



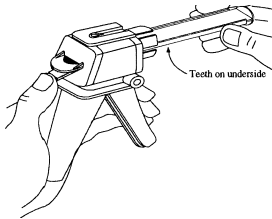
⚠ WARNING ⚠

 **It is extremely important to follow these instructions. DO NOT attach any hoses or accessories until instructed to do so.**

 **Always wear eye protection and protective clothing with working with refrigerants. Refrigerant can cause injury. Read and follow all warnings before operating this unit.**

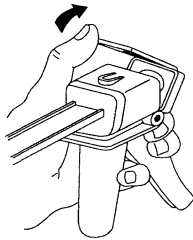
ASSEMBLING THE GUN

1. Install the plunger by pushing the ratchet lever up with your thumb. Turn the teeth of the plunger so they face down. Slide the plunger all the way into the gun.

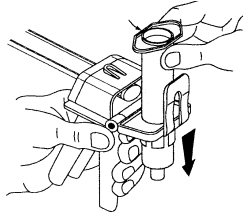


ATTACHING THE DYE CARTRIDGE

1. To load the gun, flip open the cartridge lock.



2. Before installation, remove the red stopper in the end of the cartridge. Squeeze the trigger to open the cartridge lock enough to slide cartridge through the hole as shown. Snap lock closed after cartridge installation.



3. Connect the R-12 or R-134a injector hose to the end of the dye cartridge. The brass connector has self-tapping threads that bite into the outside of the plastic tip as you screw it on. The brass connector is also a check

valve that prevents any A/C system pressure from entering the dye cartridge. Screw the brass connector threads on one full turn. **DO NOT OVERTIGHTEN.**

NOTE: On the procedures below, see the following page for pictures of the parts.

PURGING AIR FROM A NEW INJECTOR HOSE

1. Connect the injector hose to the dye cartridge. If you are using the automotive hose, make sure the R-12 adapter is assembled into the R-134a coupler.
2. Hold the hose vertically and depress the valve stem in the center of the connector. Squeeze the trigger of the gun two or three times until you see dye come out of the connector. The hose will not need to be purged again because there are valves at both ends of the hose.

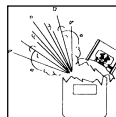
PURGING AIR FROM A REPLACEMENT DYE CARTRIDGE

1. Shake the cartridge well.
2. Assemble the cartridge to the gun as described previously.
3. Remove the black cap and point the gun up.
4. Squeeze the trigger on the gun until the air bubble disappears.
5. Assemble the injector hose to the dye cartridge.

APPLICATION OF DYE

1. Do not inject dye when the A/C system is in vacuum.

⚠ WARNING ⚠

 **Connect dye injector hoses to the LOW SIDE of the A/C system only.**

2. Do not attempt to inject dye into the high side of an A/C system.
3. Run the A/C system during dye injection if possible. The dye injection process is most easily accomplished when performed at normal operating low side pressure.
4. This product is not recommended for use on R-410A (PURON™) systems due to high operating pressures.

See next page for dosage and troubleshooting tips.

DOSAGE: Vehicles — One squeeze per A/C system
HVAC — 1 squeeze up to 3 lbs
 2 squeezes 3.1 to 5 lbs
 3 squeezes 5.1 to 10 lbs
 4 squeezes 10.1 to 25 lbs

If the A/C system required additional oil due to line length, inject dye at a total ratio of 1 squeeze for every 16 oz. of system oil.



R-12 Dye Injector

TROUBLESHOOTING

Problem: Ratchet does not catch when gun handle is squeezed.

Cause: Air was not purged from hose.

Problem: Ratchet catches and plunger advances, but dye leaks out the back of the cartridge.

Cause: Dye path plugged.

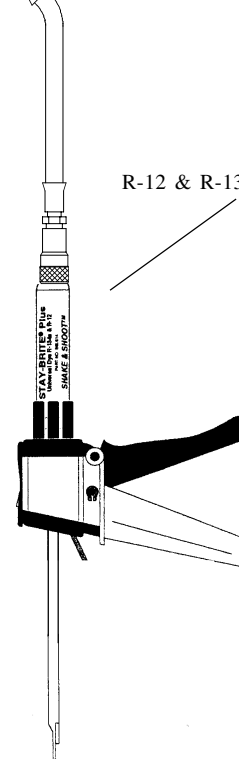
1. System valve may not be open.
2. Hose may be connected to high side.
3. User may be attempting to inject dye into an R-410A system.
4. A/C system is not running.

Problem: The A/C system sucked all the dye out of the cartridge.

Cause: A/C system is in vacuum.



When purging a new hose it should be held in a vertical fashion, as shown.



R-12 & R-134a Dye Injector

SPX **ROBINAIR**

SPX Corporation
655 Eisenhower Drive
Owatonna, MN 55060-0995 USA
Technical Services: 1-800-822-5561
Fax: 1-800-822-7805
Customer Service: 1-800-533-6127
Fax: 1-800-322-2890
Web Site: www.robinair.com