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	1. Inspect valve plate, reed and gasket areas	Replace valve plate and gaskets
	2. Refer to service manual	
Low suction and discharge pressure	1. Check for low refrig. charge	
	2. Leak check compressor	Replace shaft seal, gaskets oil fill plug, etc.
	3. Refer to service manual	
IMPROPER COOLING - (Internally noisy compressor)		
Intermittent or non-functioning	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	1. Check compressor mounting	Torque to specs
	2. Check other engine parts	Water or air pump, alt, timing belt
	3. Check for clutch slippage	Replace if needed
	4. Check for proper refrig.charge	Charge as necessary
	5. Check clutch bearing, clearing	Replace if needed
	6. Oil level - insufficient	Fill to recommended level
	7. Check valve plate	Replace if needed
	8. Refer to service manual	
Clutch Not Engaging	1. Check for slippage	Replace if needed
	2. Check voltage going to clutch (should not be less than 12v)	

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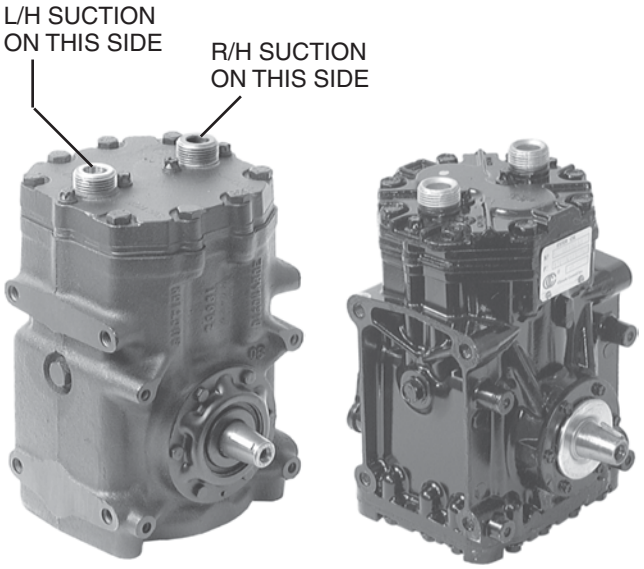


Blissfield/Tecumseh Cast Iron Body

Weight:	24.8 lbs.
Oil Charge:	10 oz.
Max RPM:	6000
Rotation:	CW/CCW

York Style Aluminum Body

Weight:	14.6 lbs.
Oil Charge:	14 oz.
Max RPM:	6000
Rotation:	CW/CCW

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.

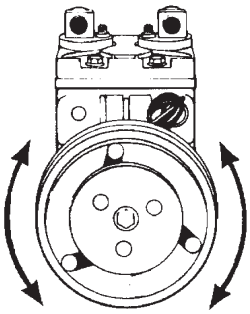
Cubic inch displacement can also be determined by crankshaft appearance as illustrated:

9 cubic inch deep groove

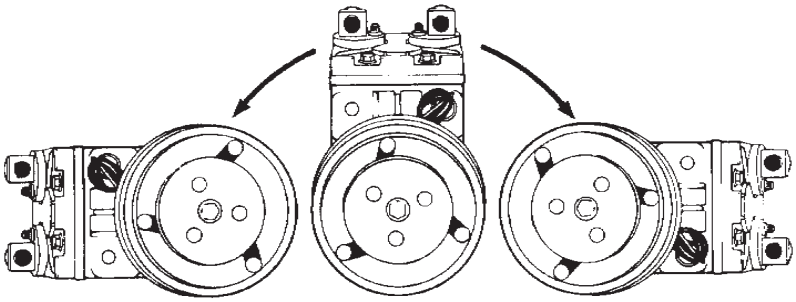
10 cubic inch sharp edge

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”.

16-6011
Blissfield and York Style

R134a RETRO KIT

Castrol’s Professional Retro Kits include application specific o’rings, seals, gaskets and lubricant necessary to convert most pickups, vans, and light-medium-heavy duty trucks from R12 to R134a refrigerant. All kits also include OEM approved service ports, SAE retrofit label and retrofitting instructions.

WHILE SUPPLY LASTS
Limited Availablity

03-5336A

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.”

