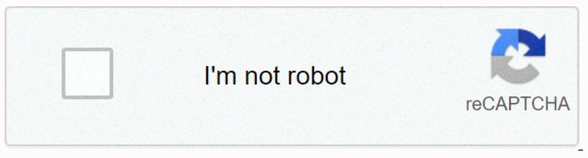

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R12 to 134a conversion chart

I'm changing R12. Does anyone have a weight conversion chart? The car takes 3.75 lbs of R12. You can put lipstick on a community organizer..... but that still doesn't make it presidential. ..... Rush Limbaugh What kind of vehicle is this? The reason I ask is because in some vehicles it's not as easy as just screwing on retro-fit fittings and filling it with R134. Some R12 systems from 1993 and up are not as compatible as you think to pass. The old pipes of some vehicles will allow the R134 refrigerant to infiltrate through the pipe coatings. R12 and R134 are of different chemistry. Some vehicles will not be a problem. I'm just trying to help you avoid long-term headaches. Another thing, too. Do you have an evacuation pump to vacuum the A/C system before recharging? This is extremely essential to allow the system to accept the appropriate total amount of refrigerant and oil. It would also be a very wise idea to rinse or have the system rinsed before loading it. What about your orifice tube and expansion valve? Are they in good shape? All these steps will help you get the best efficiency of your A/C and are very doable at home. Do you have a Chilton or Haynes book for your vehicle? Equal Opportunity Offender This is a vette of 81. We replace the model, the hole, the accumulator, the pipes and all the o-rings. rinse the rest of the system and yes, we will evacuate and load. The only thing I'm stuck on is the amount of R134a. Thank you for your contribution. You can put lipstick on a community organizer..... but that still doesn't make it presidential. ..... Rush Limbaugh Charge R-134A typical is 90% of the R-12 load listed. Q: What's the difference between Obama and his dog, Bo? A: Bo has papers. This is an 81 vette. We replace the model, the hole, the accumulator, the pipes and all the o-rings. rinse the rest of the system and yes, we will evacuate and load. The only thing I'm stuck on is the amount of R134a. Thank you for your contribution. It's a good deal. Now you'll be cool at more than one. There's nothing like doing it right the first time. By the way... I've always used 80% of the R-12 specification. Some of the kits actually tell you that too.. No, but I had a stay at a Holiday Inn Express last night..... Thank you guys. Now I have a math issue. 3.75 lbs - 60 oz 60 oz - 90% would be 54 oz 60 oz 80% would be 48 oz. You can put lipstick on an organizer ..... but that still doesn't make it presidential. ..... Rush Limbaugh No, but I spent in a Holiday Inn Express last night..... BTDT..... Have had ice evaporators up more than once using 80% in BMW and Porsche. Some experimentation has led me to charge 90% and it works well for me. Q: What's the difference between Obama and his dog, Bo? A: Bo has papers. Could be ... Most of what I've been working on has a temporary tube or evap sensor to avoid icing. I've noticed that older TXVs tend to be more sensitive to icing. The only problem I would have in the back of my mind is that on a '81 vehicle with the higher pressures of R-134, you can ask for spillway problems.. Anyway, I wouldn't go 100%, 80-90% should work fine.. In addition, it is easier to add refrigerant than to take it out. (leagaly) No, but I had a stay at a Holiday Inn Express last night..... I don't want to be different here, but I had the best chance at 75% charge. Unless the vehicle has an electric fan with a side high pressure switch that will activate the fan when a predetermined pressure is reached. Prior to 1995, most vehicles had come with the R12 refrigerant into the air conditioning system. If your air conditioning doesn't cool as well as it used to, chances are you'll have to recharge the refrigerant in the system. Recharging an automobile air conditioning system is quite simple, however, refrigerant R12 is difficult and expensive - you have to be a licensed professional to buy it. Instead, you can convert an R12 system into an R134a system with a few parts and some basic tools. Throw out any R12 refrigerant still in the system by taking your vehicle to a licensed air conditioning professional. Releasing R12 directly into the environment is dangerous and punishable by law. Open your vehicle's engine compartment. Find the high and low side service ports for the R12 air conditioning system. Push the R134a low side renovation fitting over the old fitting and use a key to tighten it. Pair the fitting at 20 feet-pounds. Push the R134a side renovation