

# Volkswagen Cabriolet DIY Guide

## Removing the A/C System

This how-to was originally hosted at VWvortex.com's [ZeroForum](#) and was posted by "Moljinar". The original link no longer exists; the new URL should be <http://forums.vwvortex.com/showthread.php?2879839>.

### Procedure:

Having gone all summer and not lost the 20 lbs. I swore I was gonna lose I decided to remove it from my car.

So bye-bye A/C system!

First remove your alternator and lay it aside. If you didn't disconnect the positive terminal I'd suggest doing so.

Now remove the A/C hoses from your compressor. If your A/C system is full of Freon this will vent it to the air and freeze everything around it. Freon should be removed professionally. However anyone trying to remove their A/C system probably has one that's not working and is empty anyway. Just pay attention to what you're doing!

One hose is a 19mm and the other is a 24 mm. Lay the hoses out of the way. Later you'll want to undo the other ends of them and remove them altogether.

You might want to remove the A/C condenser ahead of the radiator. But it doesn't matter when you do.

Here's the nitty gritty... Remove the compressor. There are two bolts, usually 8mm Allen bolts holding the back side of the compressor onto the bracket.

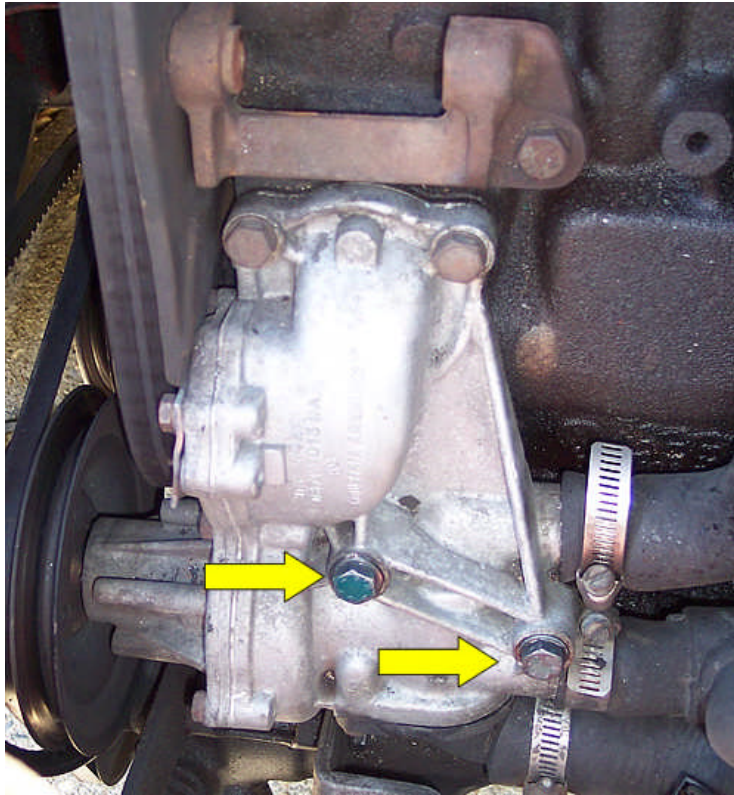
the front side of the compressor is held by a bolt or two. I've seen several combinations, just look and remove them. Unscrew the tensioner and move the compressor down so you can remove the V-belt from it.

When it's all free, pull out the compressor. You now should be looking at this (see photo at right):

