



## **12V 21cc Electric compressor**

The 21cc 1800rpm compressor will run at a constant speed until the evaporator thermostat cycles it out as with any other mechanical compressor. The lower displacement reduces condenser head pressure and heat meaning the compressed gas will cool and condense quicker so the tx valve has a properly condensed liquid feed. Head pressure will be low at approx 110psi to 145psi depending on ambient temperature, low pressure will be around 30psi to 40psi, initial R134a refrigerant charge should start at 450grams and adjust if needed through the low pressure side.

**Attached wiring guide needs to be connected exactly as shown from the A/C thermostat output on in the diagram, the A/C button and relay before the Thermostat is indicative only.**

**If wiring into an existing system use your old clutch wire circuit to connect to PIN 85 on the compressor control relay shown in the attached diagram.**

**There will be yellow and green small wires coming from the internal compressor control board, external negative and positive feeds are NEVER used here, if they are the controller will be damaged and warranty void.**

**BEWARE-** Once connected it can take between 30 seconds to 1 minute to run through its systems check and start.

Cooling capacity

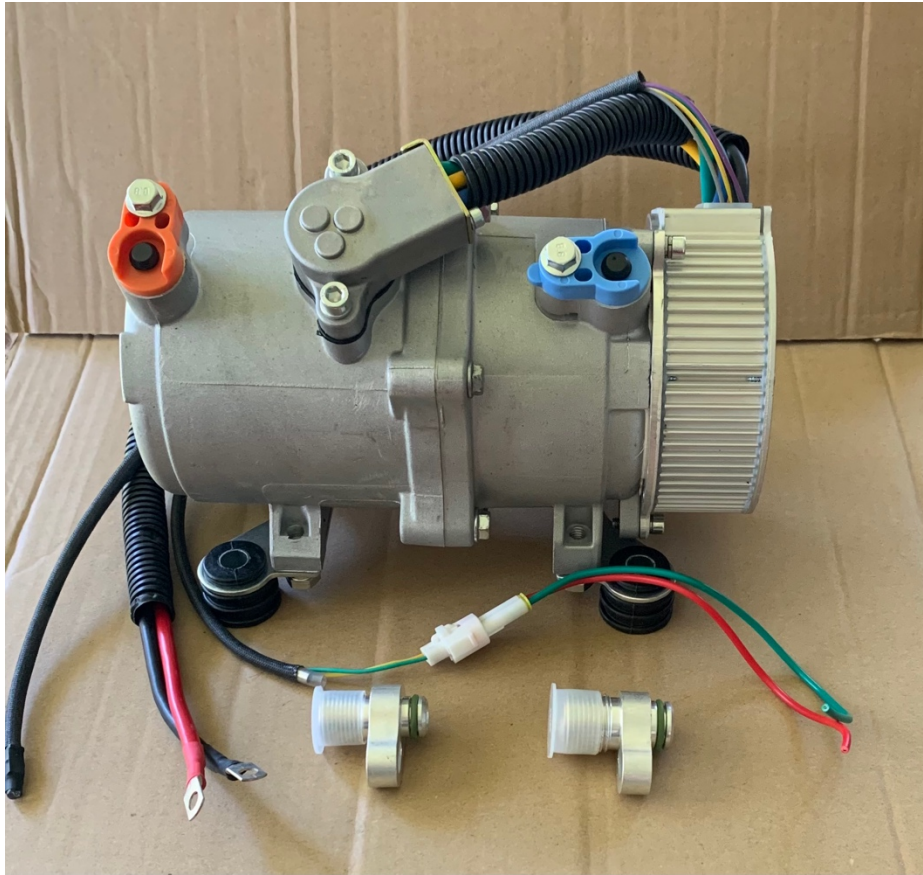
Speed 1800rpm / 1.978kw = 1978

Wiring diagram and compressor schematic attached.

Attached a basic wiring diagram so the compressor will run and cycle through the A/C thermostat in the vehicle's evaporator (Recommended full speed 1800rpm).

**VERY IMPORTANT \*COMPRESSOR HAS TO BE MOUNTED AS IN PHOTO WITH THE MOUNTING POINTS AT THE UNDERSIDE OF THE COMPRESSOR, THIS CAN NOT VARY OTHERWISE COMPRESSOR WILL SUSTAIN DAMAGE OR FAIL\***

## Mounting Position



### Wiring Diagram