fitting high over the old fitting and use a key to tighten it. Pair the fitting at 20 feet-pounds. Place a renovation label, showing that you have modernized the vehicle for R134a, in a visible spot visible in your engine compartment. Make sure all the valves in your multiple gauges are closed and connect the blue hose to the lower lateral port and the red hose to the high lateral port. Plug the yellow hose to a vacuum pump. Start the vacuum pump and open the high and low valves on multiple gauges. Allow the pump to run for at least an hour. Close the three valves on multiple gauges and turn off the vacuum pump. Connect an R134a lubricant cane to the yellow hose, open the lower side valve and let the vacuum in the system attract the oil. Inspect your vehicle's service manual for specific requirements on the oil to be added to the air unditioning system. Skip this step if the refrigerant you add contains oil. Look for details of how much R12 refrigerant the vehicle needs to work at optimum efficiency; you will add 10 percent less refrigerant R134a. Note that filling the system can damage the compressor and overfilling the system can cause the joints to leak. Close all the valves on the gauges and remove them. Screw the T valve on top of an R134a refrigerant cane. Start the engine and switch the air conditioning to the highest setting. Place a thermometer in the central vent to measure the temperature by adding refrigerant. Connect the T valve hose to the low side service port. Open the valve and let the system pull the refrigerant out of the cane - you can feel the can become colder and lighter. Let it drain for five minutes, then check the temperature of the indoor air. Continue adding refrigerant until you add 10 per cent less than the maximum capacity of the system. Periodically check the indoor air temperature to make sure the system holds the load and that there are no leaks. Disconnect the T valve hose from the low pressure side when you are done. So you want to get rid of your old AC R12 system and be able to fill it with R134A? Due to the regulations on R12 gas, this is a fairly frequent change. But is it possible to convert it directly and do you need to replace the parts? In this article, we'll go through the conversion of R12 to R134A and learn a little more about specific systems. First, we will pass by so that we 1990 are in a sod of standard information. R12 Information R12 was the most commonly used refrigerant of all time and has been used for many applications. The technical or chemical name of R12 is dichlorodifluoromethane. CCl2F2 is its formula, which contains the chemicals that make it up. According to its technical data, the weight per molecule of R12 is about 121 with a boiling point of -21.6 degrees Fahrenheit. The molecules inside R12 consist of fluorine and chlorine, which is why it is called chlorofluorocarbon, or CFC for shortness, an abbreviation that was very common in the 1990s and before. Due to the versatile nature of R12, it quickly became a refrigerant that used in air conditioners, refrigerators and freezers. This refrigerant is used in household appliances because its properties are relatively safe. This refrigerant was neither flammable nor toxic. There was also no risk of the refrigerant being explosive, which is why it was widely used in refrigeration-related household appliances, without posing a risk to the environment or to people. In addition, R12 is an extremely stable compound and remains integrated even in extreme pressures and operating situations. The only problem with R12 was that it would decompose on contact with a flame or fire and become toxic by inhalation. People were advised quickly all stoves and sources of flames in case of leakage and open all windows so that all toxic gas can spread into the atmosphere. SEE ALSO: Does ac leak seal work? Shortly after research and studies, scientists concluded that R12, a CFC gas, was harmful to the ozone layer and therefore damaged it, which is why alternatives to R12 were chosen. An alternative to refrigerant R12 is R134A. The R134A as a replacement for R12 Soon, R12s have been banned in many places. As a result, they have been replaced by other refrigerant gases, including R134A. Unlike R12, R134A contains hydrogen and fluoride molecules, which is why it is also called HFC and not CFC. The use of the R134A prevented damage to the ozone layer. The R134A refrigerant is called tetrafluoroethane and is classified as one of the HFC gases of other refrigerant variants. Today, R134A is commonly used in