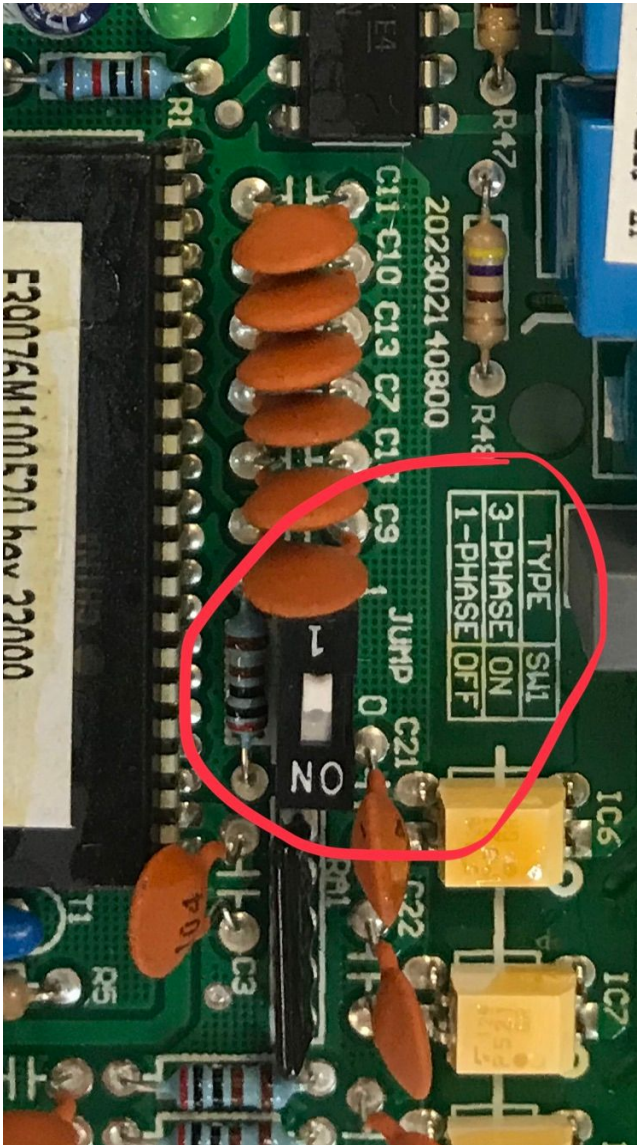
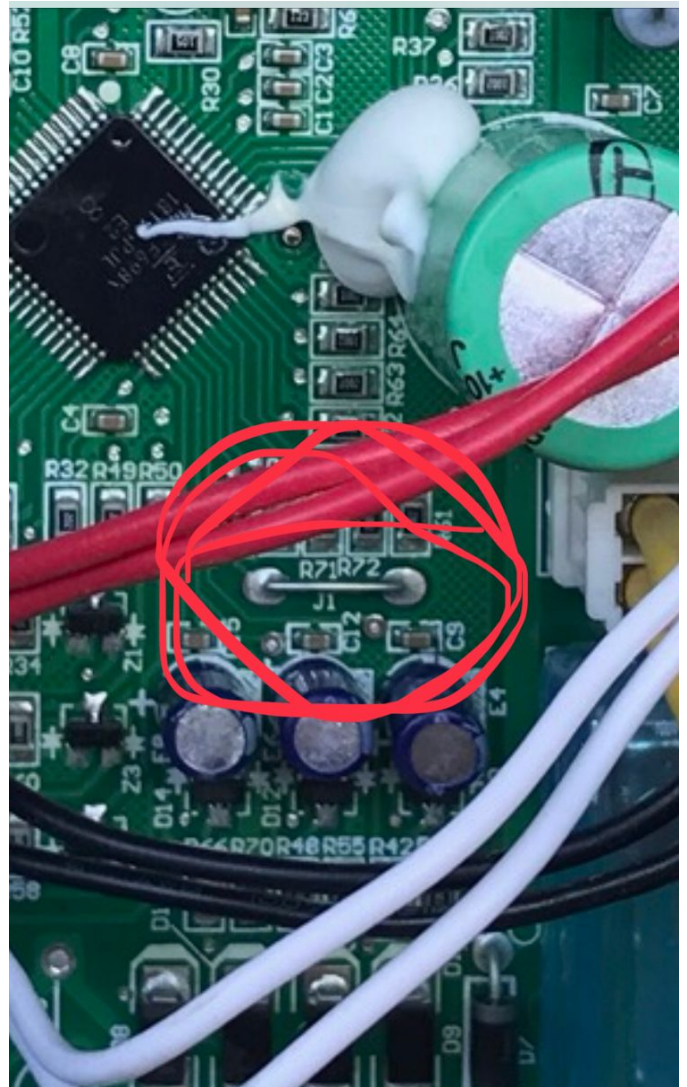


