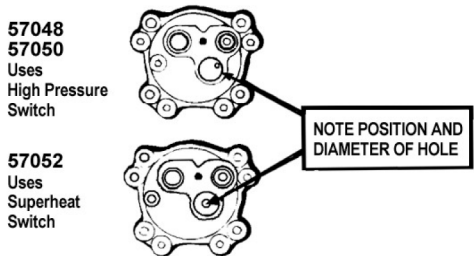




THERMAL LIMITER CONVERSION

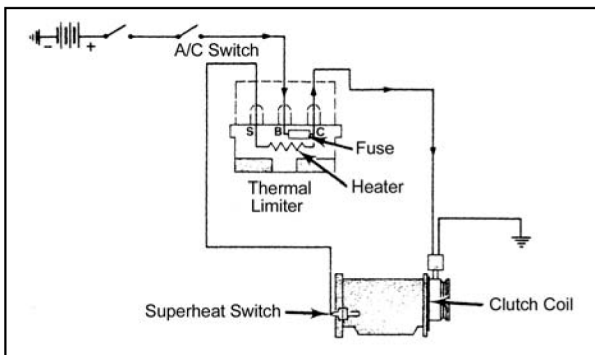
Early model GM vehicles through 1977, use a superheat switch along with a thermal-limiter fuse, for a system protection device. This same system has been used on later models of Jaguar, Mercedes Benz and others. For a variety of reasons it has become desirable to convert this system to a pressure switch style setup.



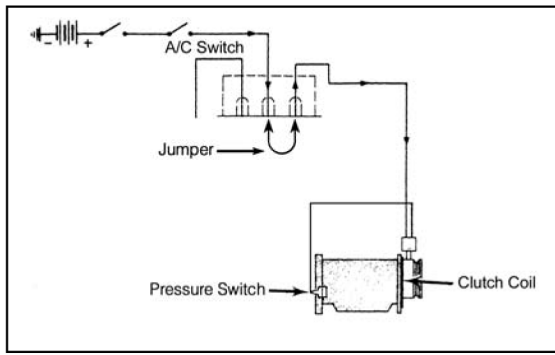
The **superheat** (CD5998) switch is a normally open switch that closes to ground with high temperature or pressure. This causes the heater to burn the fuse, and opens the clutch circuit. CD5998 is used with the original A6 compressor (UE43934).

The **high pressure** (JLM1165-X) **switch or switch kit** (MC1315-X + PT1032-X) is normally closed to ground to complete the clutch circuit and opens with high pressure to shut off the clutch circuit. JLM1165-X or MC1315-X/PT1032-X are used with replacement compressor UE43934NF

The superheat switch can only be used in compressors made for a **superheat** switch (57052 compressor body with various clutches). To convert to a pressure cut out system, first change the compressor to a pressure switch type that matches the original in clutch configuration, etc. After the pressure switch is in place, a minor wiring change is necessary as described below.



SUPERHEAT



PRESSURE

Dispose of the thermal fuse. Jumper terminals "B" & "C". Terminal "S" Will not be used. Take the clutch wire that was the ground and attach it to the pressure switch.