INSTRUCTIONS

99TA516047B (for RCD use only)

Instruction Sheet Number: **99TA516047B**

Description: Oil Pump and Bearing Head Assembly

Author: G.D.

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Part Number: 06DA660126

Kit Contents:

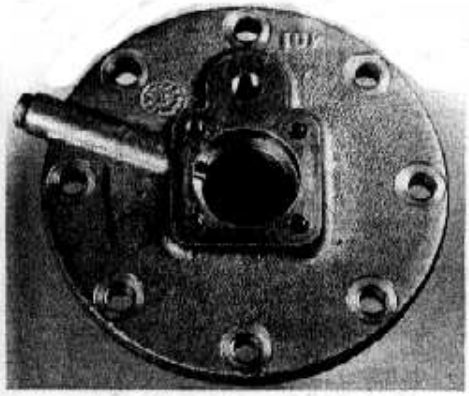
Description	Part Number	Qty.
Pump End Bearing Head Assembly	06DA403813	1
Oil Guide Retainer Spring	6D40-1112	1
Oil Guide Feed Vane	6D40-1171	1
Drive Segment, Oil Pump	05KA404093	1
Socket Hd. Capscrew #10-32x1/2"lg.	AB44AA126	1
Spring Lockwasher #10	AU61ML131	1
Pump End Cover Plate	7J1-6002	1
Gasket, Pump End Cover Plate	6D40-1061	1
Gasket, Sensor Block	06DA504473	1
Capscrew, Hex Hd. 5/16-18x7/8"lg.	AA06GR199	4
Gasket, Capscrew 5/16"	AU51YA003	4
Pump End Brg. Hd. Gasket	6D40-1022	1
Capscrew, Hex Hd. ¼-28x5/8"lg.	AB44AA167	1
Spring Lockwasher ¼"	AU61ML171	1
Capscrew, Hex Hd. 3/8-16x1-1/2"lg.	AA06GS233	1
Tee Valve Assembly	06EA402632	1
Cap, Flare ¼"	99CC409372	2
Half Union Adapter	P806-U1-6B	2
Instruction Sheet	99TA516047	1
Label	LF680001	1
Plug	CA63AS051	1
Gasket,Sensor Block	06DA680063	1

The 06D bearing head/oil pump assembly (Figure 1) was updated in 1990 to facilitate the connection of the new Carlyle solid state oil safety switch.

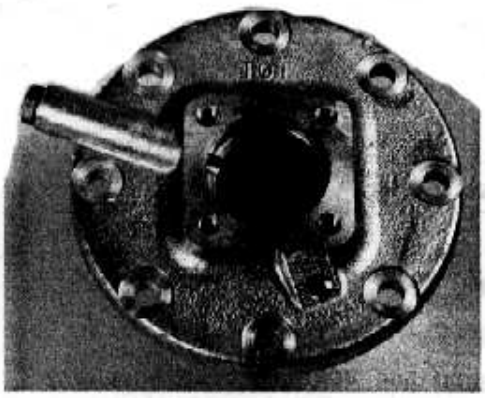
If your compressor has a version of the "old style" (Figure 2) bearing head, please note these two changes before installing the replacement oil pump:

1. A longer bolt is now required at the 12 o'clock position of the bearing head. A 3/8-16 x ½ inch long bolt is supplied in this kit.
2. The old bearing head design utilized a 1/8 inch NPT tapped hole for oil switch connection. The new design has a ¼ inch NPT tapped hole located at the top of the bearing head.

A ¼ inch NPT x ¼ inch SAE male flare tee (with schraeder valve) is supplied in this kit to facilitate connection of a standard oil safety switch. Use an approved pipe sealant on the pipe threads when installing tee.



New Style Bearing Head
Fig. 1



Old Style Bearing Head
(Typical)
Fig. 2

BEARING HEAD OIL PUMP ASSEMBLY REPLACEMENT PROCEDURE

Important: To install or remove the new high flow oil pump, it is necessary to first isolate the compressor from the rest of the system and properly reclaim any refrigerant (as required by the environmental regulations) from the compressor.

REMOVING BEARING HEAD

1. Remove the cover plate from the bearing head assembly by removing the four 5/16" head cap screws. **THERE IS SPRING TENSION BEHIND THE COVER PLATE.**

2. Remove the spring and guide vane.

3. Remove the two allen head cap screws and lock washers that attach the drive mechanism to the crankshaft.

4. Remove the eight 3/8" hex head bolts from the bearing head and pull the bearing head off the crankshaft and away from the crankcase housing. Remove and discard the old gasket.

INSTALLING BEARING HEAD

1. Attach the bearing head assembly and bearing head gasket to the crankcase housing. Torque the bolts to 30-35 ft./lb.

DRIVE SEGMENT WITH SNORKEL

FIGURE 3

2. Attach the drive mechanism, Fig. 3, (with the snorkel tube protruding out away from the crankshaft) to the crankshaft. Torque the bolts to 4-6 ft./lbs. For the No. 10 screw and 12-15 ft./lbs. For the ¼ inch screw.

CAUTION: DO NOT INSTALL THE DRIVE MECHANISM WITH THE SNORKEL INSERTED INTO THE CRANKSHAFT. IT CAN RESTRICT OIL FLOW INTO THE OIL PUMP.

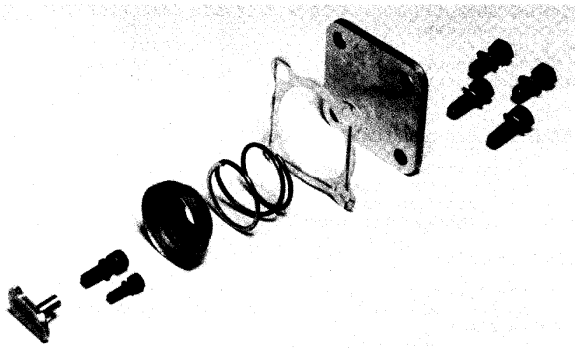


FIGURE 4

3. Install the oil fed guide vane, spring, cover plate gasket, and cover plate to the bearing head as shown in Figure 4. (Drive segment with snorkel and attaching screws also pictured). Torque the bolts to 16-20 ft./lbs. **SEE NOTE.**

CAUTION: DO NOT OVER-TORQUE THESE BOLTS; THE BEARING HEAD IS ALUMINUM.

NOTE:

Compressors using the Electronic Lube Oil Control (P/N 06DA660115) will attach the 06EA680078 Sensor Block (not included in this kit) and 06DA504473 Sensor Block Gasket in place of the Cover Plate and Cover Plate Gasket pictured in Figure 4.