## MRC & MRB old to new board changeout instructions:

1. Cut R71R72/J1 jumper wire to change it from 3 phase to 1 phase. This used to be a dip switch on the old board. This only applies to part # X1712770000005. (part # X17127700000372 does not have this jumper and does not require anything be cut or modified)



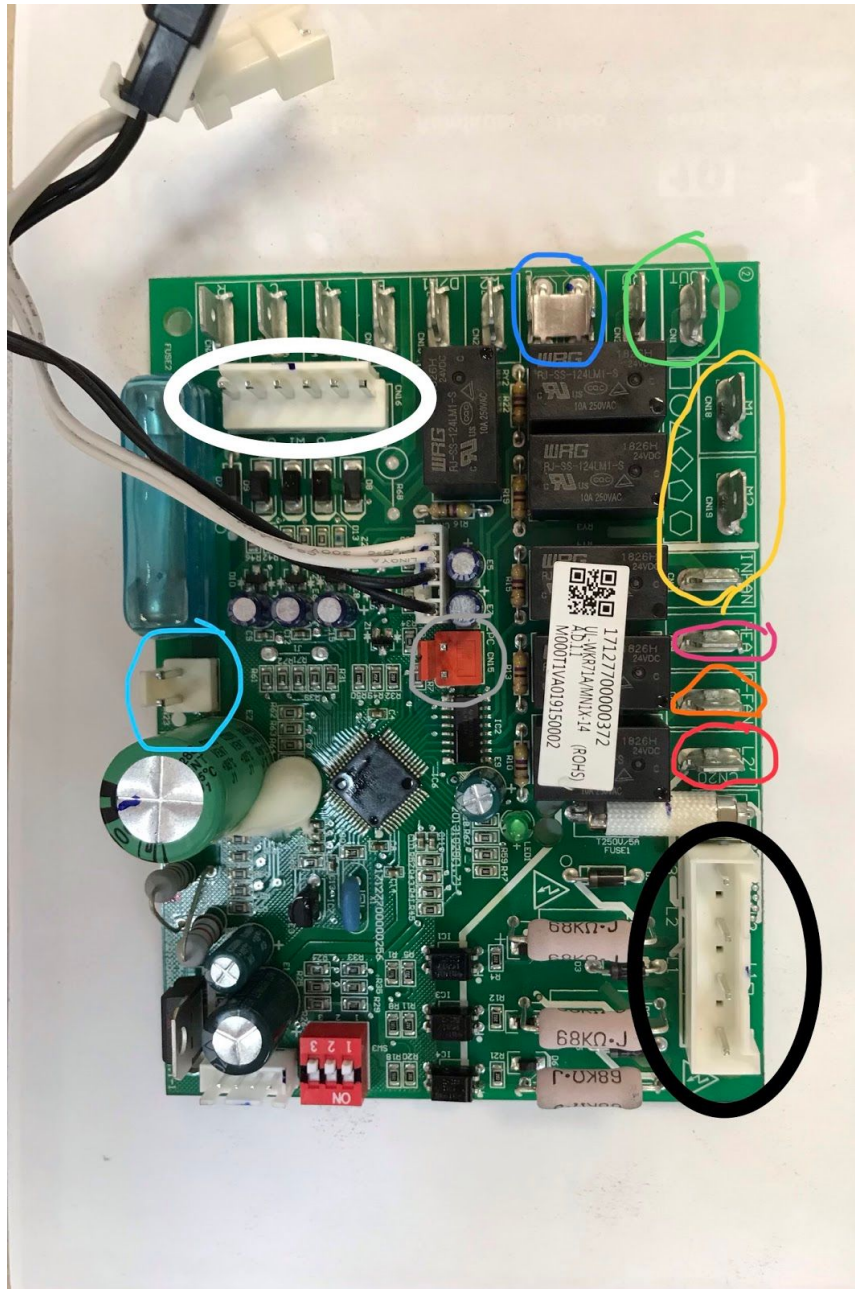
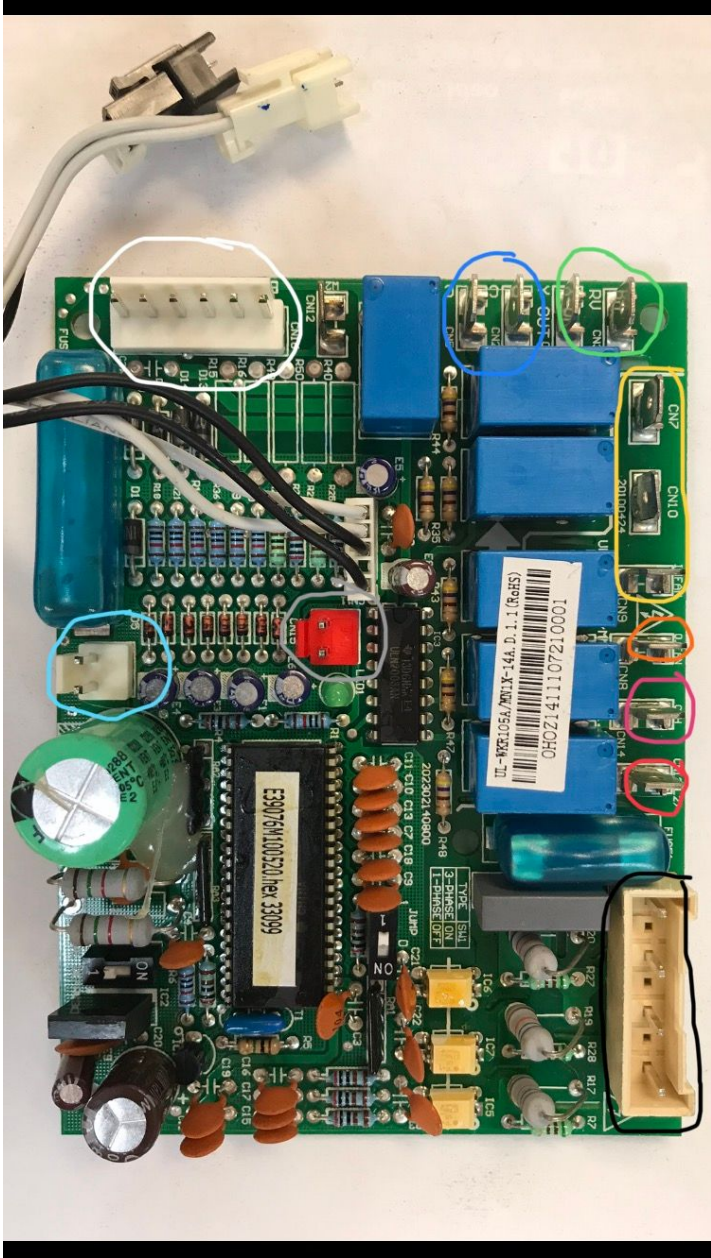
Old



