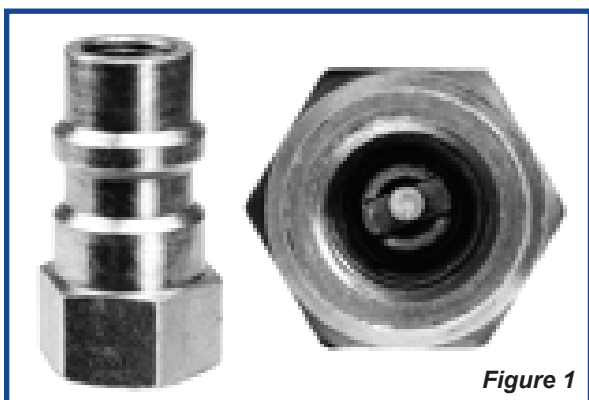


# TECH TIP

## IDENTIFYING RETROFIT ADAPTERS

When converting from R12 to R134a or replacing an existing retrofit adapter, it is important to identify the style of the retrofit adapter. Adapters come in many shapes, sizes, materials, and configurations. The key to a successful installation and to avoid costly leaks is to be observant. We have identified 3 styles of retrofit adapters.



### THE FIRST IS:

The most common adapter, usually made of steel. This fitting has a true valve core built into it. When installing this adapter the original valve core supplied with the vehicle must be removed. If the original core is not removed, it will push up into the new valve core of the retrofit fitting and cause it to leak. When held up to a light, you will not be able to see light through this valve. See figure one.



### THE SECOND STYLE OF RETROFIT FITTING:

Has a built in depressor, which at first glance, looks like a valve core. However, you will be able to see light through this fitting. This adapter is usually made of aluminum. When installing, the original valve core must be left in the vehicle. The depressor in the new adapter will push down and open the valve core when gauges are attached. See figure two.



### THE THIRD STYLE RETROFIT ADAPTER IS:

The easiest to identify. This adapter is usually made of aluminum and is hollow. If you hold it up to a light, you can see straight through it. The adapter threads over the existing service port creating a new R134a style fitting. The original valve core will again need to be left in the vehicle. See figure three.

These adapters use a neoprene seal to keep them from leaking past the threads of the R12 fitting. Torque all retrofit fittings to 18-24 inch pounds. If the adapter is over-tightened, it will damage the seal and leak.