



## **A/C COMPRESSOR P/N 199-103, 199-104, 199-105, & 199-106**

### **INSTALLATION INFORMATION:**

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

1. Accumulator/Receiver Drier must be replaced. This 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 the condenser or other items.
4. Correct amount and type of oil must be used. Please refer to chart for information.
5. Prior to refrigerant changing, 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. This will 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 compartments.

| <b>A/C COMPRESSOR REQUIREMENTS</b> |                    |                                      |
|------------------------------------|--------------------|--------------------------------------|
| <b>Style</b>                       | <b>Refrigerant</b> | <b>Oil</b>                           |
| SD508                              | R-134A             | 7.2 oz. 100 PAG or Castrol ester oil |
| SD7                                | R-134A             | 3.4 oz. 100 PAG oil                  |

### **INFORMATION TO VEHICLE OWNER:**

You are replacing your original compressor for a reason. You must be prepared to replace additional components of 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 the damaged components.

Receiver driers or accumulators and expansion devices should be replaced anytime 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, butts, 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.

**IMPORTANT! ALWAYS CHECK CONDENSER FANS AND/OR CLUTCH FOR PROPER OPERATION!**

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

**IMPORTANT!** LS and similar engines are capable of high RPMs that can damage an A/C compressor's complex moving internal parts. A tach or TPS monitoring RPM switch, such as NOS P/N 15982NOS, should be configured to deactivate the compressor clutch when the engine is above 4000 RPM.

**WARNING!** Failure to install part 15982NOS or similar will VOID the A/C compressor warranty.

**NOTE:** See wiring diagram below for 15982NOS installation.

