The Objective

- The ideal / need to recharge is when the compressor AC / clutch system is on & cycling & the pressure reading is too low [before the "V"]
- Concerns arise when the compressor does not cycle or pressure readings are too high [past the "V"]
- The end game is to have a cycling compressor & pressure reading within the "green" range

Checking the System with the Hose & Gauge Only / Before Attaching the Can

Note: Once you screw the can on to hose, you must not detatch from hose till the can is empty or it will leak all remaining refrigerant.

1. Turn on the vehicle's AC system
   > Set it to "MAX" &/or the fan blow / speed to highest

2. Attach the low pressure end of the hose [using the quick connect "with the click fit" feature] to the low pressure port of the AC system
   > Do not pull squeeze the trigger or the refrigerant from vehicle's AC will release

3. Set the red arrow [middle of "V"] to outside temperature
   > Always set to the base temperature if you have a range
      > Example, if range is 85 F to 115 F, use 85 F

No Problem / Ideal Conditions

4. The compressor / clutch is engaged [compressor is cycling], pressure reading is before the “V”
   > If the pressure reading is within the “green range”, you are all set [you don’t need to recharge]
   > If the pressure gauge reading is below the “green range”, proceed to instructions on how to fill the AC system below [you have a shortage in refrigerant, perhaps a very slow leakage]
   > If the pressure reading is zero, you definitely have a leakage in the system

Problem / Complicating Conditions

5. If compressor / clutch is engaged [compressor is cycling], pressure reading must not be in the red
   > And if the gauge reading passes the "V" but not in the RED, pressure may be too high, so check compressor / clutch
      > Watch for the compressor to cycle on
      > Fill the system cautiously [only half of the can]
      > If gauge passes the "V" & in the RED, repairs may be needed or system may be over-filled

6. If the compressor is not cycling, add half a can of refrigerant with caution
    > Check if the compressor begins to cycle
    > If the compressor clutch does not engage, repairs may be needed

7. Detach the hose quick connect then proceed with filling the system if all is well

Ready to Fill the AC System

1. Screw the can on to hose to attach

2. Reconnect the quick connect end to the low pressure port of the vehicle

3. Hold the can upright the shake it gently

4. Pull squeeze the trigger to dispense the refrigerant
    > Tilt the can from upright to horizontal as you dispense
    > Release the trigger every few seconds then check status of the gauge

5. Keep dispensing till the pressure reading [PSI] falls within the green range [or till the can is empty]

Things to Remember:

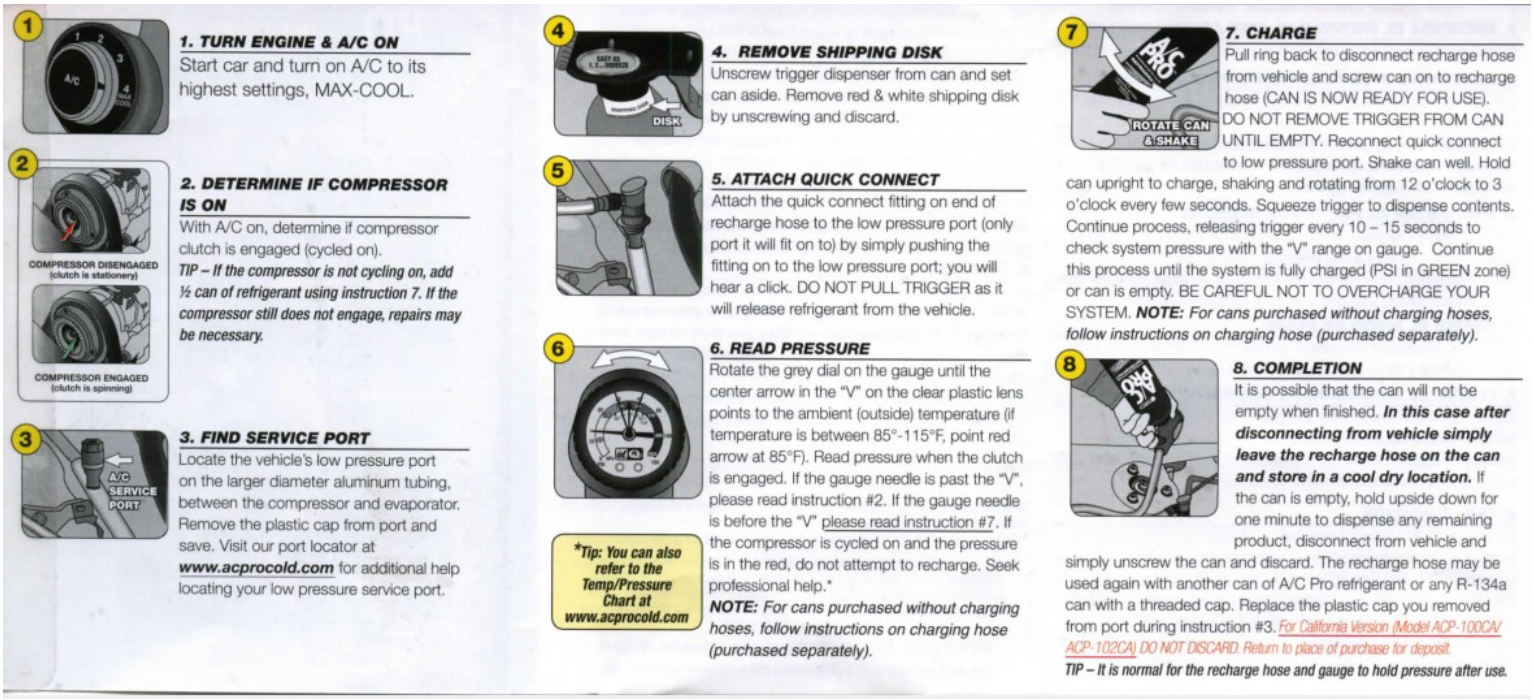
DO NOT OVER-FILL THE SYSTEM [avoid pressure readings in the red range]
    > Refrigerant may fail to circulate & you will have no cool air in the vehicle's cabinet
    > The system / compressor clutch may ceize

