

Basic Compressor Information

There are many different makes of compressors used in our market-place. Regardless of manufacture and design, all compressors operate as the pump to keep the refrigerant circulating and to increase the refrigerant's pressure. Blissfield (Tecumseh) and York style compressors are known as reciprocating, upright or in-line type compressors. The Sanden (Sankyo) and Seltec (Diesel KIKI, Zexel) are rotary types. The suction side (low side) and discharge side (high side) ports are usually stamped with the letters "S" or "D" on the compressors head.



COMPRESSORS

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COMPRESSORS — BLISSFIELD/TECUMSEH/YORK STYLE

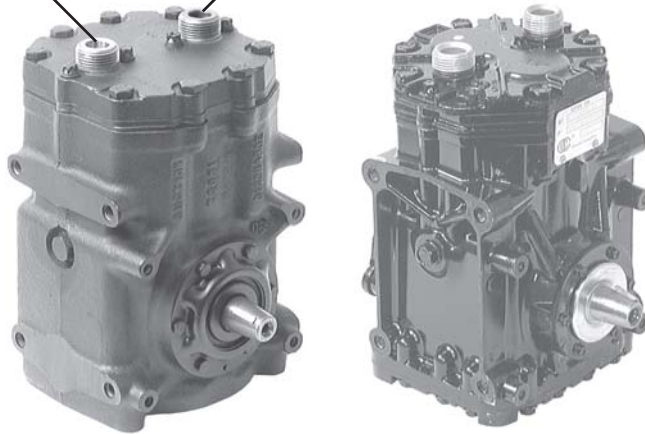
TROUBLE SHOOTING CHART

SYMPTOM	PROBLEM DIAGNOSIS AND INSPECTION	CAUSE AND REMEDY REPAIR OR REPLACE
IMPROPER COOLING - (No unusual compressor noise)		
High suction pressure, low discharge pressure	<ol style="list-style-type: none"> 1. Inspect valve plate, reed and gasket areas 2. Refer to service manual 	Replace valve plate and gaskets
Low suction and discharge pressure	<ol style="list-style-type: none"> 1. Check for low refrig. charge 2. Leak check compressor 3. Refer to service manual 	Replace shaft seal, gaskets oil fill plug, etc.
IMPROPER COOLING - (Internally noisy compressor)		
Intermittent or non-functioning	<ol style="list-style-type: none"> 1. Check belt tension 2. Check clutch volts, amps, and coil lead wire 3. Refer to service manual 	
Rough Running	1. Check compressor temperature and component parts run-out	Compressor failure change out compressor
EXCESSIVE NOISE		
NOTE: noises may be caused by components other than the compressor; however, it is normal to generate some noise.		
Clutch Engaged	<ol style="list-style-type: none"> 1. Check compressor mounting 2. Check other engine parts 3. Check for clutch slippage 4. Check for proper refrig.charge 5. Check clutch bearing, clearing 6. Oil level - insufficient 7. Check valve plate 8. Refer to service manual 	<ul style="list-style-type: none"> Torque to specs Water or air pump, alt, timing belt Replace if needed Charge as necessary Replace if needed Fill to recommended level Replace if needed
Clutch Not Engaging	<ol style="list-style-type: none"> 1. Check for slippage 2. Check voltage going to clutch (should not be less than 12v) 	Replace if needed

BLISSFIELD/TECUMSEH/YORK STYLE — COMPRESSORS

L/H SUCTION
ON THIS SIDE

R/H SUCTION
ON THIS SIDE



Blissfield/Tecumseh (cast iron case) compressors are completely interchangeable with York style (aluminum case) compressors providing the suction port is on the proper side and the hose connections are the same.

Refer to illustration at left for proper procedure to determine left hand or right hand suction.

ALWAYS REPLACE THE FILTER DRIER WHEN REPLACING COMPRESSOR.

Blissfield/Tecumseh Cast Iron Body

Weight: 24.8 lbs.
Oil Charge: 10 oz.
Max RPM: 6000
Rotation: CW/CCW
Mounting Angle: Universal 360°

York Style Aluminum Body

Weight: 14.6 lbs.
Oil Charge: 12 oz.
Max RPM: 6000
Rotation: CW/CCW
Mounting Angle: Universal 360°

Cubic inch displacement can also be determined by crankshaft appearance as illustrated:



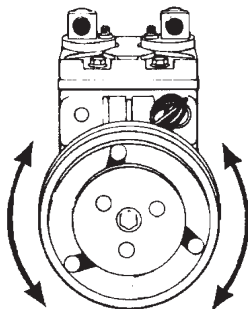
9 cubic inch
deep groove



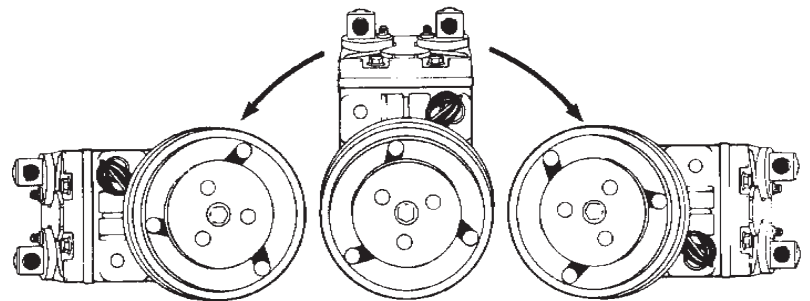
10 cubic inch
sharp edge

Compressor Mounting & Rotation

Clockwise or counterclockwise
rotation



180 degree, left to right orientation



NOTE: CCI recommends that when positioning compressor at full 90° horizontal, suction side should be on "top".



5486

York Style- Deluxe Shaft Seal Kit

Kit includes: Centering tool for proper plate orientation, Felt ring for improved dust protection and oil wick control and Clutch coil replacement anti-vibration "Super-Screws."

Compressor — Pressure Relief Valves (Also see Pressure Relief Section)



5683

3/8"-24
Compressor Pop-Off Valve for CCI/York Style, Tecumseh and FS6.
Bleeds off excessive R12 pressure in excess of 400 p.s.i.



5684

3/8"-24
(R12 & R134a)
Compressor Pop-Off Valve for York/Diesel-Kiki CH Series.
Bleeds off excessive refrigerant pressure in excess of 400 p.s.i.


