



**ALMA
PRODUCTS
COMPANY**



OE A6

**AIR CONDITIONING
COMPRESSORS**

JAAI

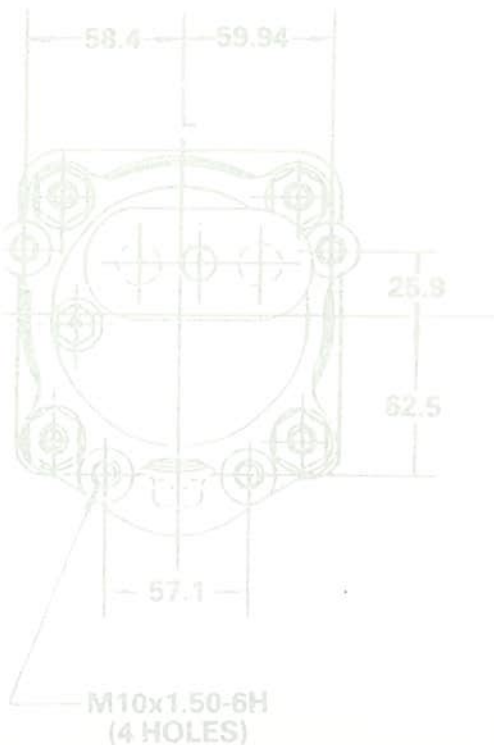
VALIDATED FOR USE WITH R134A

With over 60 million units produced for use with R12 and R134a refrigerant, the A6 compressor is known as the "Standard of the Industry" for its unparalleled durability and proven reliability.

At 207cc (12.6 cu. in.) displacement, Alma's 6-cylinder compressor is one of the largest displacement compressors on the market today. Its capacity at idle is virtually unmatched in the compressor marketplace, and it has a proven record of superior, long-term durability.

The A6 compressor mechanism consists of three double-ended pistons driven by an axial plate and shaft assembly. The cylinder and heads are cast iron, providing superior durability and noise absorption. An integral oil sump and positive displacement oil pump assure mechanism lubrication at low refrigerant flow conditions (idle) and even at low refrigerant charge.

"STANDARD OF
THE INDUSTRY"



GENERAL SPECIFICATIONS

- Six cylinder axial configuration
- Bore: 38.1mm (1.5 in.)
- Stroke: 30.2mm (1.2 in.)
- Displacement: 207cc, 12.6 cu. in. (also available in 177cc and 151cc)
- Refrigerant: R134a or R12
- Oil Charge: 10 oz. PolyAlkyleneGlycol Oil (R134a) or 525 Viscosity Mineral Oil (R12)
- Maximum Speed: 6500 RPM continuous, 7500 RPM intermittent
- Clutch Coil: 12 Volt DC or 24 Volt DC
- Resettable High Pressure Relief Valve
- Rotation: Clockwise or Counter Clockwise
- Single, Double or Poly-Vee Pulleys available
- Integral Compressor Protection and System Control Switches available.



A6 DESIGN FEATURES AND BENEFITS

- **Reduced O.E. system design and conversion concerns**
 - A6 compatibility with both R12 and R134a minimizes system design and conversion concerns.
- **Sufficient cooling capacity**
 - The A6 207cc (12.6 cu. in.) displacement provides ample capacity to cool even the largest vehicle interior space.
- **Ease of installation**
 - Wide range of pulley diameters and groove configurations available from 122.7cc (4.81 cu. in.) to 172cc (6.7 cu. in.).
- **Reduced overall A/C system noise**
 - Four-pole electromagnetic clutch machined from forgings provides high inertia, eliminating belt whip.
 - Cast iron cylinder case and shell configuration reduces airborne under-hood noise.
 - Integral muffler cavities in heads absorbs compressed gas pressure pulses.
- **Reduced vibration**
 - Axial six-cylinder mechanism is naturally balanced for low dynamic torque peaks allowing simplified bracket design.
 - Electromagnetic clutch machined from forgings provides high inertia to absorb induced vibrations.
- **Superior durability**
 - Oil sump and positive displacement oil pump assures lubrication at low speed and low charge conditions.
 - Cast iron cylinder case with high strength aluminum pistons and teflon rings provides excellent wear surfaces.
 - Cast iron mounting bosses provide rigidity and strength.
- **Reduced overall A/C system costs**
 - Integral high pressure relief valve
 - Integral compressor protection or system control switch provides reduced system costs over line mounted switches and reduced leak potential because switch installation is leak tested as part of the compressor assembly.
 - The high-pressure cut-off switch disengages compressor before high-pressure relief valve opens.
 - The fan cycling switch turns the condenser/radiator fan on and off as needed.
 - The low-pressure switch disengages the compressor clutch in the event of total refrigerant charge loss and also serves as low ambient switch.
 - The superheat switch senses low or partial refrigerant charge. It can be wired to a thermal limiter fuse or low charge indicator lamp.