Instructions are different for each hose you may use

Compressor is dis-engaged = clutch is stationery
The recharge hose usually holds it's last reading after dispensing is complete

The low pressure port is between the compressor & evaporator on an aluminum tubing that has a larger diameter

Original instructions below are quite incoherent as composed by the manufacturers, AC Pro.



1. TURN ENGINE & A/C ON

Start car and turn on A/C to its highest settings, MAX-COOL.

2. DETERMINE IF COMPRESSOR IS ON

With A/C on, determine if compressor clutch is engaged (cycled on).

TIP – If the compressor is not cycling on, add ½ can of refrigerant using instruction 7. If the compressor still does not engage, repairs may be necessary.

COMPRESSOR DISENGAGED (clutch is stationery)

COMPRESSOR ENGAGED (clutch is spinning)

3. FIND SERVICE PORT

Locate the vehicle's low pressure port on the larger diameter aluminum tubing, between the compressor and evaporator. Remove the plastic cap from port and save. Visit our port locator at **www.acprocold.com** for additional help locating your low pressure service port.

4. REMOVE SHIPPING DISK

Unscrew trigger dispenser from can and set can aside. Remove red & white shipping disk by unscrewing and discard.

5. ATTACH QUICK CONNECT

Attach the quick connect fitting on end of recharge hose to the low pressure port (only port it will fit on to) by simply pushing the fitting on to the low pressure port; you will hear a click. DO NOT PULL TRIGGER as it will release refrigerant from the vehicle.

6. READ PRESSURE

Rotate the grey dial on the gauge until the center arrow in the "V" on the clear plastic lens points to the ambient (outside) temperature (if temperature is between 85°-115°F, point red arrow at 85°F). Read pressure when the clutch is engaged. If the gauge needle is past the "V", please read instruction #2. If the gauge needle is before the "V" please read instruction #7. If the compressor is cycled on and the pressure is in the red, do not attempt to recharge. Seek professional help.*

***NOTE:** For cans purchased without charging hoses, follow instructions on charging hose (purchased separately).*

***Tip: You can also refer to the Temp/Pressure Chart at www.acprocold.com**

7. CHARGE

Pull ring back to disconnect recharge hose from vehicle and screw can on to recharge hose (CAN IS NOW READY FOR USE). DO NOT REMOVE TRIGGER FROM CAN UNTIL EMPTY. Reconnect quick connect to low pressure port. Shake can well. Hold can upright to charge, shaking and rotating from 12 o'clock to 3 o'clock every few seconds. Squeeze trigger to dispense contents. Continue process, releasing trigger every 10 – 15 seconds to check system pressure with the "V" range on gauge. Continue this process until the system is fully charged (PSI in GREEN zone) or can is empty. BE CAREFUL NOT TO OVERCHARGE YOUR SYSTEM. ***NOTE:** For cans purchased without charging hoses, follow instructions on charging hose (purchased separately).*

8. COMPLETION

It is possible that the can will not be empty when finished. ***In this case after disconnecting from vehicle simply leave the recharge hose on the can and store in a cool dry location.*** If the can is empty, hold upside down for one minute to dispense any remaining product, disconnect from vehicle and simply unscrew the can and discard. The recharge hose may be used again with another can of A/C Pro refrigerant or any R-134a can with a threaded cap. Replace the plastic cap you removed from port during instruction #3. For California Version (Model ACP-100CA/ ACP-102CA) DO NOT DISCARD. Return to place of purchase for deposit.

TIP – It is normal for the recharge hose and gauge to hold pressure after use.

Citation: AC Pro