COMPRESSORS — BLISSFIELD/TECUMSEH/YORK STYLE

BLISSFIELD (Tecumseh) COMPRESSORS

BLISSFIELD NUMBER	MODEL	TYPE	PART NO.		
ROTALOCK HEAD LH SUCTION (Suppled without clutch, see page 194 for product offering)					
99242	HGB	NEW	5156	NLA - Replaced by	5236
	HGB	REMAN	5100	NLA - Replaced by	5236
TUBE-O HEAD 1"x14 LH SUCTION (Suppled without clutch, see page 194 for product offering)					
99244	HGB	NEW	5166	NLA - Replaced by	5256
	HGB	REMAN	5101	NLA - Replaced by	5256

Compressor Identification

COMPRESSORS




Part Number

Model Number
HGB designates Blissfield
HG designates Tecumseh

Tag Color
designates refrigerant type
BLUE = R134a
RED = R12
BLACK = R12

**— NO LONGER AVAILABLE —
SEE T/CCI COMPRESSORS
ON NEXT PAGE**



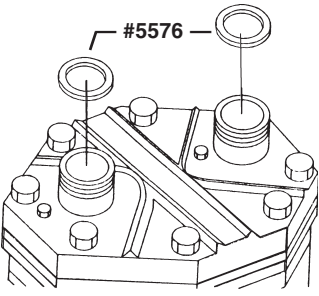
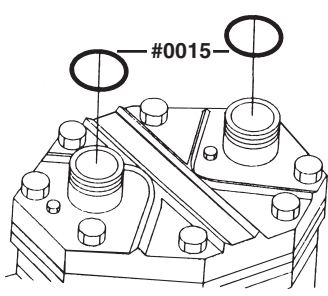
Tag located on backside of compressor.

Selecting The Correct Blissfield/Tecumseh Compressor

There are different ways to choose the correct replacement compressor:

1. Refer to the application section looking up application by Make, Year and Model and select the compressor needed. If it is not listed in the application section then...
2. Locate the Identification Tag on the compressor body - the part number is stamped on the tag. See compressor id tag shown above for explanation.
3. Refer to the chart above, the chart is listed in alphabetical order by the head type ie: rotalock, tube-o along with our corresponding part number, the Blissfield number, specifications.

Head Identification

<p>ROTALOCK - "RL" Uses white teflon seal 1/2" (#8) x 5/8" (#10) Teflon Square Cut Gasket</p>  <p>To convert a Rotalock head to Tube-O, use #5541 adapter.</p>	<p>TUBE O'RING - "TO" 1" x 14 Uses HNBR (green) O-ring</p>  <p>Both Are Inter-changeable</p> <p>To convert a Tube-O head to Rotalock, use #5540 adapter.</p>
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T/CCI Compressor Identification

Serial Number

REFRIGERANT HFC - 134a
No. AM00015190
PT. ET210L 25150
PAG 14oz. 03-08
 CCI
 Mfg. logo

Part Number

- L = Left Hand Suction "LHS"
- R = Right Hand Suction "RHS"
- 10 = Cubic Inch Displacement
- 2 = Number of Cylinders
- R = Rotolock Head
- T = Tube-O-ring Head
- F = Flange Type Head
- S = Slim Line Head
- E = Equipment Grade
 - ET = O.E. Tube-O Style
 - ER = O.E. Rotolock Style
- HD = Heavy Duty

ID Tag



NEW - HEAVY DUTY COMPRESSORS

Selecting The Correct T/CCI Style Compressor

There are different ways to choose the correct replacement compressor:

1. Refer to the application section looking up application by Make, Year and Model and select the compressor needed. If it is not listed in the application section then...
2. Locate the Identification Tag on the compressor body - the part number is stamped on the tag. See compressor id tag shown above for explanation.
3. Refer to the chart on the following page. The chart is listed in alphabetical order by the head type ie: flange rotolock, tube-o along with our corresponding part number, specifications and photo.

GENERIC Identification



NOTE: GENERIC Compressors are OEM factory rebuilt and may contain noncritical reconditioned components.

Super HD Generics will have ID label on the rear of the compressor.

No ID Tag



Label

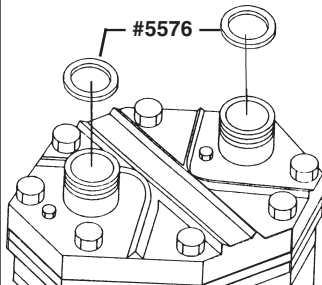


GENERIC COMPRESSORS

Head Identification

ROTALOCK - "RL"

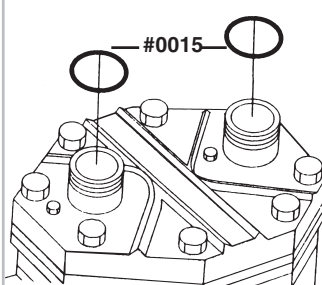
Uses white teflon seal
 1/2" (#8) x 5/8" (#10)
 Teflon Square Cut Gasket



To convert a Rotolock head to Tube-O, use #5541 adapter.

TUBE O'RING - "TO"

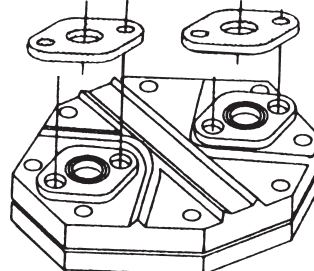
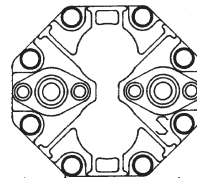
1" x 14
 Uses HNBR (green) O'Ring
 Both are interchangeable



To convert a Tube-O head to Rotolock, use #5540 adapter.

