



6.2L FEAD Air Conditioning Add-On Kit

77072493

6.2L Supercharged Crate HEMI

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Call Out	Description	Part Number	Quantity
	6.2L A/C Add-On Kit	77072493	
1	COMPRESSOR, Air Conditioning, Fixed Disp. 10S17	68202994AA	1
2	Bolt, M8X1.25X100.00	06509468AA	3
3	Belt W/ AC - 2146mm	05038725AA	1
4	Wiring Harness	05017117AA	1

PLEASE READ ALL INSTRUCTION PRIOR TO INSTALLATION.
CALL MOPAR FOR ASSISTANCE OR FOR FRENCH/SPANISH INSTRUCTIONS 1-888-528-HEMI (4364)

Compressor Specifications

Type	Specification
Min. RPM of Compressor	575 RPM
Max. RPM of Compressor	8000 RPM
Pulley Ratio	1.35
Refrigerant Type	HFO1234yf / HFC134a
Compressor Displacement	176.6 cu.in./rev
Oil Type	ND-12 PAG oil
Min. Clutch Engagement Voltage	8.0 VDC

NOTICE

DO NOT spin A/C compressor over 8000 RPM, damage may occur.

Wide Open Throttle (WOT) cut-off type A/C compressor controller recommended.

Always use the type of PAG oil listed for the model being serviced. Do not mix different types of PAG oils.

Refrigerant Oil Level

It is important to have the correct amount of refrigerant oil in the A/C system. This ensures proper lubrication of the A/C compressor. Too little oil will result in damage to the A/C compressor, while too much oil will reduce the cooling capacity of the A/C system and consequently result in higher discharge air temperatures.

NOTE: The refrigerant oil container should be kept tightly capped until it is ready for use, and then tightly recapped after use to prevent contamination from dirt and moisture. Refrigerant oil will quickly absorb any moisture it comes in contact with; therefore, special effort must be used to keep all system components moisture-free. Moisture in the refrigerant oil is very difficult to remove and will cause a reliability problem with the A/C compressor.

It will not be necessary to check the oil level in the A/C compressor or to add oil, unless there has been an oil loss. An oil loss may occur due to a rupture or leak from a refrigerant line, a connector fitting, a component, or a component seal. If a leak occurs, add 30 milliliters (1 fluid ounce) of refrigerant oil to the refrigerant system after the repair has been made. Refrigerant oil loss will be evident at the leak point by the presence of a wet, shiny surface around the leak.

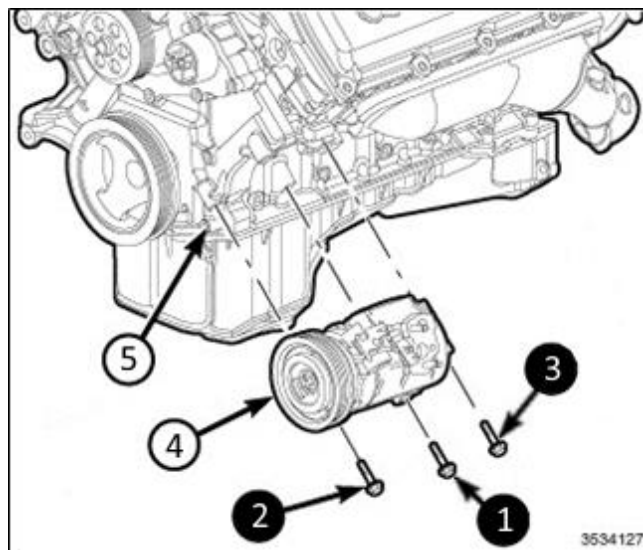
The refrigerant oil level in a new A/C compressor must first be adjusted prior to compressor installation.

Compressor Oil Drain Procedure

The A/C compressor is filled with refrigerant oil from the factory. Use the following procedure to drain and measure refrigerant oil from the A/C compressor.

