

To avoid damage and subsequent costs, a few things need to be considered when dealing with lines with spring-lock connectors.

Lines with spring-lock connectors are becoming increasingly common in the air conditioning systems of Ford in particular, but also of VW and a number of other vehicle manufacturers. When these lines need to be disconnected, people often try to open the connector with two screwdrivers or a chisel. This inevitably causes leaks and other damage to the lines, or it could result in the connector not connecting properly during reassembly, which could cause it to suddenly come off at a working pressure of 17 bar.

Opening the spring-lock connectors correctly

A suitable unlocking tool must be used to open spring-lock connectors safely. If such a tool is available, the dust cap is carefully removed before unlocking. The unlocking tool with the appropriate diameter is then placed around the connection. The tool is gently pressed against the spring with a rotating movement to release it. The special tool pushes the spring backward evenly, making it easy for the counterpart to be pulled out of the line. The tool can then be removed.

Before reinstallation, all sealing rings should be replaced and coated with fresh compressor oil. Dry installation can damage the

seals. For assembly, the line is simply pushed into the connector until the spring is felt to engage.



Figure 1: Separated spring-lock connection



Figure 2: Unlocking tools for spring-lock connectors

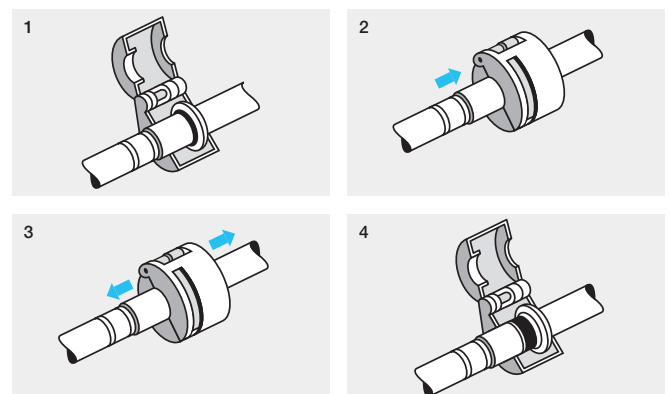


Figure 3: Release sequence

Important!

Always make sure that the unlocking tool is the correct size when loosening spring-lock connectors. Before installation, sealing rings must be replaced and coated with compressor oil to prevent damage and leaks due to dry assembly.