

# System Charging

## Charging Procedures

**WARNING** Always wear eye protection when charging the system.

**CAUTION:** Do not overcharge the system; the compressor will be damaged.

1. Connect a gauge set and refrigerant can (right side up) as shown, with the gauge valves closed. Purge air from the charging hose by opening the refrigerant valve, then loosening the center connector at the gauge, letting it hiss for a few seconds, and retighten it.
2. Open the high gauge valve and charge with approximately 300 g (10.5 oz) of refrigerant.

**WARNING** Do not start the engine with high gauge valve open.

### NOTE:

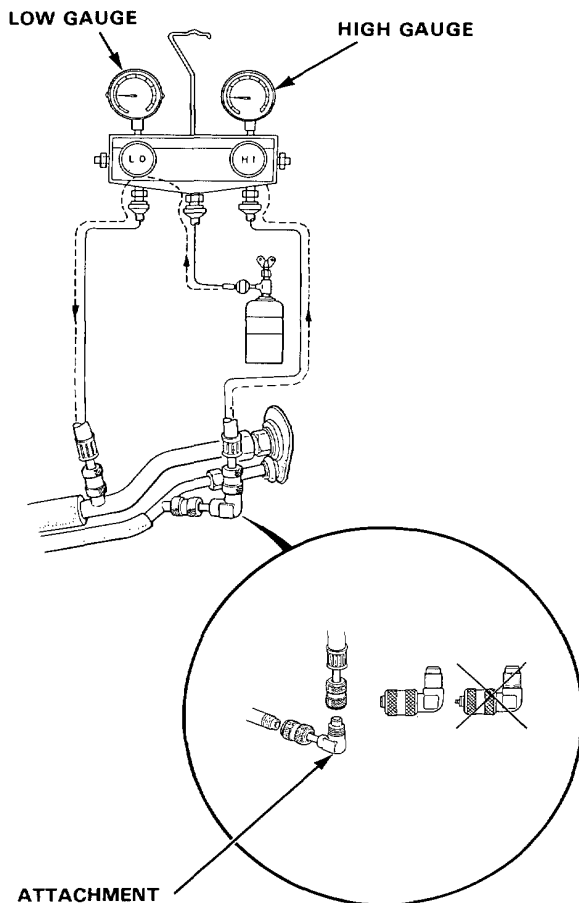
- Be sure to charge with 300 g (10.5 oz) refrigerant. If low, the vane in the compressor (if new compressor is installed) will not operate.
- Do not open the low gauge valve.

3. After charging with 300 g (10.5 oz) refrigerant, close the high gauge valve.
4. Start the engine and turn on the A/C switch and heater fan switch and turn the air mix lever to "COLD."
5. Run the engine at 1500–2000 rpm, and check that the low gauge pressure suddenly drops.
6. If the low pressure does not drop:
  - (a) Raise the engine speed to 2500 rpm and turn the A/C switch ON and OFF.  
If the low pressure does not drop, turn the ignition switch OFF and wait for 1–2 minutes, then restart the engine and raise to 2500 rpm and turn the A/C switch ON and OFF.
  - (b) If the low pressure still does not drop, stop the engine and close the low gauge valve and recharge with additional 100 g (3.5 oz) of refrigerant. Repeat step (a).
  - (c) If the low pressure does not drop after repeating the procedure in step (a) several times. Stop the engine and re-evacuate and repeat steps 1 thru 6.

7. Open the low gauge valve and charge refrigerant with the engine running at 2,500 rpm.

**WARNING** Do not open the high gauge valve and keep the refrigerant can right side-up.

8. Charge the system with 850–950 g (29–34 oz) of refrigerant until sight glass is free of any bubbles, indicating a full charge.
9. When fully charged, close the gauge valves, then the valve on the can. Slowly disconnect the refrigerant hose from the center gauge connection to allow excess refrigerant to escape. Quickly remove the gauges from the system to minimize refrigerant loss.



### ATTACHMENT (COMMERCIALY AVAILABLE)

NOTE: Set the attachment to the gauge hose at high pressure side first, then install the gauge set as shown. When disconnecting the gauge hose at high pressure side, remove the attachment from the high pressure charging valve.