



## Compressor Fitting Instructions

- All air conditioning repairs should only be undertaken by someone that has sufficient knowledge and training that understands how the system works.
- Visually inspect the new unit for any damage ensuring that all fixing points are complete and that the pulley moves freely. Visually check the replacement unit against the item on the car to ensure they are the same (before removing unit).
- (Once unit is removed) Check new compressor against old compressor ensuring units are the same and that the pulleys align correctly, in certain systems it is possible that different makes of compressors are interchangeable they may look slightly different however upon matching the fixing points, clutch and plug should all match.
- If completely flushing the system you will need to check the compressor and ensure the correct charge/type of oil. (**replacement compressors do not always come with oil charge!**).
- If you are not flushing the system (**and the system is completely clean with no debris**) you can drain the old compressor of oil measuring then ensure the new compressor has the same amount of oil 1-2fl oz unless GMA6/YORK (replacement compressors do not always come with oil charge!). Be careful not to over tighten the drain/fill plug as you will strip the thread! You must not over oil charge the system!
- When fitted to the vehicle rotate the front hub of the compressor by hand 10 times clockwise/anti-clockwise to ensure that the oil is distributed.
- Upon installation in certain circumstances it may be necessary to swap the fitting plate from the existing compressor to the new unit (this is the plate where the hoses go into).
- On remanufactured compressors it may be necessary to swap the wire plug from the old unit to the replacement unit.
- After installing ensure that the last component installed is the receiver drier/accumulator, and then evacuate the system for 30 minutes minimum prior to leak testing. Ensure no leaks are present, check system operating pressures and temperatures ensure that the radiator/condenser fans work correctly. You must ensure that the high side pressures are not excessive and that the low side is not too low. When using Automatic / semi Automatic

charging stations they DO NOT add correct oil charge to compressor this must be completed prior to compressor installation.

- Please remember that compressors do not just fail, there will be a reason why it originally failed and you MUST find and rectify this underlying fault otherwise the replacement WILL fail.
- When fitting clutch less type compressors it is sometimes necessary to have the fault codes removed from the computer memory otherwise the compressor may not receive the correct feed and will not pump. YOU MUST ALWAYS FLUSH THE SYSTEMS TO REMOVE EXCESS OIL. Should the compressor not pump immediately then remove control valve and sump drain plug, then blow through the control valve port ensuring that air is felt at the drain plug, this action ensures that the refrigerant bleed from the control valve to the swash plate is free and will then allow for the correct control valve operation.
- *You must ensure that the compressor is fitted correctly and to the above instructions when fitting any compressor, otherwise there will be no warranty.*
- *If you are replacing a compressor under warranty then you must complete the reverse and return with the compressor for warranty consideration. NO PAPERWORK=NO WARRANTY*