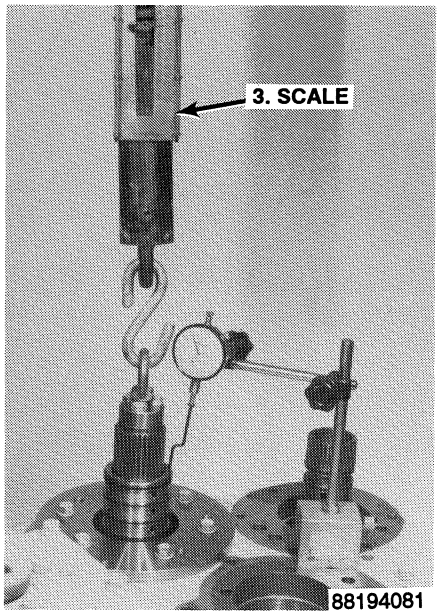


6. Zero the dial indicator and mark the spot with a felt ink marker where the dial indicator pointer is resting.

7. Using the correct shaft end adapter plate and/or eye bolt, use a lifting device and scale arrangement as shown. Slowly lift the shaft assembly to the point where no more upward movement is measured on the dial indicator. Note the scale reading and lift the shaft assembly an additional 40 to 50 lb (18 to 23 Kg).

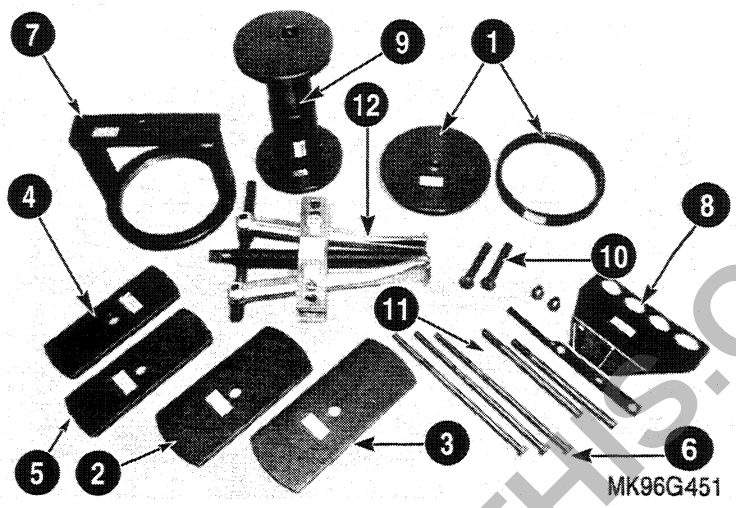
8. Being careful not to disturb or bump the dial indicator, rotate the shaft assembly back and forth several times to seat the upper bearing. Stop with the dial indicator pointer resting on the mark previously made. The dial indicator reading will be the total shaft end play (dimension “C”).

NOTE: *This procedure must be done at least 3 times on each shaft to arrive at an average nominal end play calculation.*



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CAS 40039 K695 STEERABLE AXLE REPAIR TOOL KIT
(Supplements CAS 40005 Axle Repair Tool Kit)

Ref.	Part No.	Description	Qty
1	*CAS 2463	SPINDLE SEAL INSTALLER SET	1
2	CAS2464	HUB OUTER BEARING CUP REMOVER	1
3	CAS 2465	HUB OUTER BEARING CUP INSTALLER	1
4	CAS 2466	HUB INNER BEARING CUP REMOVER	1
5	CAS 2467	HUB INNER BEARING CUP INSTALLER	1
6	CAS 2468	OUTER HUB BEARING JACK SCREW SET	3
7	CAS 2469	OUTER HUB BEARING CONE INSTALLER	1
8	CAS 2470	STEERING ALIGNMENT GAUGE SET	1
9	**CAS 2471	PINION DEPTH GAUGE ARBOR	1
10	CAS 2473	KING PIN BEARING JACK SCREW SET	2
11	CAS 2472	DIFFERENTIAL ALIGNMENT STUD SET	2
12	CAS 2475	PULLER, KING PIN BEARING CUP	1

