

PRODUCT INFO

NEWS ABOUT CARQUEST ENGINE AND TEMPERATURE CONTROLS

Compressor Suction Screen Kit



A service screen installed on the compressor can cut air conditioning comebacks, by trapping debris that would otherwise destroy the compressor assembly.

If you're worried about introducing a restriction, an installed suction screen cuts refrigerant flow by less than 1% at idle.

Our new Compressor Suction Screen Kit includes everything you need — a mini-press for installation of new screens, a tool for removing used screens, and a starter supply of the screens themselves. The screens are also available separately, in three sizes.

The Compressor Suction Screen Kit is available as CARQUEST Temperature Control part number 400025. The Temperature Control Division (TCD for short) is headquartered in the Dallas-Fort Worth area.

More FAQ's on W&C



When I take the wires off a truck engine, the boots break and I need to replace the wire set.

V8 truck applications have hotter running engines than normal, and we mold special boots for our Premium wire sets from high temperature silicone.

Motorcraft sets have a special plastic clip on the coil end of the spark plug wires.

On Ford DIS the OE coil clips eventually get brittle and break. Our Premium boots have an all-rubber design which snaps on to the coil tower, providing a better seal than OE and eliminating the plastic clip.

Replacement wire sets don't exactly match the one that was on the car originally.

Our Premium sets for newer models closely follow the lengths used by OE. On older applications (10-15 years) we consolidate wire sets, just like OE, to keep the number stocked at the parts store to a reasonable amount. In most applications, our plug boots match what came off the car. In some cases our own molded silicone boots are improvements on the OE design for even better performing boots.



“Point and Locate” Leak Detection Tool



Using patented sensor technology, this new “point and locate” tool sniffs out even the most hard-to-pinpoint air conditioning leaks. The tool itself has a comfortable pistol-grip design, and is supplied complete with a 16” quick-connect probe assembly, a calibration reference bottle, a maintenance kit, an instruction manual, and a battery charger, in a carry/storage case.

The “Point and Locate” Leak Detector is available now from CARQUEST Temperature Control as part number 409919.

Which Ford Temperature Sender Do You Need?



TS-58 fits almost 20 years of Ford cars and trucks. But Ford recently made

revisions to the thermistor in their temperature senders, and we’ve changed our application coverage to reflect the update. TS-58 and TS-374 look identical, but they’re not. Using the wrong one will result in an erratic reading, or no reading at all, on the temperature gauge. Pay attention to the color of the insulator on the sender you are removing. If the insulator on the sender is green, use TS-58 — if it’s white or red, use TS-374.

CARQUEST E.C. Part No.	Original Insulator Color
TS-58	Green
TS-374	White or Red

Heavy-duty Trailer Connectors

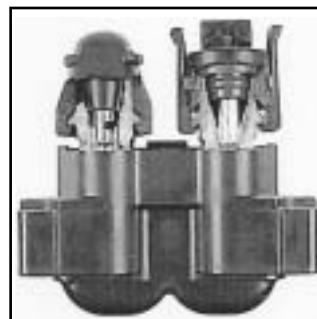


CARQUEST E.C.’s heavy-duty trailer connectors, such as TCP61F and TCP61M, are now equipped with a mating pin and a hole. The pin is on the back end of the plug; the hole is in the spring-loaded cover on the socket. The pin-and-hole arrangement acts as a retainer — once the two parts of the trailer connector are connected, they can’t accidentally pull apart or the plug fall out of the socket.

As a further assurance of electrical integrity, the male contact pins in the socket part of the connector, mounted on the vehicle, are now made very slightly oversize and are slotted. The normal action of pushing the plug “home” slightly compresses the contact pins, assuring solid electrical contact.

These recently-upgraded TCP- -F and TCP- -M connectors will also mate correctly with old stock (the old versions of the same connectors). The part numbers are therefore not changed.

Mazda (Ford) — a Better Idea?



The “new” Mazda/Ford distributor boot looks suspiciously like the all-rubber boot we introduced on Ford Premium wire sets four years earlier. Starting with the 1998 model year, Mazda

began using these on both their 2.5L 6 cylinder and 2.0L 4 cylinder engines.