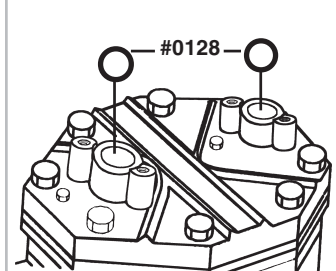
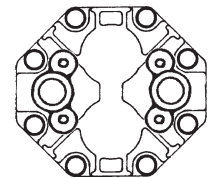
FLANGE TOP - "FT"

Uses paper gasket or square cut O'ring



SLIMLINE - "SL"

Uses insert tube



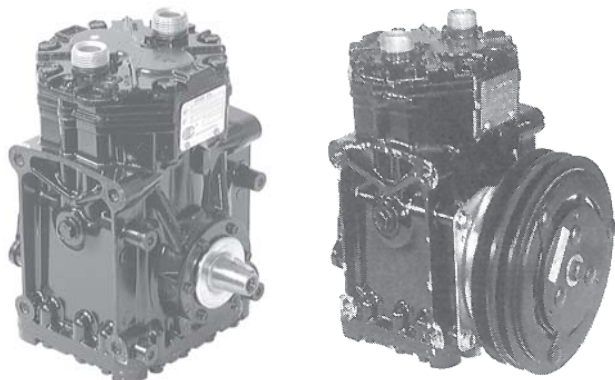
COMPRESSORS — T/CCI

I.D. NUMBER	TYPE	PART NO.	CLUTCH USED	CLUTCH DIA.	GROOVE	WIRE END	VOLT	GAUGE LINE A-B DISTANCE (see page 194)	
EF 210 SERIES FLANGE TYPE HEAD RH SUCTION									
EF210R-25212	NEW	5248	Supplied without clutch, see page 194 for product offering.						
ER 210 SERIES ROTALOCK HEAD 1/2"x 5/8" LH SUCTION									
ER210L-25149,	NEW	5236	Supplied without clutch, see page 194 for product offering.						
R210L-21237	NEW	5237							
ER210L-21571C	NEW	5260	5144	6"	2	1 WIRE-WEATHERPAK	12v	1 3/4" 2 1/4"	
ER210L-21572C	NEW	5261	5031	6"	1	1 WIRE-WEATHERPAK	12v	2 11/16"	
ET 210 SERIES TUBE-O HEAD 1"x14 LH SUCTION									
ET210L-25150,	NEW	5256	Supplied without clutch, see page 194 for product offering.						
T210L-21160	NEW	5247							
ET210L-25224C	NEW	5265	5029	5 3/8"	8	1 WIRE-IHC CONNECTOR	12v	1 5/8"	
ET210L-25182C	NEW	5264	5030	5 7/8"	6	1 WIRE-IHC CONNECTOR	12v	1 5/8"	
ET210L-25240C	NEW	5267	5129	5 7/8"	6	2 WIRE-METRIPAK	12v	1 5/8"	
ET210L-25243C	NEW	5268	5126	5 7/8"	6	2 WIRE-METRIPAK	12v	2"	
ET210L-25076C	NEW	5263	5031	6"	1	1 WIRE-WEATHERPAK	12v	2 11/16"	
ET210L-25073C	NEW	5262	5144	6"	2	1 WIRE-WEATHERPAK	12v	1 3/4" 2 1/4"	
ET210L-25237C	NEW	5266	5145	6"	2	2 WIRE-METRIPAK	12v	1 3/4" 2 1/4"	
ET210L-25246C	NEW	5269	5128	6 1/8"	8	2 WIRE-METRIPAK	12v	1 5/8"	
ET210L-25313C	NEW	5274	5125	6"	1	2 WIRE-METRIPAK	12v	2 11/16"	
ES 210 SLIMLINE SERIES LH SUCTION (mfg. for FREIGHTLINER)									
ES210L-25334	NEW	5258	Supplied without clutch, see page 194 for product offering.						
ES210L-25336C	NEW	5272	5129	5 7/8"	6	2 WIRE-METRIPAK	12v	1 5/8"	
ES210L-25337C	NEW	5273	5126	5 7/8"	6	2 WIRE-METRIPAK	12v	2"	
ES210L-25335C	NEW	5270	5145	6"	2	2 WIRE-METRIPAK	12v	1 3/4" 2 1/4"	
ES210L-25338C	NEW	5271	5128	6 1/8"	8	2 WIRE-METRIPAK	12v	1 5/8"	



NOTE: All Equipment Grade T/CCI compressors are supplied with 14 ounces of a double end-capped PAG oil (effect JAN. 2008). The PAG oil tends to stay in the oil sump better than Ester oil in very low charge situations and will not migrate as much. The PAG oil will provide the compressor a longer life under abnormal conditions. PAG filled compressors can be installed onto existing Ester Oil systems.

ROTALOCK (ER) / TUBE-O (ET) with CLUTCH ASSEMBLY











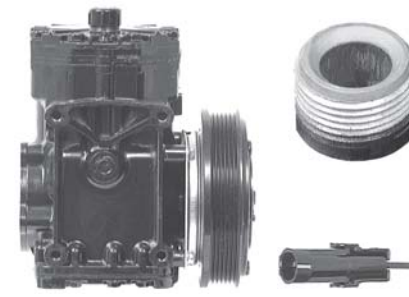



SLIM LINE (ES)



T/CCI — COMPRESSORS

Listed in ascending order by our Part Number

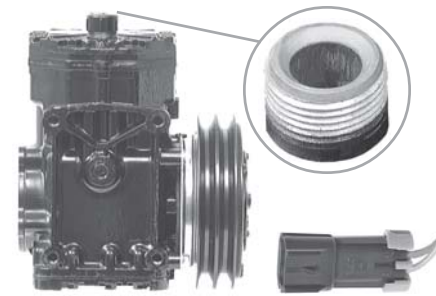








 <p>5236</p> <table border="1"> <thead> <tr> <th>Model</th> <th>Clutch</th> </tr> </thead> <tbody> <tr> <td>ER 210L</td> <td>none</td> </tr> <tr> <th>Volt</th> <th>Head</th> </tr> <tr> <td>N/A</td> <td>RotaLock</td> </tr> </tbody> </table>	Model	Clutch	ER 210L	none	Volt	Head	N/A	RotaLock	 <p>5237</p> <table border="1"> <thead> <tr> <th>Model</th> <th>Clutch</th> </tr> </thead> <tbody> <tr> <td>R210</td> <td>none</td> </tr> <tr> <th>Volt</th> <th>Head</th> </tr> <tr> <td>12/24</td> <td>RotaLock</td> </tr> </tbody> </table>	Model	Clutch	R210	none	Volt	Head	12/24	RotaLock	 <p>5247</p> <table border="1"> <thead> <tr> <th>Model</th> <th>Clutch</th> </tr> </thead> <tbody> <tr> <td>T 210L</td> <td>none</td> </tr> <tr> <th>Volt</th> <th>Head</th> </tr> <tr> <td>12/24</td> <td>Tube-O</td> </tr> </tbody> </table>	Model	Clutch	T 210L	none	Volt	Head	12/24	Tube-O
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COMPRESSORS