* Can also be used on Raba K598 and K698 Series Axles

** Used with CAS 1596A-2 Gauge Block from the CAS 40036 K694 Axle Tool Kit

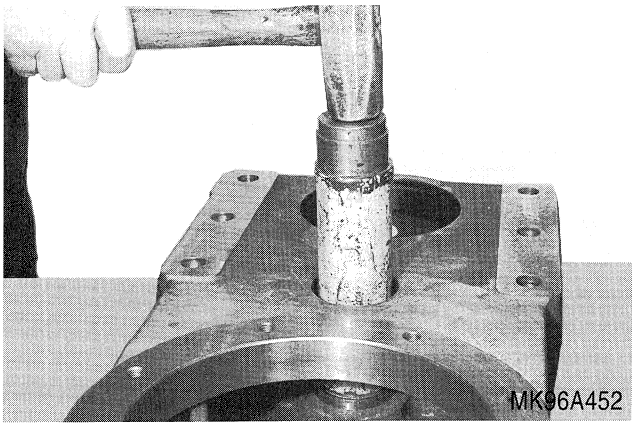
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ASSEMBLING THE PTO DROP BOX

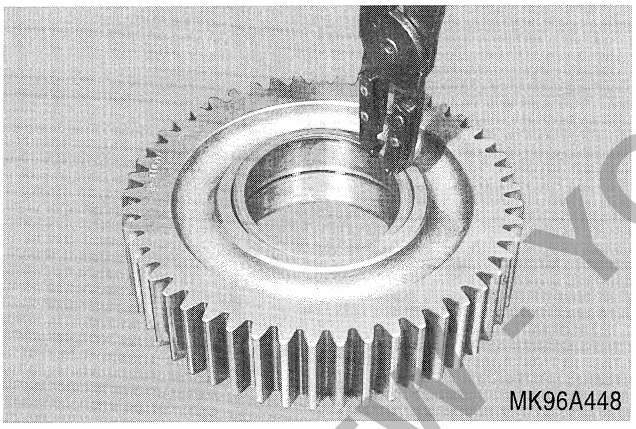
ASSEMBLING AND INSTALLING THE IDLER (MIDDLE) GEAR

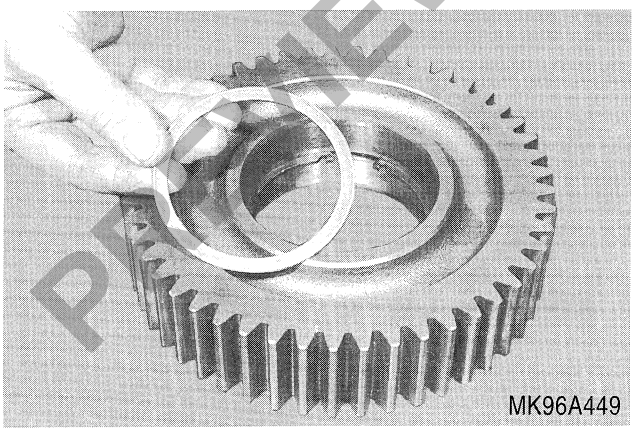
STEP 58



If removed, install the idler shaft bushing fully seated in the bore in the front side of the housing.

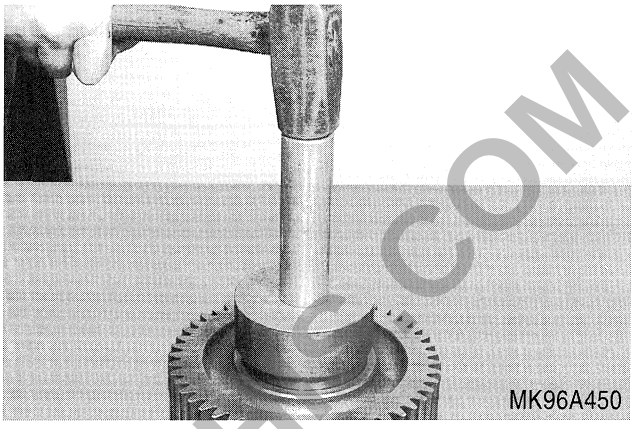
STEP 59





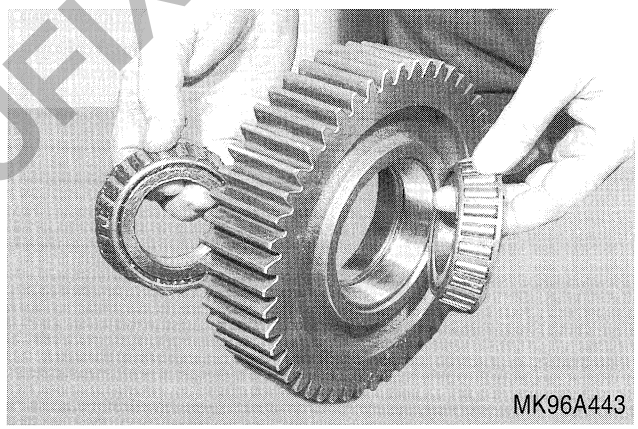
If removed, install the idler gear center snap ring and spacer.

