

VEHICLE AIR CONDITIONING PARTS



VRS House
Shield Road, Ashford,
Middlesex, England, TW15 1AU.

Telephone: +44 (0) 1784 248905
Facsimile: +44 (0) 1784 242540
E-mail: sales@vacp.com
http://www.vacp.com

VACP TECHNICAL BULLETIN

DATE: Re-issued Jan 1996

BULLETIN NUMBER: 2002

VACP Technical Bulletins are written for Vehicle Air Conditioning engineers and buyers. They are aimed at keeping the European Vehicle Air Conditioning industry informed about the changes affecting the industry and the parts available from VACP. Please do not hesitate to contact us if you require any further information about the contents of any of our Technical Bulletins.

General Motors (Frigidaire/Harrison Corp) A6 and R4 Compressors

General Motors (Frigidaire/Harrison Corp) changed their A6 and R4 Compressors from a Super Heat Switch type to a High Pressure Switch type in the mid to late eighties (Jaguars also changed around this time). All new A6 and R4 Compressors were superseded by the High Pressure Switch type around this time. To make our GM Compressor range fall in line with the rest of the industry, all of our future stocks will be of the High Pressure Switch type.

Therefore when replacing an early A6 or R4 Compressor of the Super Heat Switch type to a Compressor of the High Pressure Switch Type the Compressor wiring will need to be modified as follows:

1. Connect the wire from the switch on the rear of the Compressor to one of the terminals on the Clutch Coil (either one, it does not matter which).
2. Connect the live feed (from the Thermostat/Pressure Switch) that went to the Thermal Fuse (should be the middle wire on the Fuse (B)) to the other Terminal on the Clutch Coil.
3. Discard all of the other wiring that related to the Thermal Fuse together with the Thermal Fuse.

Please be careful not to fit High Pressure Switch in place of a Super Heat Switch (it is not possible to fit them the other way round) as it will damage the Clutch. You can tell which Switch is supposed to be in the Compressor, by looking in the Switch port and comparing what you have with the diagram below.

