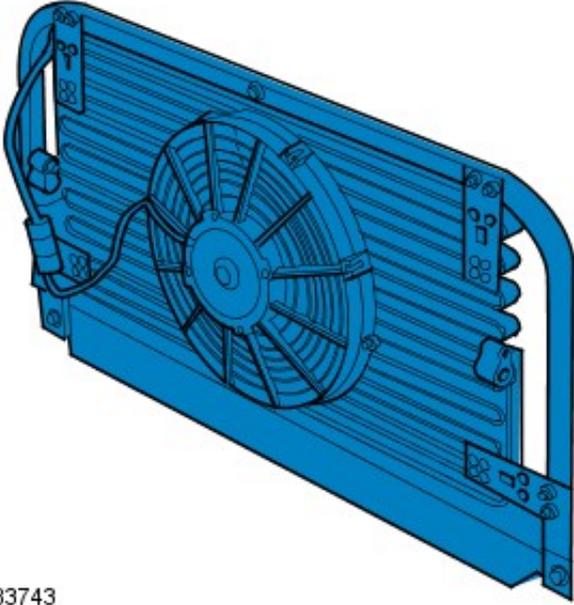


system from excessive pressure, a pressure relief valve is installed in the outlet side of the A/C compressor. The pressure relief valve vents excess pressure into the engine compartment.

Compressor clutch engagement is controlled by the ECM. The ECM receives system pressure inputs from the refrigerant pressure switch and system temperature inputs from the thermostatic switch. The ECM will de-energize the A/C compressor clutch relay on receipt of a pressure reading above or below the system limits, or a temperature reading that may cause the evaporator to freeze. For more information, refer to the '**Air Conditioning Refrigerant Pressure Switch**' and '**Thermostatic Switch**' sections below.

AIR CONDITIONING CONDENSER

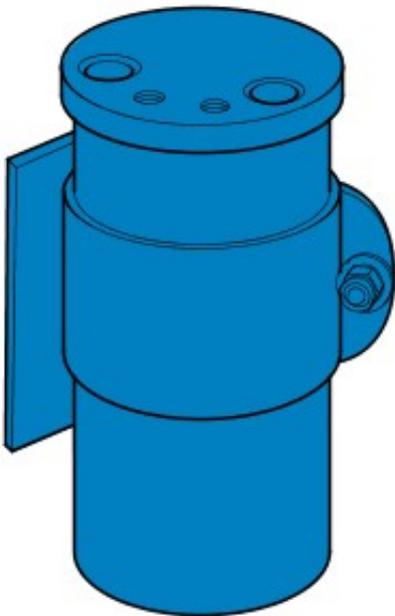


E83743

The condenser transfers heat from the refrigerant to the surrounding air to convert the high pressure vapor from the compressor into a liquid. The condenser is installed immediately in front of the radiator and is held in place by 3 brackets; 1 at the top, 2 at the bottom.

The RH end of the condenser provides a connection to the high pressure line from the A/C compressor. The LH end of the condenser provides a connection to the low pressure line to the receiver drier.

AIR CONDITIONING RECEIVER DRIER



E83744

The receiver drier is mounted in the LH front corner of the engine compartment and removes solid impurities and moisture from the refrigerant. It also provides a reservoir for liquid refrigerant to accommodate changes of heat load at the evaporator.

Refrigerant entering the receiver drier passes through a filter and a desiccant pack, then collects in the base of the unit before flowing through the outlet pipe to the evaporator.