COMPRESSORS — T/CCI

Listed in ascending order by our Part Number

COMPRESSORS

		
<p>5266 2 wire Model Clutch ET 210L 2gr 6" Volt Head CCI # 12 Tube-O 25237C</p>	<p>5267 2 wire Model Clutch ET 210L 6gr 5 7/8" Volt Head CCI # 12 Tube-O 25240C</p>	<p>5268 2 wire Model Clutch ET 210L (Far Forward) 6gr 5 7/8" Volt Head CCI # 12 Tube-O 25243C</p>
		
<p>5269 2 wire Model Clutch ET 210L 8gr 6 1/8" Volt Head CCI # 12 Tube-O 25246C</p>	<p>5270 2 wire Model Clutch ES 210L 2 gr 6" Volt Head CCI # 12 SlimLine 25335C</p>	<p>5271 2 wire Model Clutch ES 210L 8gr 6 1/8" Volt Head CCI # 12 SlimLine 25238C</p>
		
<p>5272 2 wire Model Clutch ES 210L 6gr 5 7/8" Volt Head CCI # 12 SlimLine 25336C</p>	<p>5273 2 wire Model Clutch ES 210L 6gr 5 7/8" Volt Head CCI # 12 SlimLine 25337C</p>	<p>5274 2 wire Model Clutch ET 210L 1gr 6" Volt Head CCI # 12 Tube-O 25313C</p>

5486
York Style- Deluxe Shaft Seal Kit
 Kit includes: Centering tool for proper plate orientation, Felt ring for improved dust protection and oil wick control and Clutch coil replacement anti-vibration "Super-Screws."



8165
 Dipstick - T/CCI/York Style -oil level checker



8202 12 oz.
 Johnsen's Ester Lubricant



8206 12 oz.
8227 Quart
 PAG Oil



DENSO — COMPRESSORS

Listed in ascending order by model type then clutch grooves.









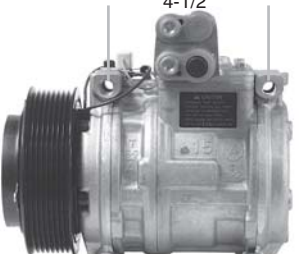





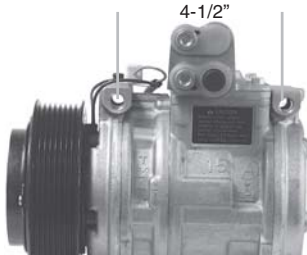
PART NO.	DESCRIPTION	CLUTCH TYPE	MAKE / OEM# / MODELS
6E171 JOHN DEERE / NIPPONDENSO			
5845	NEW	1 Groove 5.7" 146mm 12v	John Deere - TY6626
5849	NEW	1 Groove 5.7" 146mm 24v	John Deere - TY6744
7SBU16C DODGE / FREIGHTLINER			
5839	Genuine Denso	6 Groove 5.0" 127mm 12v	Dodge/Freightliner - 5117668AA - Sprinter 2500, 3500
5844	NEW	6 Groove 5.0" 127mm 12v	Freightliner/Sprinter - 2.7TD
5846	NEW	6 Groove 5.0" 127mm 12v	Freightliner/Sprinter - 3.5-V6 gas
5847	NEW	6 Groove 5.0" 127mm 12v	Freightliner/Sprinter - 3.0-V6TD
10PA15 JOHN DEERE / KOMATSU			
5843G	GENERIC Aftermarket	1 Groove 6.0" 152mm 24v (5/8" grv)	Komatsu - 447200-1741 - WA600-3L Wheel Loaders (serial number A52001-up)
5835	Genuine Denso	8 Groove 4.92" 125mm 12v	John Deere - AL155836 - 6000, 7000 Tractors
5841	Genuine Denso	8 Groove 5.0" 127mm 12v	John Deere - AL78779 - 6000 Tractors
10PA17C JOHN DEERE			
5836	Genuine Denso	1 Groove 5.3" 136mm 12v extended lip on pulley	John Deere - RE55422 - Backhoes, Loaders, Cotton Pickers, Cable /Grapple Skidders, Sprayers
5830	Genuine Denso	1 Groove 5.3" 136mm 12v	John Deere - RE64024, TY6789 - 5000 Series Tractors
5833	Genuine Denso	1 Groove 5.74" 146mm 12v flush pulley	John Deere - RE46657 - Combines
5834	Genuine Denso	1 Groove 5.74" 146mm 24v flush pulley	John Deere - AT163728 Crawlers, Loaders, Motor Graders, Tool Carriers
5842G	GENERIC Aftermarket	1 Groove 6.0" 152mm 12v 5/8" belt width (1-3/4 AB Distance)	Crawlers, Loaders, Motor Graders, Tool Carriers
5837	Genuine Denso	8 Groove 5.3" 136mm 24v	John Deere - AT211063 - Loaders
5832	Genuine Denso	8 Groove 5.7" 145mm 12v	John Deere - RE46609 - Loaders, Crawlers, Skidders, Grapples, Skid Steers, Sprayers, Tractors
5479	GENERIC Aftermarket	8 Groove 5.7" 145mm 12v	John Deere - RE46609, AH169875, TY24304, TY6764
5831	Genuine Denso	8 Groove 5.7" 145mm 24v	John Deere - AT226273 - Loaders, Tool Carriers
5469	GENERIC Aftermarket	8 Groove 5.7" 145mm 24v	John Deere - AT172975, TY6783
5840	Genuine Denso	8 Groove 5.74" 146mm 12v	John Deere - AN221429 - Cable Skidders, Cotton Pickers
5838	Genuine Denso	8 Groove 5.74" 146mm 12v 1 black wire	John Deere - RE69716 - 9000 Tractors, Cotton Pickers, Compact Track Loaders, Skid Steers, Windrowers
10S17C CATERPILLAR			
5844G	NEW	1 Groove 5.51" 140mm 24v	Caterpillar - 2 wire w/dust cover
5848G	NEW	8 Groove 5.43" 138mm 24v	Caterpillar - 2 wire w/dust cover
10S17F CHEVROLET / GMC TRUCK			
5875	Genuine Denso	4 Groove 4.38" 111mm 12v	w/switch Silverado, Sierra, Tahoe, Yukon - 89024907, 10366545
5884	Genuine Denso	4 Groove 4.38" 111mm 12v	w/o switch 2003-07 GMC PU 4.8 / 5.3 / 6.0 / 8.1L
5419	NEW	6 Groove 4.38" 111mm 12v	2003-08 GMC PU Suburban/SUV

COMPRESSORS

COMPRESSORS — DENSO












Listed in ascending order by our part number.