STEP 60



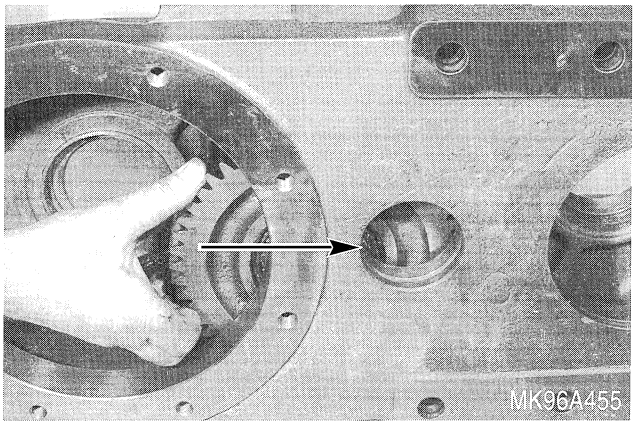
Install the two idler gear bearing cups fully seated against the spacer and snap ring.

STEP 61



Lubricate the center gear bearing cones with clean grease. Install both bearing cones into the center gear.

STEP 62

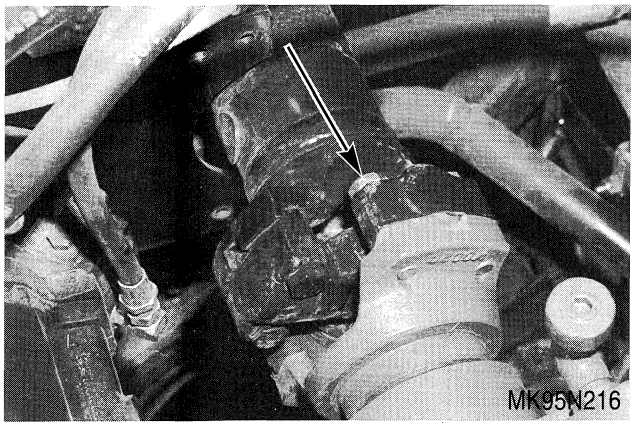


Position the housing on the side on the work table. Install and position the idler gear with bearing cones into the housing through the large opening.

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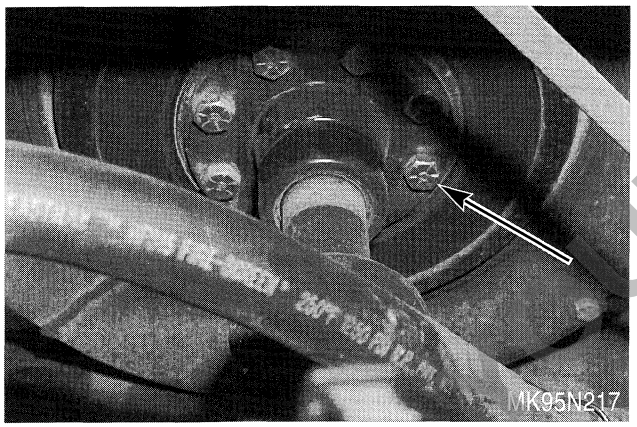
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STEP 5



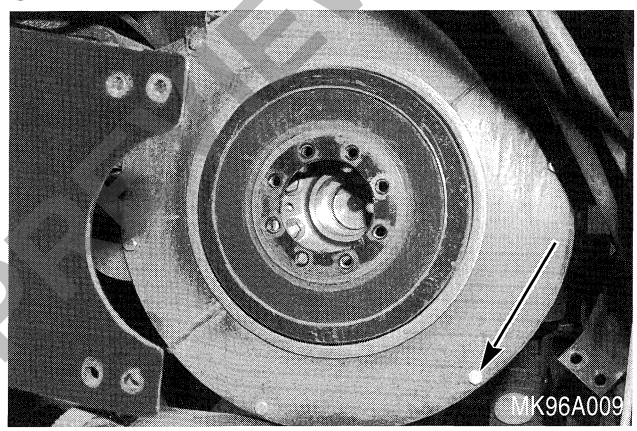
Remove the driveshaft bolts at the transmission input yoke. Push the driveshaft forward away from the transmission.

