

Evacuating Instructions

NOTE: It is unlawful to discharge or exhaust refrigerants into the atmosphere. Imperial strongly recommends using recovery or recycling equipment for proper disposal of refrigerants.

- 1) Remove all refrigerant from the system. Follow recovery or recycling procedures.
- 2) Evacuating connections are the same as charging connections (see charging instructions 5 & 6) with one exception: the yellow hose should be connected to a vacuum pump instead of a supply tank.
- 3) Fully open valves "Low" and "High" and ball valve on the yellow hose.
- 4) Start the vacuum pump.
- 5) Evacuate the system according to the manufacturer's specification; close all valves and turn off vacuum pump.
- 6) Follow procedure for charging.

Imperial Service Parts	Part No.
Diaphragm Repair Kit	800-R
R-12/R-134a Low Side Gauge	441-CB
R-12/R-134a High Side Gauge	441-CR
Service Coupler Low	21-L
Service Coupler High	21-H
Hook Assembly	S10000519
Gauge Lens Screw-on Type Mount	S8230301
*Adapter 1/4 SAE to 1/2 ACME	S10000637
Red Hose (Automotive R-134a)	805-MAR
Blue Hose (Automotive R-134a)	805-MAB
Yellow Hose (Automotive R-134a)	805-MAY
Red R-12 Hose (1/4 Flare)	805-MRR
Blue R-12 Hose (1/4 Flare)	805-MRB
Yellow R-12 Hose (1/4 Flare)	805-MRY

*An adapter is included in this kit to connect to the center "T" fitting to hang the yellow hose or use with 1/2 ACME hoses on both ends.

WARNING - Always wear approved eye protection.
Made in USA with US and globally sourced components. Products are designed, engineered and quality tested in the USA.



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Operating Instructions and Parts List

AUTOMOTIVE CHARGING AND TESTING MANIFOLD

WARNING

This manifold should only be used by certified professional service technicians in the refrigeration and air-conditioning field who are familiar with the equipment they are servicing. Safety goggles should be worn at all times. Refrigerant and lubricant vapor or mist may cause injury, frostbite, irritate eyes, nose and throat. Avoid breathing or contact with skin. Always point hose away from you and anybody near or around you. Remove hoses with care as they may be under high refrigerant pressure. Improper procedures can cause refrigerant gas under pressure to explode violently.

This new manifold design allows the operator to use one manifold with two separate sets of hoses to work on Automotive R-12 or R-134a. Hoses for use with R-134a are included. Prior to changing hoses, recover refrigerant remaining in the hoses to the vacuum specified in the appropriate EPA standard for recovery and/or recycling.

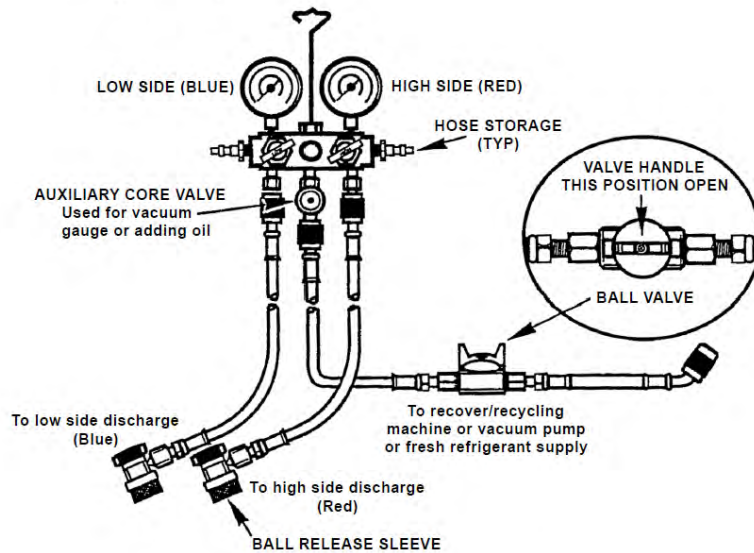
In June of 1997, the EPA approved the use of the same manifold set for both automotive refrigerants with the following provision: a different set of hoses with unique fittings at the systems connection must be used for each refrigerant; these unique fittings must be permanently attached to the end of the hose being connected to the system; and the refrigerant must be recovered to the vacuum specified by the appropriate EPA standards for recovery and recycling.

This new ruling will allow technicians and shops to legally convert R-12 manifolds to R-134a and they will not need to purchase multiple manifold gauges.

Manifold Function

The handle on the right side of the manifold (marked "High" in red letters) controls the flow to the high side (discharge) side of the compressor. The handle located on the left side of the manifold (marked "Low" in blue letters) controls the flow to the low (Suction) side of the compressor.

The color coded gauges will indicate pressure or vacuum whenever manifold is connected to a system and any shut off devices in the hoses are open. There is no valve controlling on/off between the system port and pressure gauge. (If Core Valve is involved, a core depressor in the system hose may require a minor adjustment.)



Charging Instructions

- 1) Follow the manufacturer's recommended specification for the amount of refrigerant to charge in each system.
- 2) Close high side and low side valves by turning them clockwise.

3) Connect the blue hose to the connector under handle marked "Low" in blue letters. Connect the yellow hose to the center connection to non-core valve end and the red hose to connector under the red handle marked "High".

4) Connect the other end of the blue hose to the automotive service coupler with the blue handle and the unconnected end of the red hose to the automotive service coupler with the red handle.

5) The automotive service coupler must be in the closed position before connecting or disconnecting to or from the system ports. An integral patented safety sleeve prevents accidental refrigerant venting under all operating conditions. To close the coupling, turn the knob counterclockwise until finger tight.

6) Connect the automotive service coupler to the proper high and low side of the compressor. Slide the ball release sleeve towards the knob, push the coupling onto the service port and release the sleeve. Pull on the coupling lightly to make sure that the balls have engaged the ball race.

7) Connect the yellow hose to the refrigerant supply tank or charging cylinder. Your yellow hose is supplied with a valve in line to meet EPA requirements.

8) Make sure that the valve on the yellow hose is in the open position. Open the supply tank and depress the core valve on the center "T" fitting to purge air from line. Take care to release air only. (See Illustration)

9) Start the car engine and add refrigerant by slightly opening "Low" side handle. Follow the manufacturer's recommended specifications for amount of refrigerant to charge into the system.

Note: The optical sightglass is not to be used to determine if the system is full. It is used to see if liquid or gas is flowing from supply tank to system.

10) When completed, close the valves and follow proper safety and EPA rules.

Warning: Remove all hoses with care.

PROP 65 WARNING: This product contains chemicals, including lead, known to the State of California to cause cancer, and birth defects or other reproductive harm. *Wash hands after use.*