COMPRESSORS

	 <p>5419</p> <table border="1"> <thead> <tr> <th>Model</th> <th>Mount</th> <th>Clutch</th> </tr> </thead> <tbody> <tr> <td>10S17F</td> <td>-</td> <td>6gr 111mm</td> </tr> <tr> <th colspan="2">Volt</th> <th>O.E.M.#</th> </tr> <tr> <td colspan="2">12</td> <td>89024906</td> </tr> </tbody> </table>	Model	Mount	Clutch	10S17F	-	6gr 111mm	Volt		O.E.M.#	12		89024906	<p>Generic</p>  <p>5469 (aftermarket for 5831)</p> <table border="1"> <thead> <tr> <th>Model</th> <th>Mount</th> <th>Clutch</th> </tr> </thead> <tbody> <tr> <td>10PA17C</td> <td>Direct</td> <td>8gr 145mm</td> </tr> <tr> <th colspan="2">Volt</th> <th>O.E.M.#</th> </tr> <tr> <td colspan="2">24</td> <td>AT226273</td> </tr> </tbody> </table>	Model	Mount	Clutch	10PA17C	Direct	8gr 145mm	Volt		O.E.M.#	24		AT226273	<p>Generic</p>  <p>5479 (aftermarket for 5832)</p> <table border="1"> <thead> <tr> <th>Model</th> <th>Mount</th> <th>Clutch</th> </tr> </thead> <tbody> <tr> <td>10PA17C</td> <td>Direct</td> <td>8gr 145mm</td> </tr> <tr> <th colspan="2">Volt</th> <th>O.E.M.#</th> </tr> <tr> <td colspan="2">12</td> <td>RE46609</td> </tr> </tbody> </table>	Model	Mount	Clutch	10PA17C	Direct	8gr 145mm	Volt		O.E.M.#	12		RE46609												
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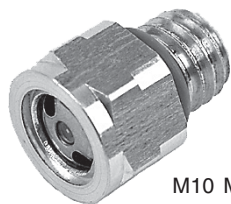
DENSO — COMPRESSORS

Listed in ascending order by our part number(continued).

<p>Generic</p>  <p>4-1/2" 5"</p> <p>5842G</p> <table border="1"> <thead> <tr> <th>Model</th> <th>Mount</th> <th>Clutch</th> </tr> </thead> <tbody> <tr> <td>10PA17C</td> <td>Direct</td> <td>1gr 152mm</td> </tr> <tr> <th>Volt</th> <th colspan="2">O.E.M.#</th> </tr> <tr> <td>12</td> <td colspan="2">(5/8" belt width) -</td> </tr> </tbody> </table>	Model	Mount	Clutch	10PA17C	Direct	1gr 152mm	Volt	O.E.M.#		12	(5/8" belt width) -		<p>Generic</p>  <p>3-1/2" 5/8" grv 3"</p> <p>5843G Komatsu WA600-3L (serial# A52001-up)</p> <table border="1"> <thead> <tr> <th>Model</th> <th>Mount</th> <th>Clutch</th> </tr> </thead> <tbody> <tr> <td>10PA15C</td> <td>Direct</td> <td>1gr 152mm</td> </tr> <tr> <th>Volt</th> <th colspan="2">O.E.M.#</th> </tr> <tr> <td>24</td> <td colspan="2">447200-1741</td> </tr> </tbody> </table>	Model	Mount	Clutch	10PA15C	Direct	1gr 152mm	Volt	O.E.M.#		24	447200-1741		 <p>5844 Sprinter</p> <table border="1"> <thead> <tr> <th>Model</th> <th>Mount</th> <th>Clutch</th> </tr> </thead> <tbody> <tr> <td>7SBU16C</td> <td></td> <td>6gr 127mm</td> </tr> <tr> <th>Volt</th> <th>Head</th> <th>O.E.M.#</th> </tr> <tr> <td>12</td> <td>-</td> <td>5117666AA</td> </tr> </tbody> </table>	Model	Mount	Clutch	7SBU16C		6gr 127mm	Volt	Head	O.E.M.#	12	-	5117666AA	 <p>5844G Caterpillar</p> <table border="1"> <thead> <tr> <th>Model</th> <th>Mount</th> <th>Clutch</th> </tr> </thead> <tbody> <tr> <td>10S17C</td> <td>Direct</td> <td>1gr 140mm</td> </tr> <tr> <th>Volt</th> <th>Head</th> <th>O.E.M.#</th> </tr> <tr> <td>24</td> <td>-</td> <td>231-6984</td> </tr> </tbody> </table>	Model	Mount	Clutch	10S17C	Direct	1gr 140mm	Volt	Head	O.E.M.#	24	-	231-6984
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COMPRESSORS

Compressor — Pressure Relief Valves (Also see Pressure Relief Section)



M10 Metric

5687
DENSO Metric M10-1.5 thread w/o o-ring.

Compressor — Manifolds 10PA15C, 10PA17C

Photo Not Available



5437
Top - Discharge & Suction
(w/oil bypass) #8, #10 male
insert o-ring fittings.

5437R
Rear - Discharge & Suction
#8, #10 male insert o-ring
fittings.

















COMPRESSORS — FORD

Listed in ascending order by model type then clutch grooves.