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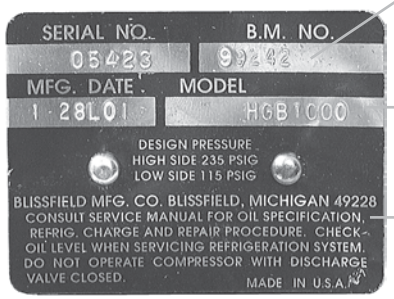
BLISSFIELD (Tecumseh) COMPRESSORS

BLISSFIELD NUMBER	MODEL	TYPE	PART NO.
ROTALOCK HEAD LH SUCTION (Suppled without clutch, see page 226 for product offering)			
99242	HGB	NEW	**03-3401E** .....Limited supply, replaced by **03-3004E**
TUBE-O HEAD 1"x14 LH SUCTION (Suppled without clutch, see page 226 for product offering)			
99244	HGB	NEW	**03-3413E** ..... Limited supply, replaced by **03-3002E**

Compressor Identification



Part Number

Model Number
HGB designates Blissfield
HG designates Tecumseh

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

Tag located on backside of compressor.

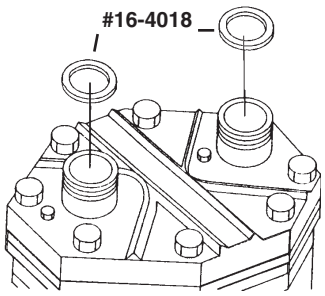
Selecting The Correct Blissfield/Tecumseh Compressor

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 i.d. 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.

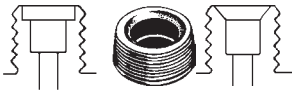
Head Identification

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

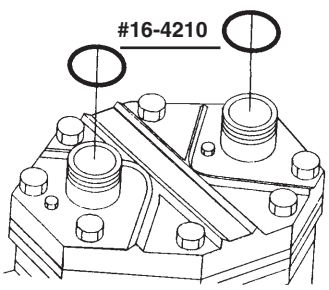


To convert a Rotalock head to Tube-O, use #**08-3070** adapter.

TUBE O'RING - "TO"
1" x 14
Uses HNBR (green) O'Ring



Both Are Inter-changeable



To convert a Tube-O head to Rotalock, use #**08-3076** adapter.

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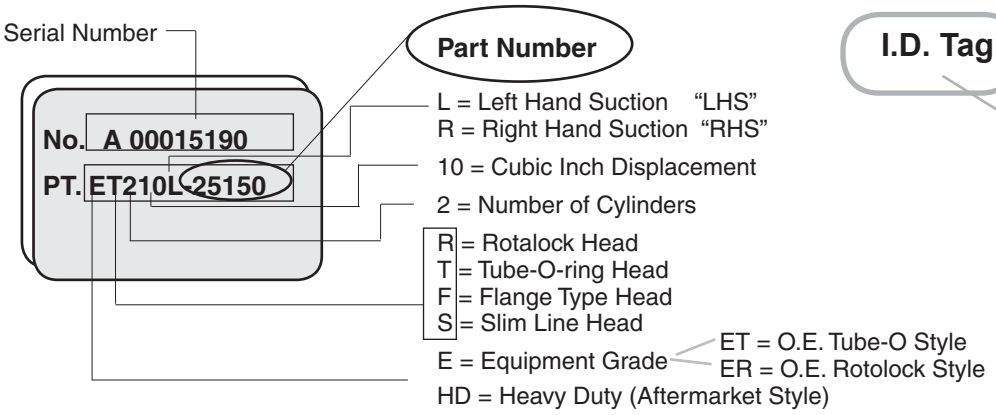
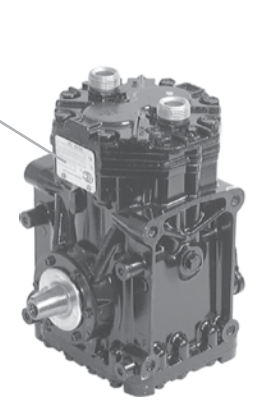
T/CCI Compressor Identification