STEP 6



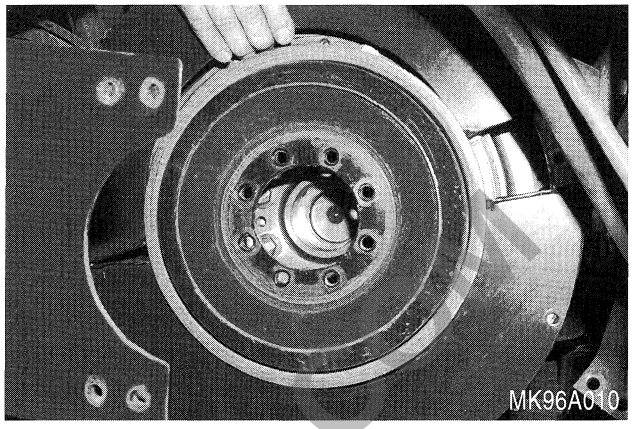
Remove the driveshaft bolts at the drive coupler. Remove the driveshaft.

STEP 7



Remove the 6 flywheel dust cover bolts. Relocate any hose or harness mounting brackets away from the flywheel housing cover.

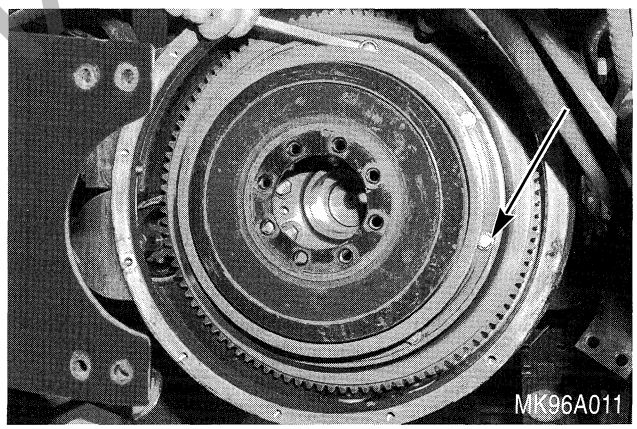
STEP 8



Remove the upper and lower halves of the flywheel dust cover.

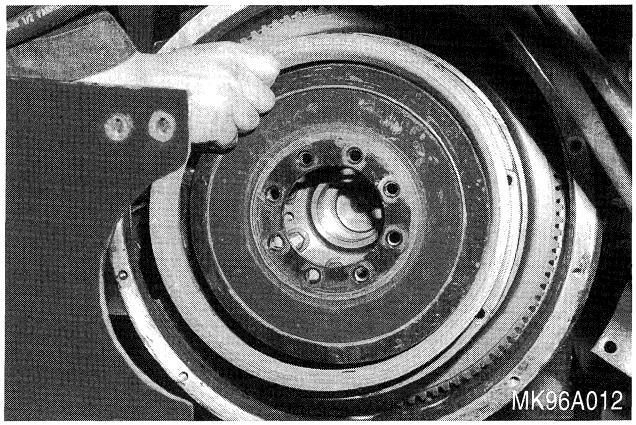
NOTE: *The covers have been sealed on with RTV Sealant. It may be necessary to carefully pry the covers loose.*

STEP 9



Remove the eight flywheel dust slinger mounting bolts.