TYPE	DESCRIPTION	CLUTCH USED	PART NO.	O.E.M. NO.	GAUGE LINE
FS-6 and 6E171 STANDARD MOUNT (12v)					
NEW	FS6	w/o clutch	5454	E7TZ-19703B	-
NEW	FS6	w/clutch, 1 Grv. 5 13/16" Dia. (clutch #5074) (can replace 2 grv. with belt on inside groove)	5458	N83-304167	7/8"
NEW	FS6	w/clutch, 1 Grv. 5 13/16" Dia. (clutch #5075) (can replace 2 grv. with belt on outside groove)	5459	N83-304177	1 3/8"
NEW	FS6	w/clutch, 6 Grv. 4 7/8" Dia. (clutch #5072)	5455	E45Z-19V703K	15/16"
FS-6 CROSS BOLT (TANGENTIAL) MOUNT (12v)					
NEW	w/o clutch		5461	E7VY-19703A	-
NEW	w/clutch	6 Grv. 4 7/8" Dia. (clutch #5072)	5470	E8DZ-19V703N	15/16"
FS-10 / FX-15 - 21 SPLINE SHAFT (TANGENTIAL) MOUNT (12v)					
NEW	w/o clutch	(4) 11mm mounting holes	5462	F4OY-19703A	
NEW	w/o clutch	11mm front and 9mm rear mntg. holes	5460	F77Z-19703AB	
NEW	w/o clutch	(3) mounting bolt holes	5466	F7LZ-19V703AA	
NEW	w/clutch	6 Grv. 4.50" Dia., 21 Spline, 12:00 coil	5471	-	
NEW	w/clutch	6 Grv. 4.50" Dia., 3:00 coil	5472	-	
NEW	w/clutch	6 Grv. 5" Dia., 21 Spline, 12:00 coil	5473	F3SZ-19703A	
NEW	w/clutch	6 Grv. 5" Dia., 3:00 coil	5477	F6LZ-19703AA	
NEW	w/clutch	6 Grv. 5.75" Dia., Rear Port, 12:00 coil	5476	YCC128RM	
NEW	w/clutch	8 Grv. 4.5" Dia., (3) mt bolt holes, 12:00 coil	5474A	-	
NEW	w/clutch	8 Grv. 4.5" Dia., Rear Port, 12:00 coil	5481	F81Z-19V703AA	
NEW	w/clutch	8 Grv. 5" Dia., (3) mt bolt holes, 12:00 coil	5463	F7LZ-19V703AA	
NEW	w/clutch	8 Grv. 5" Dia., Rear Port, 12:00 coil	5480	F77Z-19V703A	
NEW	w/clutch	8 Grv. 5 3/16" Dia., Rear Port, 12:00 coil	5475	F77Z-19V703V, 5U2Z-19V703D	
NEW	w/clutch	8 Grv. 3 Hub Mount, 5.1"/130mm	5416	4C3Z-19V703AA	
NOTE: COIL LOCATION DETERMINED BY FACING FRONT OF CLUTCH. MAY BE ABLE TO SUBSTITUTE COMPRESSOR WITH DIFFERENT COIL LOCATIONS.					
SCROLL TYPE (12v) FOR LATE MODEL E-SERIES VANS & STERLING TRUCKS					
NEW	w/o clutch		5485NC	1L2Z-19703AA	
NEW	w/o clutch		5443NC	4C2H-19497BA	
NEW	w/o clutch		5483NC	1L2Z-19703EA	
NEW	w/clutch	6 Grv.	5478	1L2H-19497BC	
NEW	w/clutch	6 Grv.	5485	1L2H-194897DA	
NEW	w/clutch	8 Grv.	5443	4C2Z-19V703AC	
NEW	w/clutch	8 Grv. w/Temp. Press. Switch	5482	YC4H-19D629CB	
NEW	w/clutch	8 Grv.	5483	1L2H-194897DC	
NEW	w/clutch	8 Grv. 107mm/4-1/4"	5417	YC4H-19D629DA	
(See page 200 for Ford clutches and parts.)					

FORD — COMPRESSORS

Listed in ascending order by part number.










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COMPRESSORS

COMPRESSORS — FORD

Listed in ascending order by part number (continued).

COMPRESSORS

 <p>5475 3:00 coil</p> <table border="1"> <thead> <tr> <th>Model</th> <th>Mount</th> <th>Clutch</th> </tr> </thead> <tbody> <tr> <td>FS-10</td> <td>Direct</td> <td>8gr 131.7mm</td> </tr> <tr> <th colspan="2">Volt</th> <th>O.E.M.#</th> </tr> <tr> <td colspan="2">12</td> <td>F77Z-19V703V</td> </tr> </tbody> </table>	Model	Mount	Clutch	FS-10	Direct	8gr 131.7mm	Volt		O.E.M.#	12		F77Z-19V703V	 <p>5476 12:00 coil</p> <table border="1"> <thead> <tr> <th>Model</th> <th>Mount</th> <th>Clutch</th> </tr> </thead> <tbody> <tr> <td>FS-10/FX-15</td> <td>Direct</td> <td>6gr 146mm</td> </tr> <tr> <th colspan="2">Volt</th> <th>O.E.M.#</th> </tr> <tr> <td colspan="2">12 (90-95 F-Series)</td> <td>YCC128RM</td> </tr> </tbody> </table>	Model	Mount	Clutch	FS-10/FX-15	Direct	6gr 146mm	Volt		O.E.M.#	12 (90-95 F-Series)		YCC128RM	 <p>5477 3:00 coil</p> <table border="1"> <thead> <tr> <th>Model</th> <th>Mount</th> <th>Clutch</th> </tr> </thead> <tbody> <tr> <td>FS-10</td> <td>Direct</td> <td>6gr 127mm</td> </tr> <tr> <th colspan="2">Volt</th> <th>O.E.M.#</th> </tr> <tr> <td colspan="2">12</td> <td>F6LZ-19703AA</td> </tr> </tbody> </table>	Model	Mount	Clutch	FS-10	Direct	6gr 127mm	Volt		O.E.M.#	12		F6LZ-19703AA	 <p>5478 w/ clutch</p> <table border="1"> <thead> <tr> <th>Model</th> <th>Clutch</th> </tr> </thead> <tbody> <tr> <td>Scroll, 12v</td> <td>6gr</td> </tr> <tr> <th colspan="2">O.E.M.#</th> </tr> <tr> <td colspan="2">1L2H-19497BC w/o1L2Z-19703AA</td> </tr> </tbody> </table>	Model	Clutch	Scroll, 12v	6gr	O.E.M.#		1L2H-19497BC w/o1L2Z-19703AA	
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Ford Compressors — Pressure Relief Valves (Also see Pressure Relief Valve Section)



3/8"-24

5683
Compressor Pop-Off Valve
for FS6. Bleeds off excessive
R12 pressure in excess of
400 p.s.i.



3/8"-24

5685
(R12 & R134a)
Universal

GM HARRISON / FRIGIDAIRE — COMPRESSORS

A6 Compressor Identification

To select the correct A6 compressor it is necessary to identify which head type is being used for system protection.

High Pressure Switch Type compressors have a switch socket with a small off-centered port to allow sensing of pressure from the high pressure side of the compressor.

Superheat Switch Type compressors have a switch socket with a centered cavity for insertion of the superheat switch thermal probe into the low side of the compressor.

NOTE: Switch type compressors may be used in place of plain head types, however, High Pressure Switch Type and Superheat Switch Type compressors are NOT Interchangeable.