NEW - HEAVY DUTY COMPRESSORS

Selecting The Correct T/CCI Style Compressor

There are different ways to choose the correct replacement compressor:

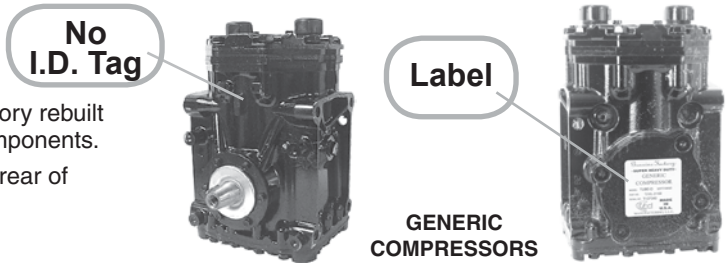
1. Refer to the application section looking up application by Make, Year and Model and select the compressor needed. If it is not listed in the application section then…
2. Locate the Identification Tag on the compressor body - the part number is stamped on the tag. See compressor id tag shown above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

GENERIC Identification

TECH TIP

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

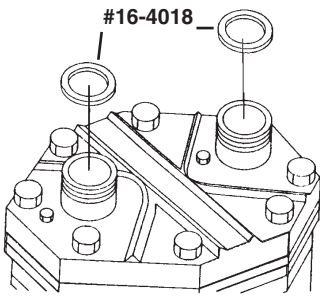
Super HD Generics will have I.D. label on the rear of the compressor.



GENERIC COMPRESSORS

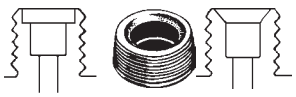
Head Identification

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

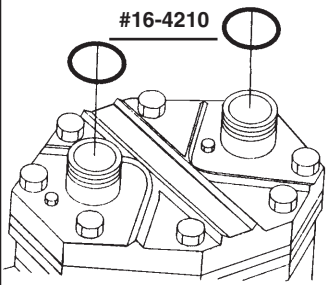


To convert a Rotalock head to Tube-O, use #**08-3070** adapter.

TUBE O'RING - "TO"
1" x 14
Uses HNBR (green) O'Ring

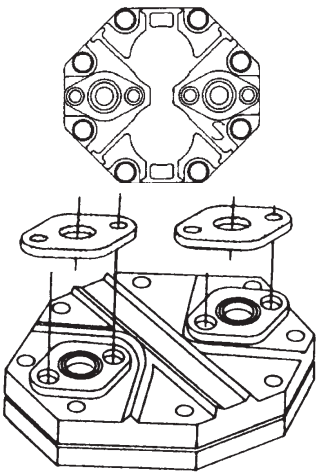


Both Are Inter-changeable

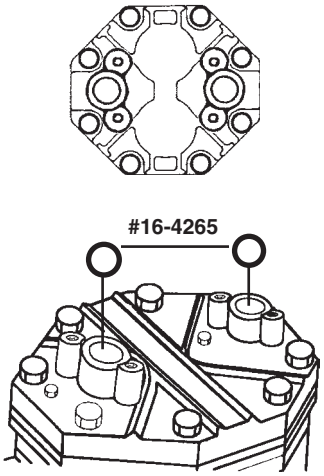


To convert a Tube-O head to Rotalock, use #**08-3076** adapter.

