

CHARGING THE AIR CONDITIONING CIRCUIT

Recharging an air conditioning circuit with the GreenFreeze can and the hose with its custom-made pressure gauge and its stop valve:

Close (screw clockwise) the shut-off valve on its cylindrical aluminum body.

Screw this cylindrical aluminum body on the female thread side (tapping) onto the bobbin (at the end of the race screw quickly: it is normal for a minimal quantity of gas to escape for one second). Screw the blue hose on its right side onto the male end of the stopcock body.

Screw the blue hose on its elbow side onto the air conditioning circuit on the Low Pressure side (follow the largest of the pipes coming from the compressor to its ¼ inch SAE threaded filling valve).

(In the case of a vehicle loaded with R134a or R1234yf, screw on the corresponding blue quick connector then clip it onto the vehicle, still on the Low Pressure side).

Read the pressure that appears on the manometer:

- If the circuit is completely empty, the rule of thumb is to draw a vacuum with a vacuum pump for 30 minutes to remove the humidity before recharging.

- If there is still pressure in the circuit, bleed the blue hose: unscrew by ¼ turn for approximately 3 seconds the knurled brass (golden) junction of the blue hose on the shut-off valve side with the bottle to evacuate the little air from the hose, then screw it back on.

Start the air conditioning circuit (engine running for thermal cars, by putting air recycling on the dashboard) ask for as much cold as possible (Low), medium ventilation.

The pressure switch which measures the air conditioning circuit pressure will allow the compressor to start if there are more than 2 bars in the circuit.

Estimate the ambient temperature preferably with a thermometer or on the dashboard of your car. Once the compressor is on, look on your pressure gauge if your needle when it is at its lowest is below the ambient temperature written in green on the small left side.

This corresponds to a lack of refrigerant. Then fill by unscrewing the shut-off valve for about 5 seconds to raise the pressure in the manometer, then close this valve and wait (about 10 seconds) for the needle to come back down.

Compressor in operation, repeat the filling operation as many times as necessary until the needle remains at the temperature value written in green corresponding to the ambient temperature.

Your large diameter Low Pressure piping to which you are connected must be cold. Small diameter High Pressure piping must be hot.