GM NUMBER	TYPE	PART NO.	DESCRIPTION	GRV	HEAD TYPE	COIL POS.	VOLT
A6							
1131376, 1131127	REMAN	5154	4 7/8" O.D. (std thrd) mineral	1	A - HI-PRESS SWITCH	2:00 RH	12V
1131223	REMAN	5150	4 7/8" O.D. (std thrd) mineral	1	B - SUPERHEAT SWITCH	2:00 RH	12V
1131243	NEW	5250	4 7/8" O.D. (metric) mineral	1	B - SUPERHEAT SWITCH	2:00 RH	12V
1138008	NEW	5253	5" O.D. (metric thrd) mineral	1	C - NO SWITCH	10:00 LH	12V
1131274	NEW	5254	5" O.D. (std thrd) mineral	1	B - SUPERHEAT SWITCH	10:00 LH	24V
1138030	NEW	5257	5" O.D. (metric thrd) pag	8	B - SUPERHEAT SWITCH	2:00 RH	12V
1131250	REMAN	5151	5 1/2" O.D. (std thrd) mineral	1	B - SUPERHEAT SWITCH	10:00 LH	12V
1131250	NEW	5255A	5 1/2" O.D. (std thrd) pag	1	B - SUPERHEAT SWITCH	10:00 LH	12V
1131262	REMAN	5157	5 1/2" O.D. (std thrd) mineral	1	C - NO SWITCH	10:00 LH	12V
1131499	NEW	5251	5 1/2" O.D. (metric) mineral	6	C - NO SWITCH	10:00 LH	12V
1138002	NEW	5249	6" O.D. (metric thrd) pag	6	C - NO SWITCH	2:00 RH	12V
12302692	REMAN	5152	6 7/8" O.D. (std thrd) mineral w/dust seal & dust cover	1	B - SUPERHEAT SWITCH	10:00 LH	24V
12302692	NEW	5252A	6 7/8" O.D. (std thrd) pag w/dust seal & dust cover	1	B - SUPERHEAT SWITCH	2:00 RH	24V

A6 - New Compressors



5250 Mineral Oil
5250A PAG Oil
 A6 New with 4 7/8" Dia. Clutch
 Super Heat Switch, 12V



5252A
 A6 New with 6 7/8" Dia. Clutch
 Super Heat Switch, 24V, PAG Oil

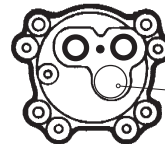


5255A
 A6 New with 5 1/2" Dia. Clutch
 Super Heat Switch, 12V, PAG Oil



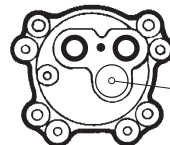
5249
 A6 New with 6" Dia., 6 Groove, 12V,
 CCW, 2:00 Right Hand, metric thread,
 Plain Head Type "C", PAG Oil
 OE# 1138002

HEAD TYPES:



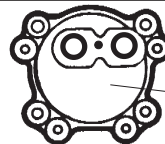
A HIGH PRESSURE SWITCH TYPE

Hole offset in switch cavity



B SUPERHEAT SWITCH TYPE

Hole in center of switch cavity
 Used with thermal limiter fuse



C PLAIN HEAD TYPE

No switch cavity

COMPRESSORS — GM HARRISON / FRIGIDAIRE

COMPRESSORS

GM NUMBER	TYPE	PART NO.	CLUTCH DIA.	GROOVE	DELCO Clutch #	HEAD TYPE / NOTE	COIL POS.	VOLT
DA-6, HR-6HE								
1136563	NEW	5886	4.33" O.D.	6	15-20182	HIGH PRESSURE	2:00	12V
1131755, 1131842, 1131911, 1131915	NEW	5895	4.93" O.D.	1	15-20232	w/PLUG	2:00	12V
1131894	NEW	5894	4.33" O.D.	6	15-20109	2 PLUGS (incl. dust cvr.)	10:00	12V
1131484, 1131800, 1131676, 1136006	NEW	5883	4.93" O.D.	1	15-20235	No Switch	2:00	12V
HD-6								
1136563, 15-20179	NEW	5893	5.1" O.D.	6	15-20179	w/PLUG	12:00	12V
HT-6								
1136521, 1136541	NEW	5892	4.33" O.D.	6	15-20145	HIGH PRESSURE	2:00	12V
1136519, 1136527	NEW	5887	4.96" O.D.	6	15-20151	HIGH PRESSURE	2:00	12V
1136641	NEW	5876	4.5" O.D.	6	15-20447	w/PLUG	11:00	12V
1136518	NEW	5885	4.72" O.D.	6	15-20144	HIGH PRESSURE	2:00	12V



SD 4440 - Manufactured by Sanden - replaces DELPHI HT-6, PV6, 5.1" / 130mm diameter. Use to replace Delphi HT-6 on the following GM vehicles:

2000 - 1999 Cadillac Escalade 5.7L	1999 - 1996 Suburban 1500,2500 5.0, 5.7L
1998 - 1996 Blazer, Jimmy 4.3L	1999 - 1996 P30, 3500 Van 4.3, 5.7L
1999 - 1996 C/K, Sierra 1500 4.3, 5.0, 5.7L	1998 - 1996 S10, Sonoma 4.3L
2000 - 1996 C/K, Sierra 2500,3500 5.0, 5.7L	2000 - 1996 Tahoe, Yukon 5.7L
	1998 - 1996 Oldsmobile Bravada 4.3L

NOTE: HR6HE, HD6, HT6, and HU6

- Supplied without oil.
- Supplied with sealing washers.

HU-6 Compressor with Clutch
Thermal 6 cyl., Axial Type, 10 cu. in.



GM NUMBER	TYPE	PART NO.	CLUTCH DIA.	GROOVE	APPLICATION	COIL POS.	VOLT
HU-6							
19169353, 1136643	NEW	5917	4.0" O.D./101.6mm	6	Light Duty Trucks	11:00	12V
19169352, 1136642	NEW	5918	4.2" O.D./106.6mm	4	Light Duty Trucks	12:00	12V
89018950	NEW	5921	4.0" O.D./101.6mm	6	Medium Duty Trucks	11:00	12V

GM HARRISON / FRIGIDAIRE — COMPRESSORS

R-4 Identification

To select the correct R4 compressor it is necessary to identify which head type is being used for system protection.

High Pressure Switch Type compressors have a switch socket with a small off-centered port to allow sensing of pressure from the high pressure side of the compressor.

