

ATTENTION INSTALLERS!!

Please read before charging system

- Cooling system needs to have **50/50 mix of distilled water and antifreeze**, also the heater coil needs to be purged (*cycle heater control valve*) to make sure *no* water, without antifreeze, is in the heater coil before you charge the A/C system.
- **134a** refrigerant charge = **1.8 lbs OR 28.8 oz.**
- New Sanden compressor comes charged with oil - **NO additional oil needed anywhere in the Vintage Air system.**
- Vintage Air systems use an expansion valve and will operate at a *lower* suction pressure than on some OEM systems. **Please note formula below.***
- Evacuate the system for 45 minutes (minimum) with the complete system @ 90 degrees before charging.

TEST CONDITIONS USED TO DETERMINE SYSTEM OPERATION

- A. PLACE TEMPERATURE PROBE (THERMOMETER) INTO CENTER OUTLET.
 - B. CONNECT GAUGES OR SERVICE EQUIPMENT TO HIGH/LOW CHARGING PORTS
 - C. PLACE BLOWER FAN SWITCH ON MEDIUM.
 - D. CLOSE ALL DOORS AND WINDOWS ON VEHICLE.
 - E. PLACE SHOP FAN OR HEAVY DUTY SQUIRREL-CAGE BLOWER DIRECTLY IN FRONT OF CONDENSER.
 - F. RUN ENGINE IDLE UP TO 1500 RPM.
- (THESE TEST CONDITIONS WILL SIMULATE THE AFFECT OF DRIVING THE VEHICLE AND GIVE THE TECHNICIAN THE THREE CRITICAL READINGS THAT THEY WILL NEED TO DIAGNOSE ANY POTENTIAL PROBLEMS)

* ACCEPTABLE OPERATING PRESSURE RANGES FOR VINTAGE AIR SYSTEMS

A. R134A TYPE

1. **HIGH-SIDE PRESSURES** (160-250 PSI) * Note- general rule of thumb is two times the ambient (daytime) temperature, plus 15-20%.
2. **LOW-SIDE PRESSURES** (06-12 PSI in a steady state)
3. **CENTER DUCT TEMPERATURE** (36-46 DEGREES F.)

Additional information available on our web site – www.vintageair.com -including install instructions, wiring diagrams for systems, Trinary switch, fan wiring diagrams and a more detailed Trouble Shooting Guide, if needed.

You can also call us @ 1.800.862.6658 during normal business hours.