

Installation Information

The basic requirements when servicing an A/C system are as follows:

1. **Accumulator/Receiver Drier** must be replaced. The component is a 'filter'.
2. **Orifice Tube** must be replaced, expansion valve must be inspected and replaced if dirty or defective.
3. A/C system must be **clean** and free of debris and contaminants. In most cases components can be **flushed**, however in some instances it may be necessary to replace **condenser** or other items.
4. Correct amount and type of **oil** must be used. Please refer to the OE manufacturer for this information.
5. Prior to refrigerant charging, full **vacuum** must be done for a minimum of 45 minutes. In humid climates or during cooler days, this time should be increased to effectively remove air and boil off moisture.

The technician installing this compressor should refer to the vehicle manufacturer's guide for oil and refrigerant specifications. After the compressor is installed, the clutch hub should be rotated **10-20 revolutions** to ensure that oil is evenly distributed and to clear excess oil from the cylinders, or internal damage may occur. **You do not want the entire oil charge in the compressor itself, it is best to split the oil charge up into 3 different components.**

Information to Vehicle Owner

You are replacing your original compressor for a reason. You must be prepared to replace additional components within the A/C system. If your A/C system suffered a catastrophic failure, i.e the unit locked up, metal debris was strewn throughout the system. Even if you did not, your Technician will need to make sure the **system is properly cleaned**, whether through the use of a flush gun, closed loop flush, or replacement of damaged components.

Receiver driers or accumulators and expansion devices should be replaced any time an A/C system is opened. They act as filters for your air conditioning system and should be replaced just like an oil filter during an oil change.

Be prepared to replace a condenser and relieved if you do not have to. The condenser sits right in front of the radiator and cools down refrigerant. Many times, bugs, road debris and pebbles or rocks can damage it. Also, if a restriction develops internally, the path of the refrigerant will be blocked, causing high pressures, which can damage the compressor and other components.

If your automotive Technician is advising you to replace more parts than you thought you would need, he is only trying to save you from having to repair your system again. The cost of doing it right the first time will be worth it.

* Always Check Condenser Fans and/or Fan Clutch For Proper Operation!

* Some Compressors may be hard to turn initially, due to tight tolerances between piston rings and cylinder walls. Spanner wrench may be required.