

UView, the worlds-leading manufacturer of Ultraviolet Leak Detection Systems, is pleased to introduce the "RETRO-KIT" (#488550)

RETRO-KIT is the most effective, professional kit in the market to retrofit vehicles from R-12 to R134a refrigerant/gas.

RETROFIT KIT INSTRUCTIONS

6 SIMPLE STEPS FOR A SUCCESSFUL RETROFIT

- 1) Determine if the system is operating satisfactory with the remaining R-12 refrigerant in the system? (If system is empty Refer to Steps 4,5,6 & Step 2 last)
- 2) If the system is functioning correctly, check operation of Radiator/Condenser fans; inspect the system for obvious visual leaks on the Hoses, Receiver Drier, Compressor, Condenser & Evaporator. If no leak is evident, then use **UView's** Complete Leak detection kit (**PT No 414515E**) to spot the leak. Should any leaks be found, then these Leaks will need to be **rectified before** a satisfactory Retrofit Conversion can be carried out & completed.

NOTE: If you are repairing a system with a seized compressor and installing a replacement Compressor, Receiver Drier & Expansion valve. Please make sure that you have **correctly flushed** the remaining Contaminated-Mineral Oil out of the system. Install the OEM recommended Oil Type. (**UView** Pt No's 488046P-PAG-46, 488100P-PAG-100, 488125P-GM-PAG-125, 488150P-PAG-150, 488108e-Ester)

- 3) Once a decision has been made on the operation of the R12 system. Remove the R-12 Refrigerant using the **correct type** of Recovery equipment. If you are using an **R134a** A/C Recover, Recycle & Charge station, then this type of equipment is **not suitable** for emptying your R12 system. You will need to contact a local Commercial or Automotive Refrigeration Sub-Contractor to Empty & Recover the R12 Refrigerant from the vehicles system. This will allow you to proceed with the Retrofit.
- 4) Once the system is empty, ensure that the threads on you R12 charge ports are in serviceable condition. Prior to installing the Retro fittings, you will need to remove the Schrader valves from the R12 charge ports. The Large R134a fitting should be installed on the **small bore** pipe (**Discharge- Side**), while the Small R134a fitting should be installed on the **large bore** pipe (**Suction-Side**). Dry sealant is applied to the inside of the R134a Retro fitting's to secure the fittings to the R12 Charge ports.
- 5) Apply a **Min 30 minute** Vacuum with your A/C Service Equipment, and ensure that 30" of Vacuum is achieved. While the system is under Vacuum empty the contents (2 oz's) of your Retrofit Twister Oil Cartridge into the Oil injection method that you have on you're A/C Service equipment/Station injecting the Retrofit Oil into the Suction side of the vehicles A/C system.
- 6) Once a Vacuum Hold is evident, **Charge R134a only** . The Charge weight programmed **should be 60%** of the Vehicle Mfg's Original recommended R12 Refrigerant weight. Recheck & Test the systems operation observing the Discharge Pressure & Radiator/Condenser fan operations. Install the Retrofit Label in a **visible area**. Contact your A/C Technical Support provider if you experience difficulties in carrying out the R12-R134a Conversion.

For Technical Support call – 0121 766 5006

488550