

Tech Tips

Use of OE Connector

We supply a compressor (252120) in our 2001 Application Guide for certain Daimler Chrysler vehicles, which carries a footnote “Requires use of OE Connector”. This has caused some confusion for our customers.

One OEM design has a single wire coming from the clutch coil. We offer a replacement unit that has two wires at the clutch coil. The OEM clutch coil is internally grounded, while the remanufactured unit we offer is externally grounded. Connect either of the wires from the remanufactured unit to the single wire from the car. Take the other wire from the remanufactured compressor and attach it to a good ground. The installation is complete.

Another OEM design that has caused some confusion has a diode wired into the coil harness. This extra wiring makes the installers think that there is a four-wire connection at the magnetic coil. Again, we offer a two-wire connector at the magnetic coil.

We do not offer the OEM style connector, so we recommend that the technician remove the connector from the old compressor and install it on our remanufactured compressor.

Instructions for replacing OEM connector on the ‘four wire’ compressor:

- ◆ Follow proper procedures to remove defective compressor from vehicle.
- ◆ Remove plastic sheath covering the wiring harness at magnetic coil.
- ◆ Isolate the two wires that lead directly to the magnetic coil.
- ◆ Cut each of the two wires ½ way between the diode splice and the magnetic coil.
- ◆ Remove the coil connector from the remanufactured compressor.
- ◆ Connect the wires from the OEM connector to the wires on the remanufactured compressor. (We suggest that solder be used to connect the wires). This is a DC coil, so coil polarity does not matter. Wire placement is not an issue.
- ◆ Protect and insulate the bare wires with electrical tape or shrink-wrap.