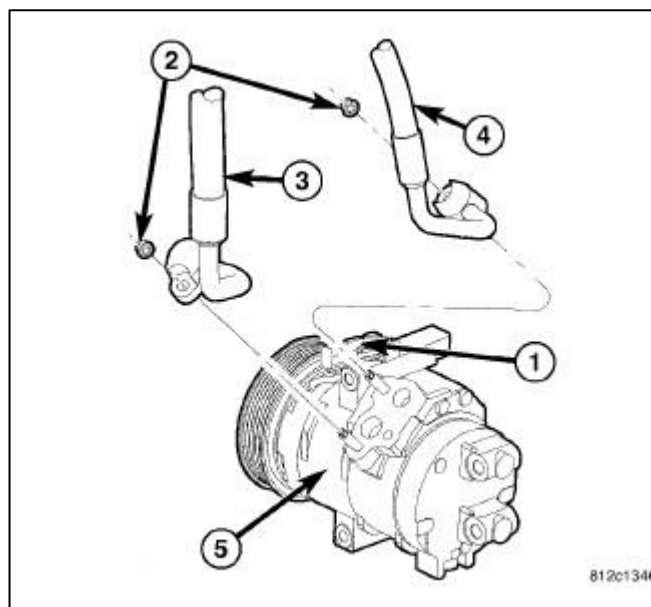
1. Drain all of the refrigerant oil from the old A/C compressor into a clean measured container.
2. Drain all of the refrigerant oil from the new A/C compressor into a clean measured container.
3. Refill the new A/C compressor with the same amount of refrigerant oil that was drained out of the old compressor. Use only clean refrigerant oil of the type specified for the A/C compressor in the vehicle.

1. Position the A/C compressor (4) to the engine (5) and install the 3 bolts loosely. Using the sequence shown; upper front bolt (1), then lower front bolt (2), then rear bolt (3), tighten the bolts to the proper torque specification 28 N·m (21 ft. lbs.)



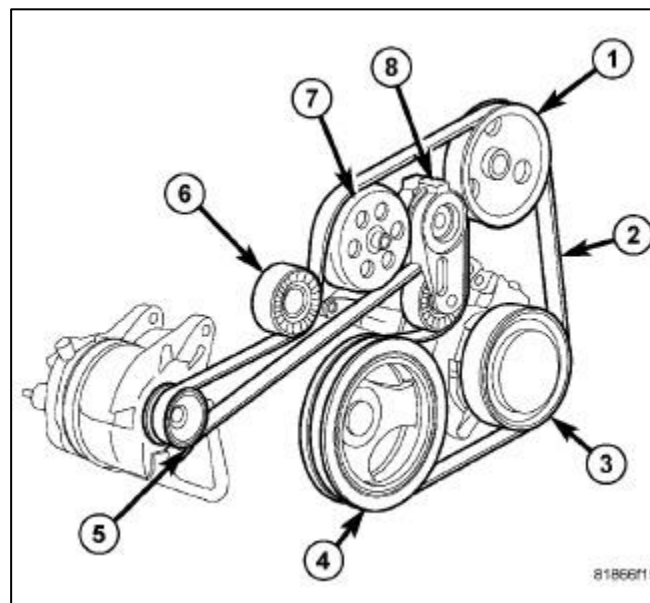
NOTE: Typical A/C compressor and refrigerant lines shown.

2. Remove the tape or plugs from the opened fittings on the A/C suction line (3) and the A/C discharge line (4) and the compressor ports.
3. Lubricate new dual plane seals with clean refrigerant oil and install them onto the suction and the discharge line fittings. Use only the specified seals as they are made of a special material for the specific refrigerant in the system. Use only refrigerant oil of the type recommended for the A/C compressor in the vehicle.
4. Connect the A/C suction and discharge lines onto the A/C compressor (5).
5. Install the nuts (2) that secure the A/C suction line (3) and discharge line (4) to the A/C compressor and tighten to the proper torque specification 20 N·m (15 ft. lbs.)

