

## GENERAL COMPRESSOR INSTALLATION

**IMPORTANT: If compressor has failed, replacement of the condenser is strongly recommended.**

Compressors labeled R-134a can be used in R-1234yf systems only if 100% of the oil is drained and replaced with a R-1234yf compatible oil of the correct viscosity.

**Read this instruction sheet prior to starting any repairs. Follow all local, state, and federal regulations when servicing auto A/C systems.**

- 1. Remove the compressor, receiver/drier or accumulator, orifice tube or expansion valve, from the vehicle.**
- 2. Flush the condenser, evaporator, and hose assemblies without mufflers using non-oil based A/C flush.**
  - Flush the condenser from outlet to inlet.
  - If the compressor had a major failure, the condenser and any hose with a muffler should be replaced. (The manufacturer recommends all parallel flow condensers be replaced as they are impossible to flush.)
  - On systems with an expansion valve, remove the valve before flushing the evaporator.
  - Flush the evaporator from inlet to outlet.
- 3. Drain the oil from the new compressor at the suction & discharge ports or drain plug. Verify correct oil type; details should be stated on the compressor label. Before adding oil charge, check specific application system requirements.**
  - Refer to the under-hood decal or OEM service manual for total oil and refrigerant charge.
  - Install half of the new oil charge into the new compressor.
  - Turn the compressor shaft 8-10 full rotations using a spanner wrench. This will ensure proper lubrication for the front seal and internal parts on initial startup.
  - Install the remaining required oil in the receiver drier, condenser, and evaporator.
- 4. Install the new compressor, receiver/drier or accumulator, new orifice tube or expansion valve, and replace O-rings.**
  - If your original compressor comes with a pressure switch, you will have to remove this switch from your original compressor and install it in your new compressor. If the pressure switch is held in by a snap ring, it also must be removed and reinstalled with the pressure switch.
- 5. Using a vacuum pump, evacuate the A/C system for a minimum of 1 hour.**
  - After evacuating the system for 1 hour, check to see if the pressure gauges are holding below 0 on both the low and high side. Let system rest for 10 minutes. To ensure that the system is properly sealed, the vacuum readings should not change more than 5 PSI.
- 6. Confirm and then start the engine, open the doors & windows, and set the A/C controls on MAX AIR with high blower speed.**
- 7. Install the proper amount of refrigerant into the system and let the gauges equalize. This will allow the refrigerant to spread the oil more evenly.**