vehicle air conditioning systems, but it can also be used in refrigerators, freezers and other refrigeration equipment similar to R12. R134A is sometimes also used to cool overworked computer systems. Although the R134A does not damage the earth's ozone layer like its predecessor R12, it is still not considered the safest refrigerant. Many organizations believe that R134A contributes to global warming. Vehicles manufactured before 1994 used the R12 for air conditioning. Vehicles over 1994 began using the R134A instead of R12. What if you have a car that was made in 1994 or even earlier? Well, if you have such an old car, you have two options. Buy R12 gas from an online supplier or in a store, or change your car's air conditioning system to use the R134A refrigerant. If you choose to keep the original and decide to buy R12, it will cost you more than you expect. Fortunately, we are here to show you how a successful renovation can be done without spending too much money, to equip your car with the safer R134A. Conversion R12 to R134A There are two ways to convert your vehicle's air conditioning into R134A gas. One is the factory method, where you would need to replace AC parts, and the other is to modify existing components to use R134A. The second option may be cheaper, but it is best to go for the first, because since your car is already getting older, most of the existing parts are probably on their way out of service. SEE THE PROCHAINE: AC is not blowing cold air - Common ReasonsNow, with the conversion you have two options, and the one you take depends entirely on you. You can either replace your old compressor and get a new one, or use your old compressor and fill it with R134A. But it's not that simple, because the R134A works at a higher pressure as its molecules are smaller compared to the R12. Simply filling your compressor with the R134A would make your harder because of the higher pressure and possibly create a leak to seal. But that's the second thing to worry about. The first thing is to know if your factory compressor is good enough to work properly with the new R134A. If you suspect that your factory compressor is no longer working properly, you should buy a new compressor. However, if your compressor still has capacity, you will need new parts such as pipes and switches compatible with Refrigerant. Check the model of your compressor and you'll find a few characters on the compressor label. If you have one of the following compressors, you will need to replace your compressor: replace Harrison DA6 with an HR-6, HD-6 or HR-6HE compressor. Replace ford FX-15 with an FS-10 compressor. Parts needed for conversion: AC compressor compatible AC rinse kit / AC Green O ring service unit for port adapters R134A R134A R134a high-pressure switches and low pressure R134A orific compatible accumulator new hose compatible with R134A (If the vehicle is older than -1990) R134A renovation label R12 to R134a Conversion Steps The first step is the first step to making sure the AC system is empty. Unload it and make sure you recycle it properly. Make sure your AC compressor is in good condition, otherwise replace it. Rinse your current system entirely from R12 without leaving any trace of the R12 in it. Instead of just letting the gas out into the atmosphere, rinse and recover the R12 for recycling with a machine. Let a workshop do this for you if you don't have one. Then rinse the condenser for traces of R12 with the flush kit. Rinse air-conditioned lines and pipes. Rinse and replace the oil in the compressor to the compressor specifications. Replace factory pressure switches (low and high pressure switches) Replace the accumulator dryer Replace the opening tube and pipes. Replace the old O rings with new ones. Fill the compressor with the R134A and Oil Attach the renovation label R134A SEE AUSSI: Symptoms of the AC capacitor fan, function and replacement costAnd that's it. If there are no leaks in your system, you are ready to go. But it is best to check for leaks during and immediately after filling the system to save time and money. R12 to R134a Conversion, Information and Necessary Parts was last modified: on October 2, 2020 by Magnus Sellén Hello I'm Magnus, the owner and author of this site. I have been working with cars since I was 16 years old and I specialize in in-depth automotive diagnostics. Also led to drift for the last 6 years. I am here to give you answers to all your automotive questions and I hope you enjoy our content. Content.

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