New



2. Wire as pictured, following the color code, red to red, blue to blue, etc. **Do not wire the boards according to the 'CN' labels, as they are not always the same from old to new board.**



White = 24v thermostat plug. This plug will wire directly to the bus bar where the thermostat wire is wired to inside the unit. **\*\*\*\*SEE NOTE 4 FOR UNITS THAT USE AN ECM MOTOR (MRC30/36/60)\*\*\*\***

Black = 230v power plug. This plug connects directly to the contactor, where 230V power is wired into from the disconnect. This is where 230v is supplied to the board.

Red = This is the 230v hot wire supplying voltage from the board to the transformer.  
- L2 on both boards CN13 on old board, CN20 on new board.

Blue = This is where the 24v 'common' wires connect from the 24v coils on the contactor, and the reversing valve.  
- C on both boards, CN2 on old board, CN12 on new board common to contactor.  
- C on both boards, CN5 on old board, CN12 on new board common to reversing valve.

Green = This is where the 24v 'hot' wires connect from the 24v coils on the contactor and reversing valve.  
- Y-OUT/YOUT(CN1) on both boards is hot to contactor.  
- RV(CN3) on both boards is hot to reversing valve.

Yellow = This is where the 230v 'Hot' wires for the blower motor are connected.  
- INFAN, CN9 on old board, CN21 on new board is where to connect desired speed tap.  
- CN10, CN7 on old board, M1(CN18), M2(CN19) on new board, are the connections for the unused motor velocities, or 'park' connections, for the remaining two speed taps from the blower.

**\*\*\*\*NOTE THIS DOES NOT APPLY TO MRC30/36/60 SEE NOTE 4 FOR UNITS THAT USE ECM BLOWER MOTORS\*\*\*\***

Pink = This is for 230v Crank Case Heater (CCH) hot wire. The CCH does not come factory installed, there should not be anything plugged into this terminal unless a CCH has been field installed.  
- CCH(CN14) on old board, HEAT(CN9) on new board.

Orange = This is for the 230v hot wire coming from the outdoor fan motor.  
- O-FAN(CN8) on both boards.

Grey = This plug is the low pressure cutout switch (LPC) connection, a safety switch to protect the compressor.

Light blue = This plug is the 24v supply from the transformer to the board..

3. The white and black wires coming off the board that go to the two separate plugs connect to the rest of the safety switches and temperature sensors (thermistors) that protect the compressor:

- HGS hot gas switch
- HPS high pressure switch
- T3 coil temperature sensor
- T4 ambient temperature sensor

4. Units that use ECM blower motors (MRC30/36/60) bypass the 24v 'G' terminal on the board, 24v is wired directly from the busbar in the unit to the motor, it never touches the board. Only two wires on the ECM motor connect to the board: Wire the BROWN wire from the ECM motor to the D/W1 terminal, and the WHITE wire from the ECM motor to the C terminal, see below picture of new board. **Old boards will not work with ECM motors, do not use old boards as replacements for MRC30/36/60.**