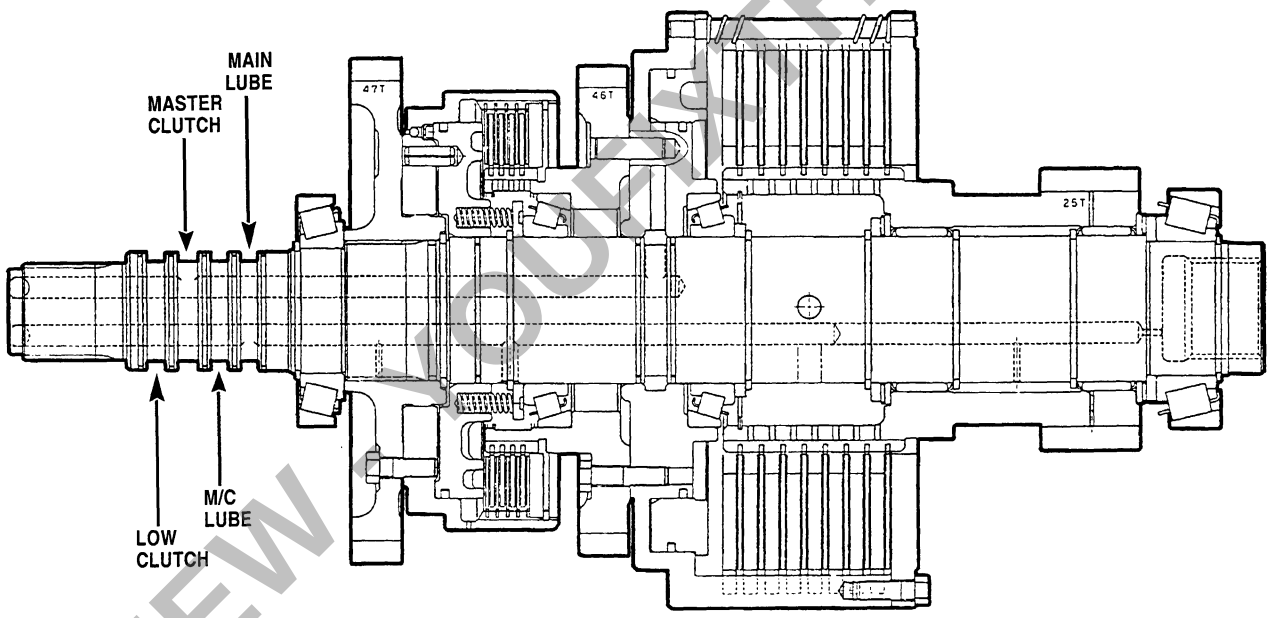
STEP 10



Remove the flywheel dust slinger.

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24 SPEED INPUT SHAFT ASSEMBLY

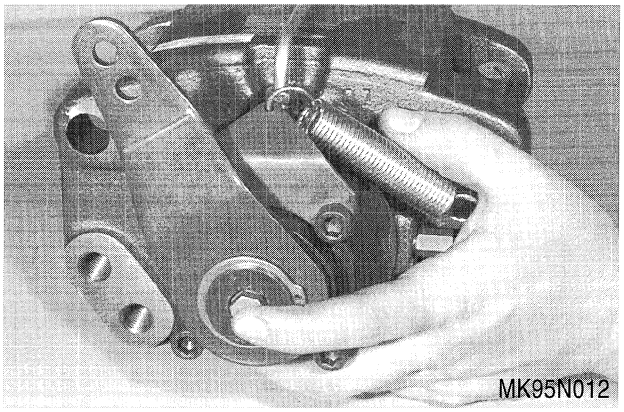


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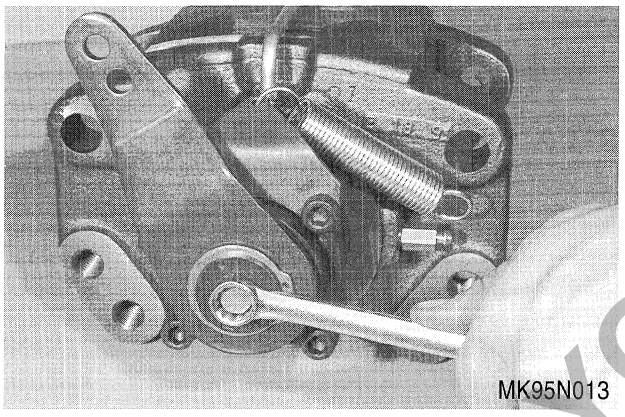
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STEP 63



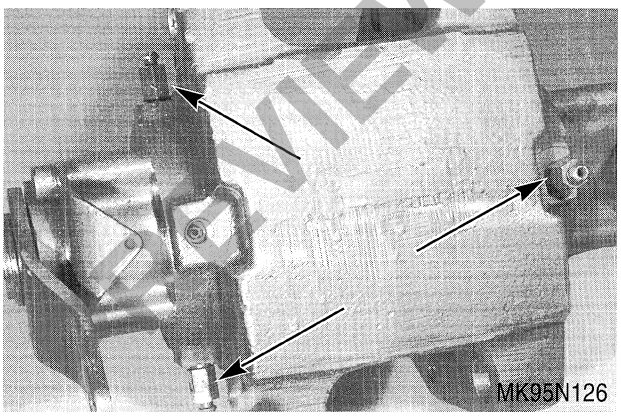
Push the hex head of the actuator plug in until it contacts the actuator shaft.

STEP 64



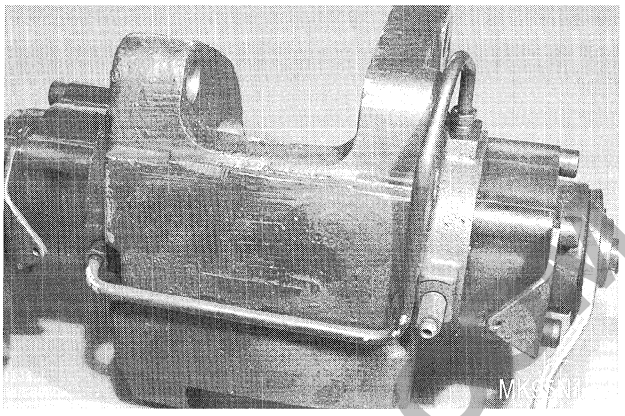
Use a wrench on the hex head of the adjuster plug. Rotate the plug until you feel a positive stop.

