Coolant Refiller with Airlock Preventer

No. 75260

COOLING AND HEATING SYSTEMS

Compact size tool allows obstruction-free operation in tight areas under the vehicle's hood.

Easy to operate with Push-Button control valve eliminates the need for interchanging hoses.

Shop air operation draws fast and powerful vacuum.

Easy to read color coded vacuum gauge.

 ── Works on all systems with "Fit-Ail" Cone Adapter.

No more system bleeding or purging.

- Checks for system leaks under vacuum.
- 26" Hg vacuum refilis system with coolant in seconds without air lock.
- Built-in gauge protector.



Piesse read the following before using this tool:

Instructions

U.S. Prancis: 8, 152, 163 - 431,007 -4,234,215 - 6, 161,556 -4,360,750 Stray U.S. and lettersational patents persiting.

- Install an air line nipple to the venturi assembly. Note: Hold button valve body assembly with a 7/8" (22mm) wrench during air line nipple installation to avoid damage to venturi. See Fig. 1.
- Attach refill hose to Coolent Filler.
- A minimum of 90 psi (6 BAR) shop air is required
- Shop air should have an air dryer system.
- For best results, radiators should be empty.
- Heater control must be set to the HEAT position. Ignition may need to be turned to the ON position with engine OFF.

Refilling Instructions:

- Insert Coolert Filler into radiator service neck or reservoir tank using gauge housing handle. Rad neck cone adapter should fit snug in opening. See Fig. 2.
- Make sure the refill hose valve is closed.
- Connect shop air to the venturi assembly, then depress valve. You will hear a hissing notes and the vacuum gauge pointer will fee. If reliablish is not empty, the venturi body hose may spik out some coolant, thus reducing efficiency. See Fig. 3.
- Depress button until the system reads 24-26 on the gauge. This should take less than a minute. bliPORTANT: Some overflow hoses may need to be clamped off to obtain vacuum NOTE: Radiator hoses may start to collapse. This is normal due to vacuum.
- 5. Once the gauge has reached the desired vacuum level, let the system sit for 20 seconds to observe for any drop in vacuum. If vacuum drops, then there is a leak in the system. Disconnect Coolant Filler and make repair as required.
- Submerse refill hose into a container of premixed coolant. Open refill valve slowly
 until coolant rises from the container and completely fills the refill hose, then close
 the valve. This is done in order to purge the refill hose of any unwanted air trapped
- 7. After following the above procedure the gauge reading will have dropped (this is normal). Depress venturi valve button until gauge reaches desired vacuum level.
- Open the refill ball valve and the coolant will start to fill the vehicle cooling system.See Fig. 4. Cooking system is full when the vacuum gauge reaches zero.
- NOTE: For best results, place the coolant supply at the same height as the rad neck edepter, if coolant level rurs too low, it will pull at into the cooling system, thus defeating the purpose of creating a vacuum in the system. Always draw from more coolant than required. On remote pressurized tanks, it is advisable to stop filling when proper level is reached. NOTE: Overflow tanks should be filled to proper level. Always allow cooling system to warm up before attaching radiator cap. Top off cooling system if necessary. 9. Remove Coolant Refiller from the radiator using gauge housing handle.



Marking: Wear safety goggles and protective clothing when working with refrigerants. Contact with refrigerants can cause injury to eyes and skin.



520518 Rev B







