

A6 GM Style Compressors

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TECH TIP

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In the early years of A/C, the Harrison A6 compressor was the work horse of the A/C system. Known by its size, weight and length, the A6 compressor powered the air conditioning system for passenger cars to heavy duty trucks and agricultural machinery.

Today the A6 is not common at all and some of its design flaws have been forgotten. The A6 has a hollow crank shaft that allows oil in the rear of the compressor to move forward towards the front of the shaft to lubricate the felt of the shaft seal. The felt is designed to absorb oil to form a barrier seal and lubricate the ceramic seal of the shaft .

When you first receive a new or remanufactured A6, the procedure is to turn the front HUB a minimum of ten times to move the oil from the back of the compressor to the front seal. If this is not completed, the compressor will leak at the front seal.

Please keep this in mind if you have fitted this to a “classic” motor vehicle that spends more time under a cover than on the road. The seal will dry out over time and will leak refrigerant. The best way to avoid this is to run the A/C system a few times a month to keep the seal lubricated.



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