

# CONCERTINA A/C INJECTOR SERIES

## WHAT IS IT?

The Concertina A/C Injector is a new tool designed to add precise amounts of UV-Test fluid, lubricants and other A/C additives via the low pressure port. The cartridges work best at lower system pressures, but will safely operate up to a maximum recommended pressure of 6bar or 90 psi.

The Cartridge is fitted with an externally threaded non return valve. It is not refillable. Notice the 4 locating lugs on the cap. The liquid content is forced into the system by the application of pressure using the special Concertina injector tool.



## WHAT IS THE INJECTOR TOOL MADE UP OF?

The injector tool is made up of the following elements:

- 1) Injector hose with anti-blowback fittings at both ends;
- 2) Injector body in clear polycarbonate with a graduated scale;
- 3) Drive assembly. This connects to the clear body with a bayonet action;
- 4) The cap on the end of the drive assembly is removable for storage of small parts like valves, valve caps, etc.

## HOW DO YOU USE THE INJECTOR TOOL?

- 1) Connect the hose to the lowside service port of the A/C system being tested. Turn on the system and allow the pressure to drop.
  - a) If there is only a high side port, fit a high side coupler to the hose. Connect when the system is off, and the high side pressure is at its lowest.
  - b) The pressure inside an A/C system will depend on the condition of the system itself and the ambient temperature. If in doubt, check the port Pressure on the high side port. **THIS MUST NOT EXCEED 7 BAR OR 100 PSI.**
- 2) Rotate the driver clockwise until the desired amount has been measured on the scale as follows:
  - a) Glo-Leak- 1 graduation of 5ml is enough for R134a systems containing up to 250ml of PAG/POE/PAO and 1.5Kg of R134a.
  - b) ExtraCool- 30ml per 130ml of lubricant in the system.
  - c). Lubricant- As required. e.g. To replace oil lost during recovery of the refrigerant, typically requires approximately 20ml.
- 3) After adding the required dose, back off the pressure by reversing the driver, rotating about  $\frac{1}{2}$  to  $\frac{3}{4}$  of a turn.
- 4) Decouple the injector hose, and operate the system for a few minutes to circulate the injected dose.
- 5) For Glo-Leak, scan the entire system with your choice of Primalec UV lamp. Pay particular attention to pipework, joints, heat exchanger and dead ends.
- 6) After repairing any leaks found, remove the residue of Glo-Leak fluid with Glo-Klenz and rescan with the tracer lamp to check the integrity of your repair.