STEP 65



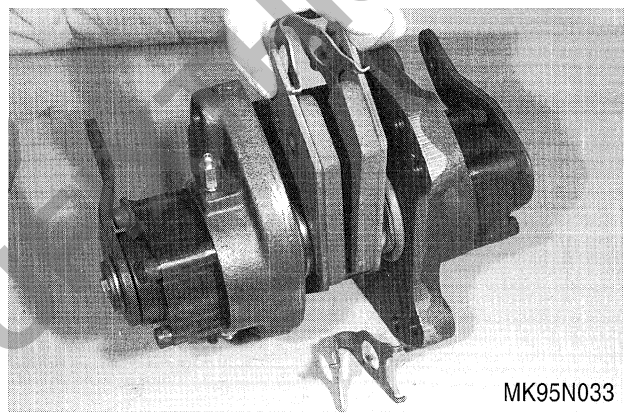
Install the three bleed screws.

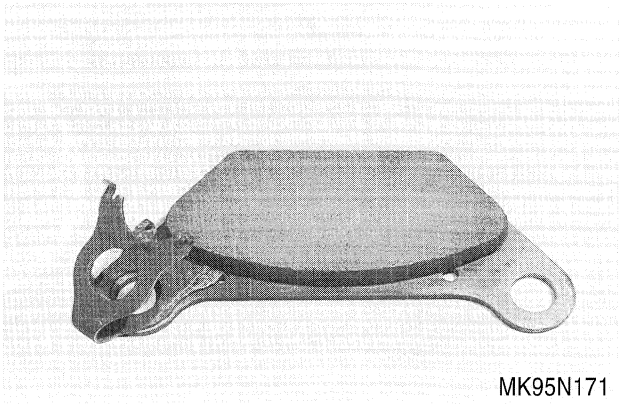
STEP 66



Install the crossover tube.

