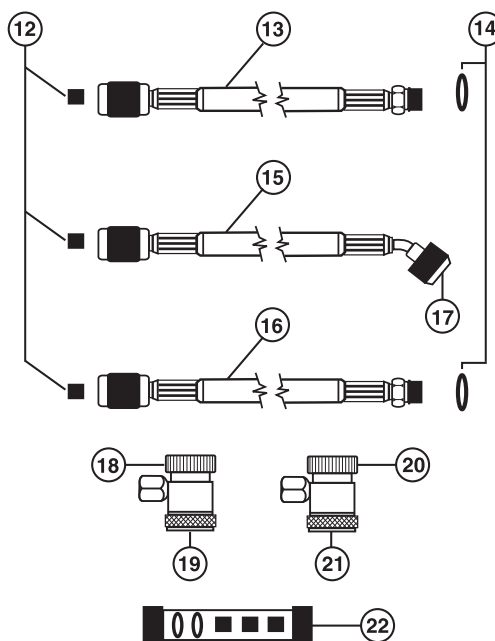
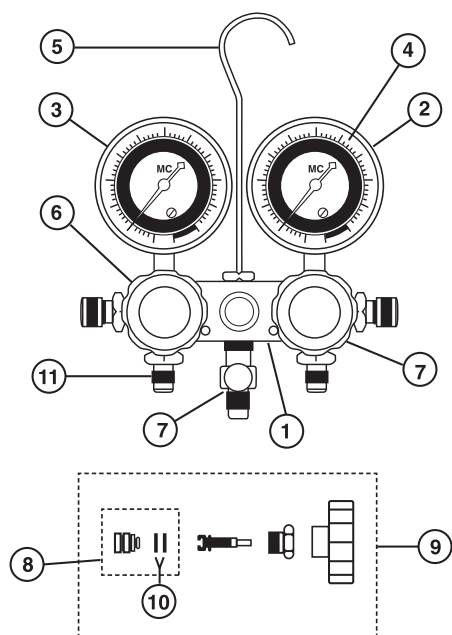




**INSTRUCTIONS FOR
DUAL R12/R134a
CHARGING AND TESTING MANIFOLD**

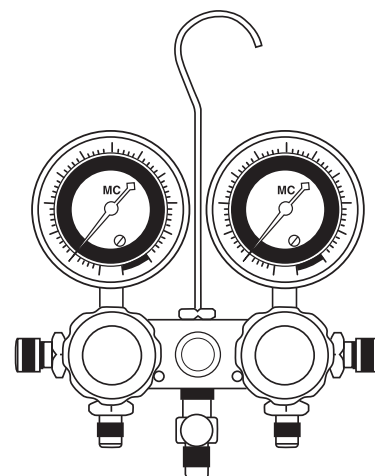


Figure Description

- | | |
|----|-----------------------------------|
| 1 | Aluminum Block with All Fittings |
| 2 | Low Side Gauge |
| 3 | High Side Gauge |
| 4 | Lens |
| 5 | Hook with Nut Assembly |
| 6 | Handwheel |
| 7 | Center T-fitting |
| 8 | Piston Seal Assembly with O-rings |
| 9 | Stem Assembly with Knob (2 pc) |
| 10 | O-rings (4 pc) |
| 11 | 1/4" MFL x 1/8" NPT Fitting |

Figure Description

- | | |
|----|---|
| 14 | R134a Hose O-ring |
| 15 | Low Side R12 Hose (blue)
Service Hose for R12 (yellow)
High Side R12 Hose (red) |
| 16 | Service Hose for R134a (yellow)
High Side R134a Hose (red) |
| 17 | Shut-off Valve O-ring for R12 |
| 18 | Shut-off Valve O-ring for R134a |
| 19 | R134a Low Side Coupler |
| 20 | R134a High Side Coupler |
| 21 | High Side O-ring |
| 22 | Gasket Replacements:
80034-1, 80134-1, 82010-3 |

- The 1990 amendments to the United States Clean Air Act mandate that all personnel who service refrigerant systems must be trained and certified. Fines are in place for violations and compliance is now being monitored by the U.S. EPA.
- This manifold set is designed for use with **R12 and R134a**. Before using the appropriate hoses for your application, **properly** evacuate (recovery/recycle) any residual refrigerant contained in manifold set.

PRE-SERVICE INSTRUCTIONS:

1. Always evacuate your manifold gauge set. Use proper recovery/recycle equipment to empty the hoses and manifold of residual refrigerant and oil.
2. Close both valves on the manifold gauge set by turning the High and Low Knobs clockwise.
3. The gauges are correctly calibrated at the factory before shipment. If calibration is required, remove the plastic tab on the front of the gauge lens and insert a straight blade screwdriver into the adjusting screw on the gauge face.
4. Connect the Red Hose to the High Port (right side port) and the Blue Hose to the Low Port (left side port) on the manifold gauge.

TESTING AND CHARGING:

To properly diagnose a problem in the A/C system, first check the system's overall performance. This includes monitoring the system's pressure as well as leak testing. Your manifold gauge set will give accurate readings of your system pressure.

TESTING AND CHARGING (con't)

NOTE – Be sure that the hand valves on the manifold gauge set are in the closed position. Always wear gloves and safety glasses when working with refrigerant.

1. Remove the protective caps from the system ports. Check for leaks at the ports.
2. Connect the Low Side Service Hose (blue) to the suction side of the compressor. Connect the High Side Service Hose (red) to the discharge side of the compressor.
3. If using adaptors, make sure that they are fully tightened and piercing the access valve (valve core). Failure to properly access the port will prohibit refrigerant flow.



IMPORTANT NOTES:

- A system that has been opened or one that is found to be excessively low on refrigerant pressure as a result of a leak, must be fully evacuated by means of recycling and deep vacuum.
- A system that has been evacuated must be repaired, leak tested and evacuated at 29" Hg. before charging.
- If charging on the liquid or High Side, use only the High Side Valve on the manifold gauge set. Make sure the Low Side Valve is closed. Make sure that the car ***IS NOT RUNNING*** if charging on the liquid side.
- After charging, test the system by turning on the engine and running the A/C with both valves closed on the manifold.
- After testing, disconnect the hoses from the system and make sure to use a recovery/recycling machine to evacuate any refrigerant remaining in the hoses or manifold.

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