Superheat Switch Type compressors have a switch socket with a centered cavity for insertion of the superheat switch thermal probe into the low side of the compressor.

NOTE: Switch type compressors may be used in place of plain head types, however, High Pressure Switch Type and Superheat Switch type compressors are NOT Interchangeable.



GM NUMBER	TYPE	PART NO.	CLUTCH DIA.	GROOVE	DELCO Clutch No.	HEAD TYPE	COIL POS.	VOLT
R-4								
52499820	NEW	5171	Ltwt 4 1/4" O.D.	6	15-20288	C - NO SWITCH	12:00	12V
1131346	NEW	5889	Ltwt 4 1/4" O.D.	6	15-20185	C - NO SWITCH	12:00	12V
1134343	NEW	5888	Ltwt 4 1/4" O.D.	6	15-20189	A - HI-PRESS. SWITCH	12:00	12V
1134354	NEW	5115	Std 4 7/8" O.D.	1/2" V-belt	15-20206	A - HI-PRESS. SWITCH	12:00	12V
52499816	NEW	5172	Ltwt 5" O.D.	1/2" V-belt	15-20284	A - HI-PRESS. SWITCH	12:00	12V

NOTE: R4 COMPRESSORS

- Supplied without oil.
- Supplied with sealing washers.

10S17F Chevrolet / GMC Truck

Silverado, Sierra, Tahoe, Yukon



GM NUMBER	TYPE	PART NO.	CLUTCH DIA.	GROOVE	DELCO Clutch No.	APPLICATION	COIL POS.	VOLT
10S17F								
89024907, 10366545	NEW	5875	4.38" / 111mm	4	n/a	w/switch plug	12:00	12V
89024882, 25891791	NEW	5884	4.38" / 111mm	4	n/a	4.8 / 5.3 / 6.0 / 8.1L w/o switch plug	12:00	12V
89024906, 25891794	NEW	5419	4.38" / 111mm	6	n/a	6.6L diesel	12:00	12V

GM Compressors — Pressure Relief Valves (Also see Pressure Relief Valve Section)



5682
3/8"-24
Compressor Pop-Off Valve
for A6, R12, Frigidaire.
Bleeds off excessive R12
pressure in excess of 425 p.s.i.



5682M
GM Compressors
Brass, Metric M10-1.25 thread
w/HNBR O-ring.



5685
(R12 & R134a)
Universal

COMPRESSORS

COMPRESSOR - OIL TYPE CHART

Compressor Style	Oil Capacity	Type Oil-R12	Oil P/N R-12	Type Oil R134a	Oil P/N R134a	Additional Notes	Oil Measure Tool
Denso	7.44 oz.	n/a	n/a	PAG46	8207	2	3
Ford Scroll	4-6 oz. (5)	n/a	n/a	PAG46	8207	2	3
Frigidaire A6	10 to 11 oz.	525 visc.	8240	PAG150	8208	1 2, 5	3
Frigidaire R4	5-1/2 to 6-1/2 oz.	525 visc.	8240	PAG150	8208	1 2, 5	3
Frigidaire DA6,HR6,HR6HE,HD6,HT6,HU6,V5	8 oz.	525 visc.	8240	PAG150	8208	1 2, 5	3
Ford FS6/6E171	10 oz.	500 visc.	n/a	PAG46	8207	2, 5	3
Ford FX15/FS10	6 to 7 oz.	500 visc.	n/a	PAG46	8207	2, 5	3
Sanden SD508, SD508HD, SD5H09	see note 6	525 visc.	8240	PAG/SP15	8248	2	8166
Sanden SD510, SD5H14, SDH14HD	see note 6	525 visc.	8240	PAG/SP15	8248	2	8166
Sanden SD709, SD7H15HD, SHD	see note 6	525 visc.	8240	PAG/SP15	8248	2	8166
Seltec/Tama DKS13CH/TM13	6 to 6-1/2 oz. 4	FREOL	n/a	PAG46	8207	1 2	3
Seltec/Tama DKS15BH/TM15	6 oz. 4	FREOL	n/a	PAG46	8207	1 2	3
Seltec/Tama DKS16H/TM16	8-1/2 oz.	FREOL	n/a	PAG46	8207	1 2	3
Seltec/Tama DKS26H/TM31	16.9 oz.	525 visc.	n/a	PAG46	8207	1 2	3
Seltec/Tama TM08HD	5 oz.	n/a	n/a	PAG46	8207	1 2	3
Tecumseh HG1000	11 oz.	525 visc.	8240	ESTER	8245	1 2	8165
T/CCI/York 210, ER210, ET210/ES210	10 to 14 oz.	525 visc.	8240	PAG100	8245	1 2	8165
T/CCI/York ET212	10 to 14 oz.	n/a	n/a	PAG100	8245	1 2	8165

NOTES:

- 1) Can also use P/N 8202 Icematic Retro 100 Ester Oil for retrofitting.
Ester oil is more tolerant of any residual amounts of R12 mineral oil left in the system.
Always follow the O.E. manufacturers recommended oil type & oil change procedures when retrofitting any vehicle.
- 2) Provided that no major oil loss has occurred in the system, add the following amount of oil for each component replaced:
 - a.) Receiver-Drier - 1 oz.
 - b.) Accumulator - 1 oz. plus same amount drained from old unit.
 - c.) Dessicant Bag - 1 oz. plus same amount drained from bottom of VIR.
 - d.) Condenser - 1 oz.
 - e.) Evaporator - 2 oz.
 - f.) Hose - NONE (All hoses replaced add 1 oz. total).
 - g.) System Flushed - add 1 to 2 oz. extra to system.
- 3) No tool is available to check oil level.
Compressor must be removed from system, tilted and oil drained and measured out of oil or fitting port openings.
This will require rotation of clutch pulley during draining.
- 4) Models with aluminum fittings (monolithic head type OV) supplied with 160 cc. oil.
Cast iron fitting models (type CT, CV, CVF, CH, and HT) contain 180 cc. oil.
It is recommended that OV type compressors have an additional 1 oz. of oil added to the system.
- 5) Some new compressors are supplied without oil. (An orange warning tag will usually accompany the compressor).
Check the instructions inside the box for adding the proper type and amount of oil to the compressor.
- 6) Refer to Sanden compressor visual section pages 244 through 255 for oil capacity.

To convert c.c. to ounces, multiply c.c. by 0.03385