STEP 67



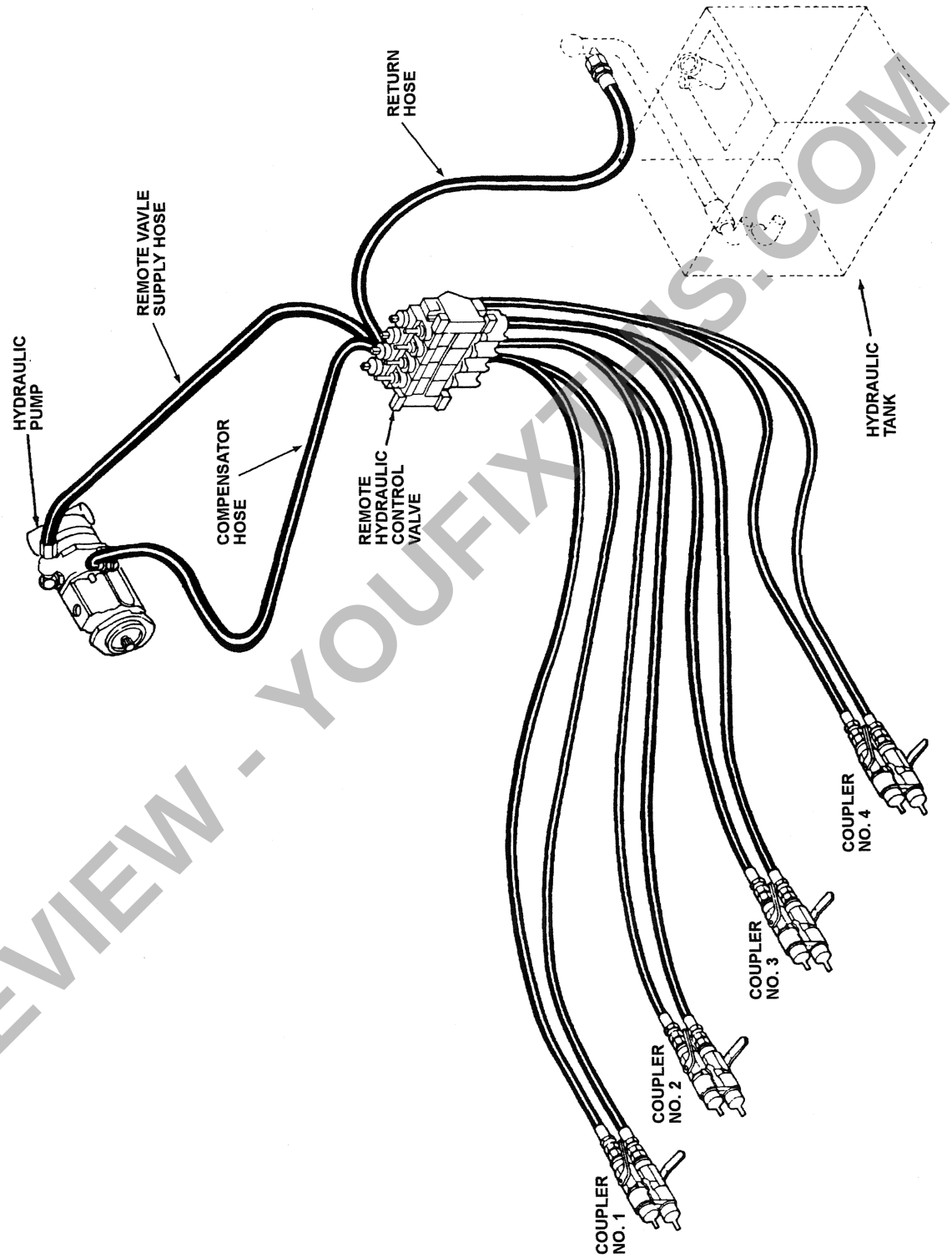


Install the brake pads and return springs. Be sure that the springs are correctly positioned as shown.

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REMOTE HYDRAULICS



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Section

8006

HYDRAULIC FILTERS

9350, 9370 and 9380 Series Tractors

8006

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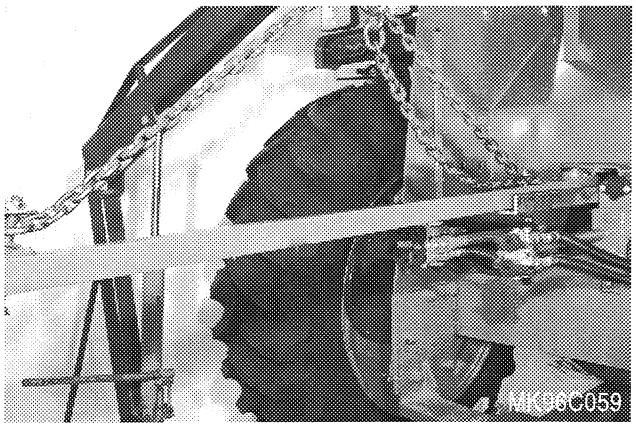
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CONNECTING LINK INSTALLATION

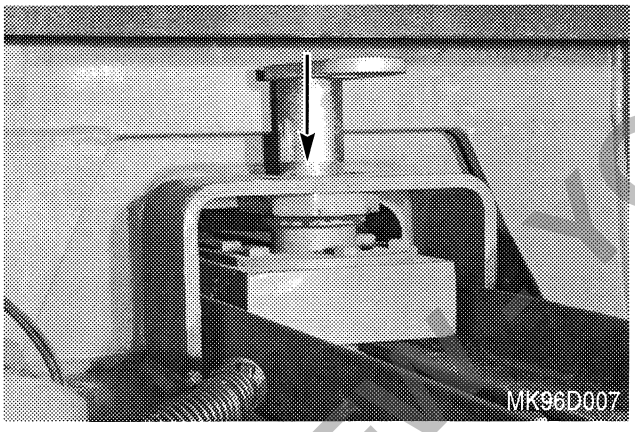
STEP 82



Install the connecting link into the rear frame. The connecting link weighs approximately 230 lbs (104 kg). Support the connecting link with a mobile floor crane or similar lifting tool.

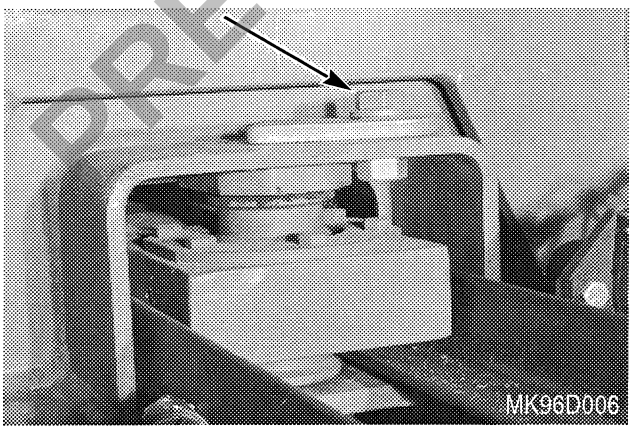
IMPORTANT: *Route the two TPH hoses over the top of the connecting link front bushing.*

