



## Installation Charge Guide

### Attention Installers! Please Read Before Charging System

- Cooling system needs to have a **50/50 mix of water and antifreeze**, and the heater coil needs to be purged (cycle heater control valve) before you charge the A/C system, to make sure **no water without antifreeze** is in the heater coil.
- R-134a refrigerant charge is 1.8 lbs **OR** 28.8 oz.
- New Sanden compressors come charged with oil. **No additional oil is needed** anywhere in the Vintage Air system.
- Vintage Air systems use an expansion valve and will operate at a lower suction pressure than some OEM systems. **Please note formula below.**
- Evacuate the system for 45 minutes (minimum) with the complete system @ 90°F before charging.

### Test Conditions Used to Determine System Operation:

- A. Place temperature probe (thermometer) into center outlet.
- B. Connect gauges or service equipment to high/low charging ports.
- C. Place blower fan switch on medium.
- D. Close all doors and windows on vehicle.
- E. Place heavy-duty squirrel-cage blower directly in front of condenser.
- F. Run engine idle up to 1500 RPM.

**These test conditions will simulate the effect of driving the vehicle and will give the technician the three critical readings needed to diagnose any potential problems.**

### Acceptable Operating Pressure Ranges for R-134a Vintage Air Systems:

**High-side Pressures:**

160 to 270 PSI.

**NOTE: General rule of thumb is two times the ambient (daytime) temperature, plus 15 to 20%.**

**Low-side Pressures:**

10 to 20 PSI in a steady state.

**Center Duct Temperature:**

36°F to 46°F.

**Additional information is available on our website, [www.vintageair.com](http://www.vintageair.com), including installation instructions, wiring diagrams for systems, trinary switches, fan wiring diagrams, and a more-detailed troubleshooting guide, if needed. You can also call us during normal business hours at 1-800-862-6658.**