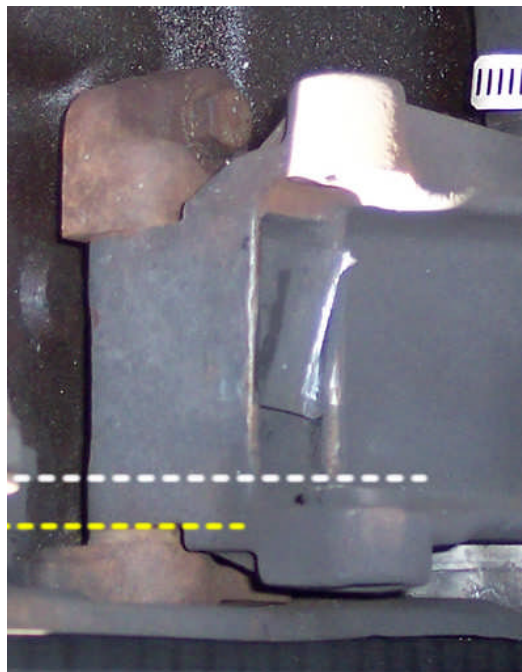


Remove the bolts that hold the big bracket on. There are two bolts that go thru the water pump (13mm) and one long Allen head (6mm) bolt at the top and may only be accessible by taking off the upper timing cover.

Once the bracket is gone you'll need to put new bolts thru the water pump housing. The new ones are 8mm x 50mm or 55mm; either will work.

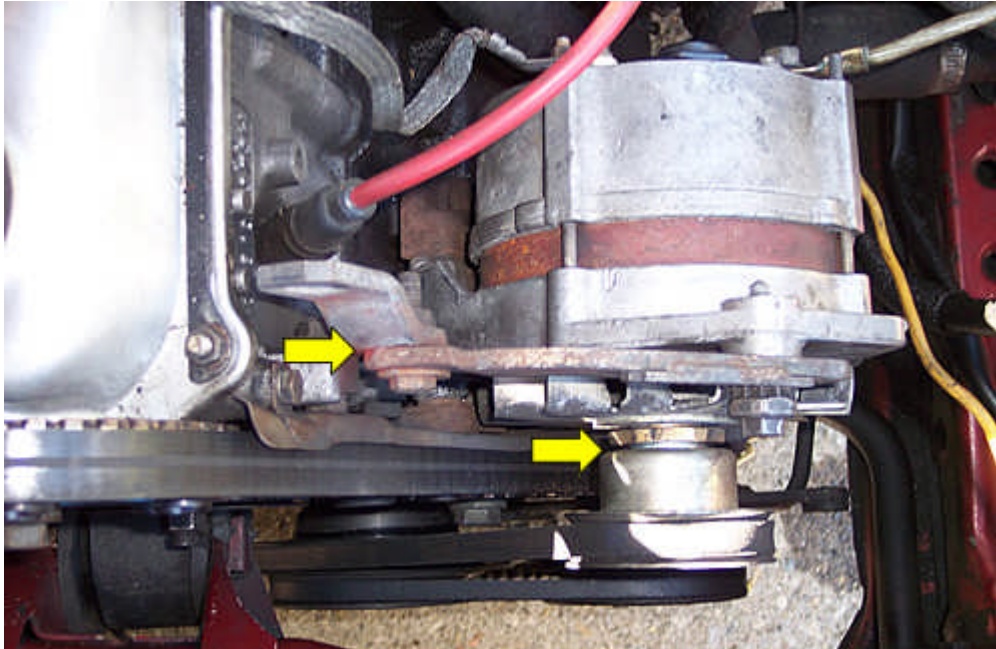


Now, put the alternator back in by putting it in the space left by the upper end of the big bracket we've removed. This moves the alternator to the left a bit which will help our offset.





Here it is all put back together. Note the V-belt is not perfectly aligned, but with the addition of a 16mm hole washer behind the pulley it's darn close. I've had it revved out to over 100 with no issues.



So say bye-bye!



And by the way, you don't even need to get a new fan belt; the old one is the perfect size!!

And how does my power steering pump stay in place? Simple; the big bracket really isn't a hard mount point for the pump. If the other bolts are good then you don't need to do anything. Until you can see what it looks like without the bracket in place it's hard to imagine.

Eventually, I will put a pipe between the pump mounts where the bracket used to be and tie it all together with a 5-inch bolt.

FWIW, the pump is tighter now than it was!

\* \* Remember, **you** are responsible for working on **your** car; Cabby-Info.com, "Moljinar", VAG, VWoA, or anyone else are not responsible if **anything** goes wrong while **you** are working on, in and under **your** car!  
Use this information at your own risk!\* \*