STEP 83



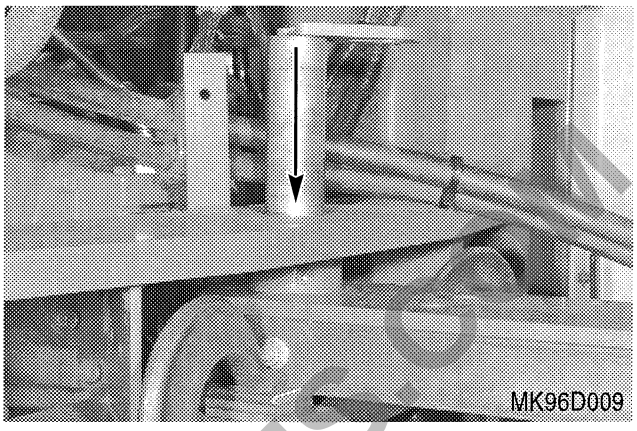
Align the uniball bearing with the rear frame bushings. Apply a thin coat of anti-seize compound to the pin. Install the rear connecting link pin.

STEP 84



Install the retaining bolt for the rear connecting link pin and tighten to a torque of 150 to 180 lb ft (203 to 244 Nm).

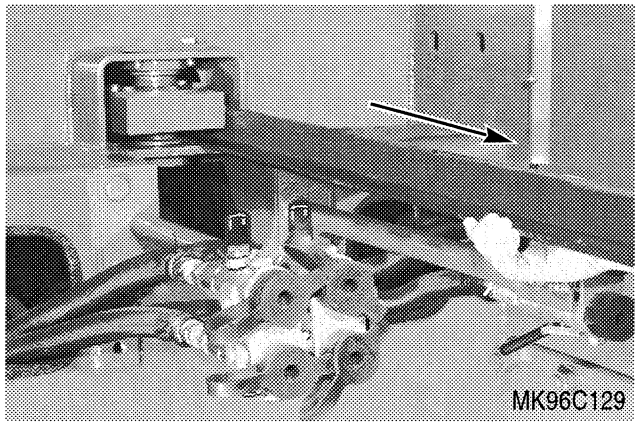
STEP 85



Align the front connecting link bearing or bushing with the bushings in the front frame upper hinge. The jacks may require adjustment up or down. Apply a thin coat of anti-seize compound to the pin. Install the front connecting link pin.

WARNING: *Tractor can fall down if either of the jacks is quickly adjusted or removed while the connecting link is disconnected. To prevent personal injury and/or equipment damage adjust the jacks evenly and slowly. Stay clear of the hinge area and below the tractor when adjusting the jacks.* M467

STEP 86



Disassemble and remove the connecting link removal track assembly.

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SAFETY PROCEDURES

> ⚠ *THIS SAFETY ALERT SYMBOL INDICATES IMPORTANT SAFETY MESSAGES IN THIS MANUAL. WHEN YOU SEE THIS SYMBOL, CAREFULLY READ THE MESSAGE THAT FOLLOWS AND BE ALERT TO THE POSSIBILITY OF PERSONAL INJURY OR DEATH.* M171B

Refrigerant R-134a is the most stable and easiest to work with of the refrigerants now used in air conditioner systems. Refrigerant R-134a does not contain any chlorofluorocarbons (CFC's), which are harmful to the earth's ozone layer.

Safety procedures must be followed when working with Refrigerant R-134a to prevent possible personal injury.

1. Always wear safety goggles when doing any service work near an air conditioner system. Liquid refrigerant getting into the eyes can cause serious injury. Do the following if you get refrigerant near or in your eyes:
   A. Flush your eyes with water for 15 minutes.
   B. See a physician immediately.
2. A drop of liquid refrigerant on your skin may cause frostbite. Open the fittings carefully and slowly when it is necessary to release pressure from the air conditioner system. Your skin must be treated for frostbite or a physician must be seen if you get refrigerant on your skin.
3. Keep refrigerant containers in the correct upright position. Always keep refrigerant containers away from heat and sunlight. The pressure in a container will increase with heat.
4. Always reclaim refrigerant from the system, if you are going to weld or steam clean near the air conditioner system.
5. Always check the temperature and pressure of the air conditioner system before reclaiming refrigerant and when you test the system.
6. Dangerous gas can form when refrigerant comes in contact with an open flame. Never permit fumes to be inhaled.
7. Never leak test with compressed air or flame tester. Tests have indicated that at pressure above atmospheric, and with air concentrations greater than 60% by volume, R-134a can form a combustible gas

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