OPTIMIZE YOUR
R134A HVAC SYSTEM.
DESIGN WITH THE GM
6-CYLINDER AXIAL
TYPE AIR CONDITIONING
COMPRESSOR.

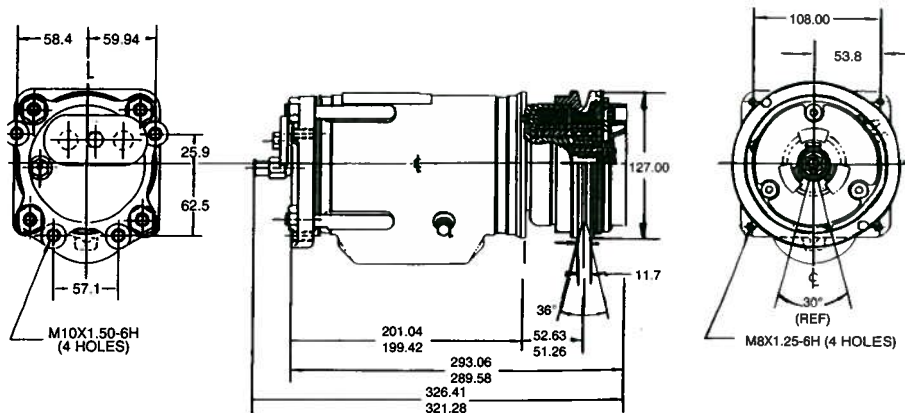


AT A GLANCE

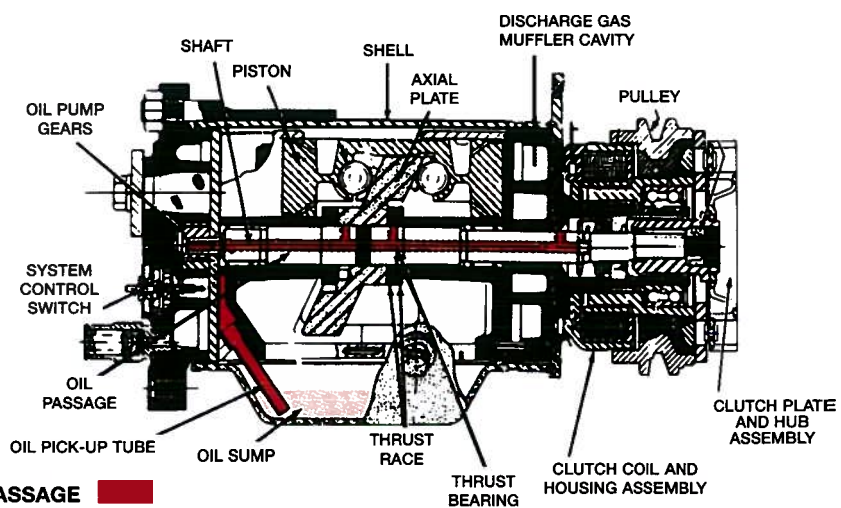
A6 DESIGN FEATURES AND BENEFITS

- Reduced O.E. system design and conversion concerns
- Sufficient cooling capacity
- Ease of installation
- Reduced overall A/C system noise
- Reduced vibration
- Superior durability
- Reduced overall A/C system costs

MEASUREMENTS AND SPECIFICATIONS



OIL PASSAGE



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