

DOC'S BLOCKS
AUTOMOTIVE AIR CONDITIONING REPAIR

COMPRESSOR CHECKS

- If a compressor clutch is damaged, turn the clutch hub by hand or use a socket on the shaft and turn the compressor through a 360 degree turn. The compressor should turn smoothly without binding. Seizure is common when there is internal damage to the compressor.
- Pouring oil from the compressor after the unit is removed from the vehicle and observing the color can detect some internal compressor damage. The oil should be clear in color.
- Compressor damages are generally pistons, reed valves, or leakage. Leakage problems are found with a leak detector or dye tracers using a black light. Reed valves and internal o-rings problems are found by reading pressures.
- Internal failure problems will show as the low side pressure as being higher than normal and the high side pressure is lower than normal. Some times the two sides may read near equal. Replace the compressor.
- If the complaint is of vibration, be sure to check the compressor and bracket mounting bolts. Placing a pry bar against the compressor and apply pressure to see if the vibration changes can prove this.
- If the high side pressure is higher than normal, the compressor will overheat and reduce the ability of the oil to lubricate. Recommend installing a high pressure cut out switch. (Clutch saver switch)