In other words, Ford (or Mazda) has actually started to imitate our boot and use a design similar to ours. Some installers have questioned our design because it lacks the nylon clips used on Ford vehicles since about 1992. We've always said that the clips were a poor way to go, since they only provided two-point retention. In addition, they hardened and broke off with age and heat, and the boot itself didn't have internal sealing rings, just a tapered entry. The new Ford/Mazda boot is much better than the original Ford design, but still falls short of our Premium boot – it's not as robust, and does not fully seal the coil connection.

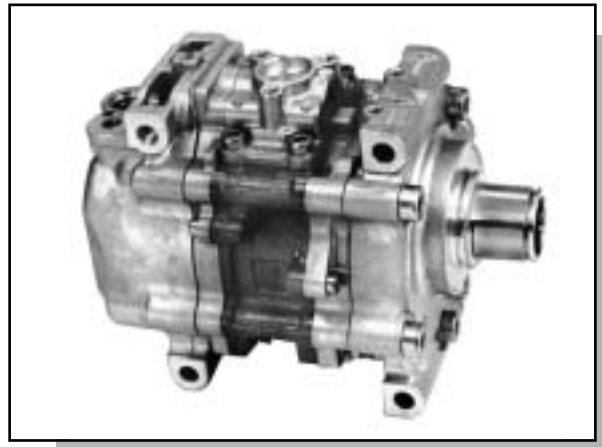
“Replace Injector, Replace O-Rings”

When installing a replacement fuel injector, it's important to replace and lubricate the O-rings as well. Most times, the new injector has the proper O-rings to install it, but in some cases (Nissan is a good example) the O-ring must be purchased separately.



In the case of Nissan and Infiniti fuel injectors, the O-rings are typically sold separately, and we have them available. To assure the selection of the proper O-ring, we list the O.E. number, the application, and the size of the O-ring. All three should be taken into account when selling O-rings for these applications to assure the correct replacement. You can find the O-rings for these vehicles in the respective “Multi-Port Fuel Injection” parts listings for Nissan and Infiniti.

***If you want NEW,
we've got 'em too.***



CARQUEST Temperature Control can now provide you with 100% *new* air conditioning compressors for 35 different makes of cars and trucks, both domestic and imported – including such compressor manufacturers as Sanden/Sankyo, Kiki Diesel, and of course GM and Ford. These compressors are built with the highest quality materials, to meet or exceed the OEM manufacturer's specifications.

The new compressors include *new* cylinders, crankshafts, pistons, cases, shaft seals, o-rings, valves, noses, rear heads, bearings, pulleys, and (if so equipped) clutches. Every new compressor is backed by our two-year/24,000 mile warranty. (But please note: failure to follow proper installation procedures will shorten the life of any compressor, can result in premature failure, and will void your warranty.)

Looks Don't Tell the Whole Story



A frequently-heard complaint about our replacement GM multi-port fuel injectors is that “they’re not the same length as the OE parts.” Installers fear that the injectors won’t bottom out inside the engine, and will therefore leak. But the GM-recommended service procedure is to completely remove the fuel rail from the engine, load the injectors in the rail, re-install the rail, and check for leaks. That way, the installer will find that the replacement fuel injectors fit perfectly, and are leak-free. You see, the O-ring end that’s inside the engine is designed to float, not to bottom out; the important dimension is O-ring to O-ring, not overall length.

Climate Control Computers



You might not know that CARQUEST Engine Controls has remanufactured Climate Control Modules in stock for the more popular GM, Ford and Chrysler applications. The Climate Control module, or computer, controls the heating and air conditioning systems – you set the desired temperature, instead of just setting a manual control for “cooler” or “warmer.” On some vehicles this unit is also the controller for entering and accessing ECM, Transmission, Airbag, ABS and BCM diagnostics. These units are typically installed only on higher-end cars and some trucks.

As with most other computers, if the remanufactured Climate Control module is not available from CARQUEST E.C., either as a regular stock item or a Critical Core, we can rebuild the vehicle’s existing unit under our R&R program.