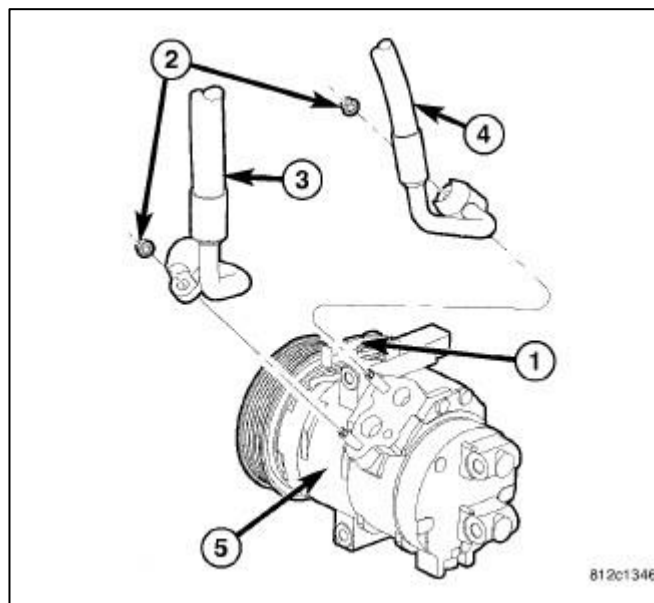


NOTE: When installing accessory drive belt onto pulleys, make sure that belt is properly routed and all V-grooves make proper contact with pulleys.

6. Position the drive belt (2) over all pulleys except for the water pump pulley (7).
7. Rotate the tensioner (8) **clockwise** and slip the belt (2) over the water pump pulley (7).
8. Gently release tensioner (8).

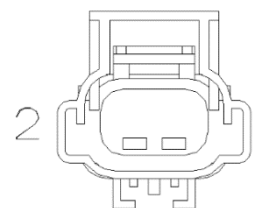


9. Connect the engine wire harness to the A/C clutch connector (1). Wiring harness assembly instructions are on page 5.
10. Evacuate and charge the refrigerant system. Starting the vehicle and running the A/C compressor may be necessary for complete system refrigerant charging.



How to Assembly Wire Harness

Insert wire pins through the wire insertion side of the connector until pin locks in place.

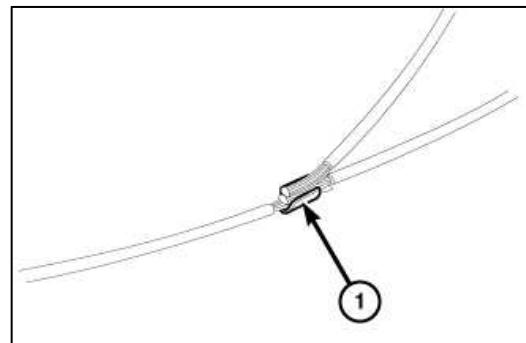


NOTE: Mating Side View Shown

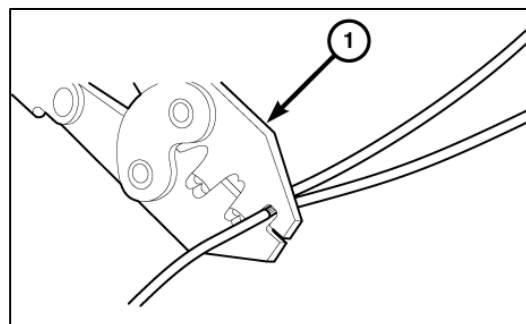
Pin	Wire Color	Gauge	Function
1	Orange	20	A/C CLUTCH CONTROL OUTPUT
2	Purple	20	GROUND

How to splice and connect blunt ends correctly

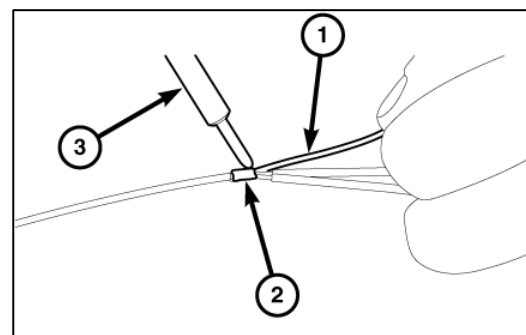
1. Place the strands of the wires overlapping each other inside of the splice clip (1).



2. Using Mopar crimping tool (1) or equivalent, crimp the splice clip and wires together.



3. Solder (3) the connection (2) together using rosin core solder (1).



4. Center the heat shrink tubing (2) over the solder joint and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant (1) comes out of both ends of the tubing.