FLANGE TOP - "FT"
Uses paper gasket or square cut O'ring



SLIMLINE - "SL"
Uses insert tube



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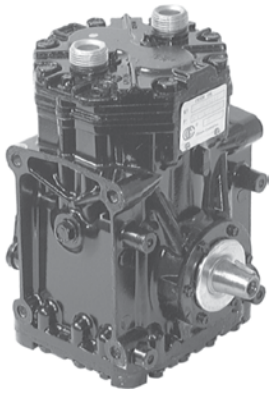
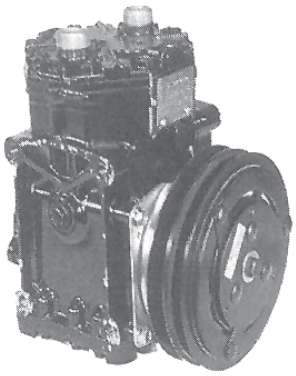
CCI NUMBER	TYPE	PART NO.	CLUTCH USED	CLUTCH DIA.	GROOVE	WIRE END	GAUGE VOLT	LINE A-B DISTANCE (see page 225)
EF 210 SERIES FLANGE TYPE HEAD RH SUCTION								
EF210R-25212	NEW	**03-3003E**	Supplied without clutch, see page 226 for product offering.					
ER 210 SERIES ROTALOCK HEAD 1/2"x 5/8" LH SUCTION								
ER210L-25149	NEW	**03-3004E**	Supplied without clutch, see page 226 for product offering.					
R210L-21237	GENERIC	**03-3104E**	Supplied without clutch, see page 226 for product offering.					
ER210L-21571C	NEW	**03-3032E**	02-3402	6"	2	1 WIRE-WEATHERPAK	12v	2 1/4"
ER210L-21572C	NEW	**03-3035E**	02-3426	6"	1	1 WIRE-WEATHERPAK	12v	2 11/16"
ET 210 SERIES TUBE-O HEAD 1"x14 LH SUCTION								
ET210L-25150	NEW	**03-3002E**	Supplied without clutch, see page 226 for product offering.					
T210L-21160	GENERIC	**03-3102E**	Supplied without clutch, see page 226 for product offering.					
ET210L-25224C	NEW	**03-3338E**	02-0805	5 3/8"	8	1 WIRE-IHC CONNECTOR	12v	1 5/8"
ET210L-25182C	NEW	**03-3339E**	02-0804	5 7/8"	6	1 WIRE-IHC CONNECTOR	12v	1 5/8"
ET210L-25240C	NEW	**03-3034E**	02-3416	5 7/8"	6	2 WIRE-METRIPAK	12v	1 5/8"
ET210L-25243C	NEW	**03-3336E**	02-3420	5 7/8"	6	2 WIRE-METRIPAK	12v	2"
ET210L-25076C	NEW	**03-3337E**	02-3426	6"	1	1 WIRE-WEATHERPAK	12v	2 3/4"
ET210L-25073C	NEW	**03-3033E**	02-3402	6"	2	1 WIRE-WEATHERPAK	12v	1 3/4" x 2 1/4"
ET210L-25237C	NEW	**03-3333E**	02-3412	6"	2	2 WIRE-METRIPAK	12v	1 3/4" x 2 1/4"
ET210L-25246C	NEW	**03-3334E**	02-3418	6 1/8"	8	2 WIRE-METRIPAK	12v	1 5/8" ET210L-
25313C	NEW	**03-3335E**	02-3427	6	1	2 WIRE-METRIPAK	12v	2 11/16"
ES 210 SLIMLINE SERIES LH SUCTION (mfg. for FREIGHTLINER)								
ES210L-25334	NEW	**03-3200E**	Supplied without clutch, see page 226 for product offering.					
ES210L-25336C	NEW	**03-3201E**	02-3416	5 7/8"	6	2 WIRE-METRIPAK	12v	1 5/8"
ES210L-25337C	NEW	**03-3202E**	02-3420	5 7/8"	6	2 WIRE-METRIPAK	12v	2"
ES210L-25335C	NEW	**03-3203E**	02-3412	6"	2	2 WIRE-METRIPAK	12v	2 1/4"
ES210L-25338C	NEW	**03-3204E**	02-3418	6 1/8"	8	2 WIRE-METRIPAK	12v	1 5/8"

TECH TIP

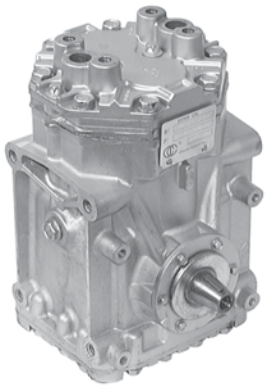
NOTE: All Equipment Grade T/CCI compressors are supplied with 14 ounces of a double end-capped PAG oil (effect JAN. 2008). The PAG oil tends to stay in the oil sump better than Ester oil in very low charge situations and will not migrate as much. The PAG oil will provide the compressor a longer life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

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





SLIMLINE (ES)



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