



## **CHASER KIT for use with Thermal CAP-CHECK**

The CHASER KIT is designed to pass a lead wire CHASER thru a capillary tube to assure that it is completely clean and unrestricted. The chaser is pushed thru the cap tube by hydraulic pressure from a Thermal CAP-CHECK.

### **Instructions:**

1. Cut off cap tube at condenser and use CAP-CHECK in regular way to be sure tube is not completely restricted and is full of oil.
2. Remove the CAP-CHECK and cut off the portion of the cap tube (about 1"), which the adapter contacted. Be sure tube is cleanly cut through and not kinked. Ream out the end of the tube with the reamer end of the cutoff file until it is clean and free from burrs.
3. Use the CAP-GAGE to determine the size of the cap tube then select the spool of lead wire for that size. Cutoff a chaser 3/4 to inch long, lay it on the 3/4 x 2" part of the size tool and roll it with the 3/8" square part of the tool until it is perfectly straight and smooth.
4. Insert the chaser into the cap tube by gripping about 1/4" at a time until it is all in the cap tube then take the next size smaller gauge wire on the CAP-GAGE and push the chaser into the cap tube as far as it will go. The chaser should go into the cap tube easily and smoothly. If it doesn't, chaser size is incorrect or opening into cap tube is not smooth.
5. Reconnect the CAP-CHECK and pump a pressure against the chaser of not more than 4000 PSI unless the CAP-CHECK is equipped with the trigger gauge shutoff valve. If rapid pumping is necessary to hold up pressure the chaser will normally pass thru the cap tube in less than 30 seconds, but if the pressure holds up without pumping or very slow pumping the chaser has been held back by a restriction and it may be necessary to hold the pressure against it for an extended period until the pressure will drop indicating the chaser has passed thru.
6. After the chaser has passed thru, pump a few additional strokes to flush out the tube and remove the CAP-CHECK.
- 7. DON'T USE A CHASER IN A CAP TUBE THAT IS KINKED, HAS SHARP BENDS OR HAS A TEE, Y, OR SOLDERED SLEEVE. THE TUBE MUST HAVE AN UNBROKEN PATH FROM THE POINT OF CONNECTION TO THE EVAPORATOR.**

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