

PRODUCT INFO

NEWS ABOUT CARQUEST ENGINE AND TEMPERATURE CONTROLS

Air Conditioning Training Video



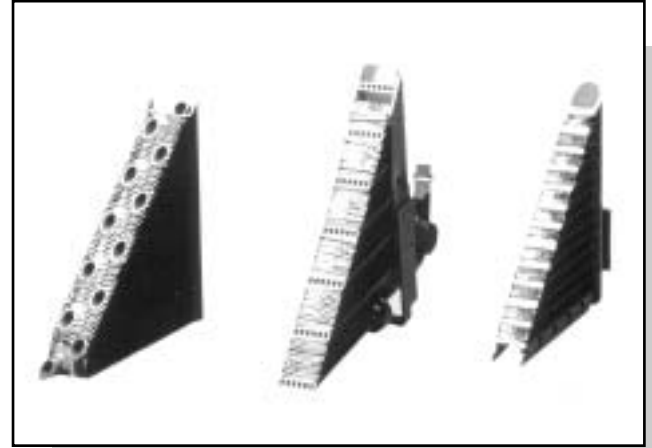
Some scary figures! At a recent convention of the Mobile Air Conditioning Society, the following results were released about air conditioning shops:

- 60% felt that R12 and R134a could be mixed and the system would still work properly!
- 40% did not know they were supposed to change fittings when performing a retrofit
- Only 10% had heard of “SNAP”, the EPA’s “Significant New Alternatives Policy”

It all comes down to education. Technicians need to learn how to perform A/C repair the right way the first time, and counterpeople need to coach and counsel their customers in the technology. Our new video leaves nothing to chance — it teaches the step-by-step process of selecting the right A/C compressor for the job, when and how to add the right type of lubricating oil, what additional parts must be replaced whenever the compressor is replaced, tell-tale conditions to watch out for, and the essential requirements for warranty claims.

All CARQUEST underhood DSMs have copies of the new video and will show it at clinics or in counter training sessions. Let’s do the job right the first time!

Expert’s Guide to A/C Condensers



The condenser in an air conditioning system is often neglected and overlooked. Crushed or damaged fins, and clogging with bugs, trash or dirt will cause poor condenser performance, and may also damage the compressor through elevated high-side pressures. Also check for loose or missing air dams, electric cooling fans that don’t run, fans that draw too many amps, and slipping fan clutches. Any of these can result in an under-performing condenser, and eventual system failure.

The tube openings in a parallel flow or serpentine condenser are very small — sometimes no bigger than the head of a ball point pin. It doesn’t take much to clog the condenser, and this will probably destroy the compressor. Whenever the compressor is replaced, the condenser must be flushed under pressure, using 141B (Dura Flush) or using approved power flush equipment with a solvent which is approved by the manufacturer of that equipment.

Pressurize the flush with shop air, and blow it through the condenser, or use a power flusher that pulsates the flush. Closed-loop flushing systems are usually not effective unless an in-line filter is installed first. Be sure to remove all of the flushing solvent when finished.

If a Ford system equipped with an FX15



compressor dies from “Black Death,” leaving a gooey substance in its wake, it’s best to replace the condenser. The same holds true for a failed GM DA6 compressor, which sometimes peels off the piston rings, sending the particles of ring material through to the condenser. In such cases, either replace the condenser or warn your customer that more trouble may be on its way. The replacement compressor may run for a short time, but eventually experience premature clutch failure due to the elevated pressures. Without proper flow, the compressor is pumping with no place for the pressure to go; this elevated pressure will soon overwork and overheat the compressor and/or the clutch.

If the high side gauge connector is located past the condenser on the high side liquid line, it can disguise a plugged condenser. The best location is between the compressor and the condenser; an even more effective method is to have another connection after the condenser to determine a drastic pressure drop.

Use a pyrometer to check the temperatures across the condenser surface. A good A/C system will have a temperature drop of 20 to 60 degrees between the condenser inlet and outlet. (Atmospheric conditions, temperature, humidity etc. will affect the amount of temperature drop.) If you encounter a larger than 60 degree drop, try flushing the system first and then check the inlet and outlet temperatures again. If the drop remains high, the condenser should be replaced.

Repair Kit for Chrysler Fuel Lines



On many fuel-injected Chrysler vehicles, the fuel lines are equipped with quick-disconnect fittings — both to allow easy assembly at the car factory, and

easy serviceability in the field. But these disconnects get brittle with age, and the O-rings get hardened after time.

CARQUEST EC’s HK7 is an exact replacement for Chrysler part number 83502745, and fits all Chrysler vehicles with MFI Fuel Injection. The kit includes the quick-connect fitting, a set of O-rings, and an O-ring insertion tool.

Two coils? Only One is Bad!



OE makes you buy 2 coils and a mounting bracket, even though only one coil needs replacement. The Chrysler/Mitsubishi part number is MD184230, and the part fits certain late-model Chrysler, Dodge, Plymouth, Eagle and Mitsubishi vehicles with 4-

cylinder engines. CARQUEST EC’s UF-99 replaces one coil only, at a much lower cost. (The picture of UF-99 in the CQENGB-99 Illustrated Parts Guide is incorrect, but will be corrected the next time this book is printed.)

Two New FWD Actuators for GM K Trucks

Chevy and GMC K1500, K2500 and K3500 4x4 trucks are factory-equipped with a transmission control actuator that connects or disconnects the front axle in response to a switch on the dashboard.



CARQUEST EC’s TCA-1 was an instant success when it was introduced three years ago. Now CARQUEST EC has

extended the line by introducing two additional FWD Actuators: TCA-2, a vacuum-actuated device for 83-98 vehicles, and TCA-3, an electric device for 80-82 vehicles. All three are exact replacements for the original GM units, and are now available from CARQUEST distributors.



Hollow Socket vs. Complete Assembly

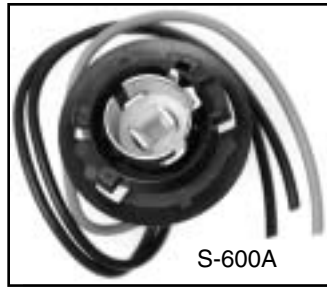
S-600 is described as a “socket assembly” but it’s really just a hollow socket for stop, tail and turn signal lamps on Chrysler,



Dodge and Plymouth vehicles. This item has always been a do-it-yourself kit — you’d buy the socket, find out that it was incomplete, and then piece together the terminals and the wires from an old junkyard part or

whatever. Sad to say, this was true whichever brand you bought — OE or aftermarket.

We’re shedding no tears about the supersession of S-600 to S-600A, and we’re proud to say that the new part is complete — the terminals and the wire pigtails are in place, complete, and ready to install. We’re the first, and so far the only, brand to have it.



Multi-Function Relays

RY-601 is a multi-function relay used on many 86-95 General Motors cars and light trucks, to control the air conditioning compressor, foglights, fuel pump, headlamps, instrument cluster, etc. RY-603 is used to raise and lower the power antenna on 94-99 GM vehicles. Both are new items for us, with many more on the way.



New A/C Catalogs

Four new air conditioning catalogs, including one book too new to be shown here, are now available well before the peak selling season. Two CARQUEST Temperature Control application guides, an illustrated parts guide, and the fourth book (a combo application and parts guide for heavy duty truck and farm vehicles) are already in parts store catalog racks.

For the first time, the application guide is done in two separate books: one for 1986 and newer vehicles, and a second book for 1985 and older cars and light trucks. All information in the new catalogs has been checked and double-checked to make sure it’s accurate and clearly presented.

See your CARQUEST District Sales Manager for copies of the new books.





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