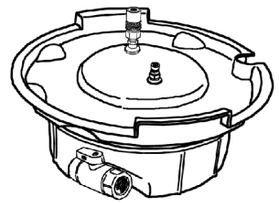
Vac N Fill Coolant Refill Tool

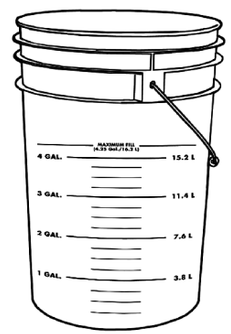
GE-47716

Instructions

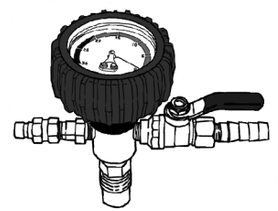
Components Included in Kit:



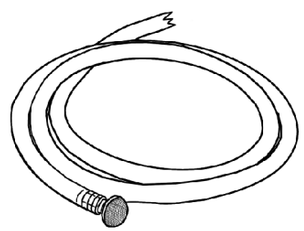
Vacuum Tank



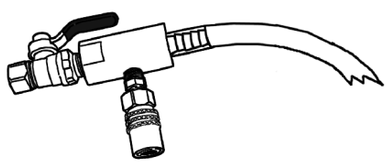
Graduated Reservoir



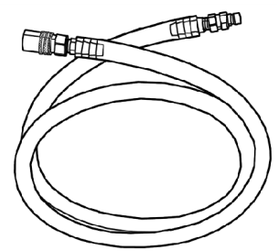
Vacuum Gage Assembly



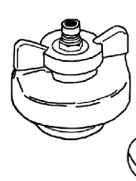
Fill Hose



Venturi Assembly

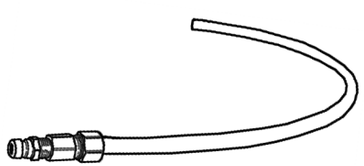


Vacuum Hose



Vac N Fill Cap
w/ spacer

Extension Hose



Extraction Hose

Made in Canada

#00000000 Rev. 0-0

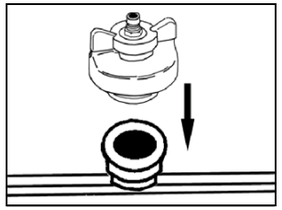
IMPORTANT: *Never remove the pressure cap from a hot system. Serious injury could result.*

PLEASE READ THE FOLLOWING BEFORE USING THE VAC N FILL TOOL!

- **Install an airline nipple to the Venturi Assembly**
- **Minimum shop air requirement: 90PSI**
- **Shop air should have an air dryer system**
- **Heater control should be set to the Heat position. (Ignition may need to be turned to the ON position with engine off)**

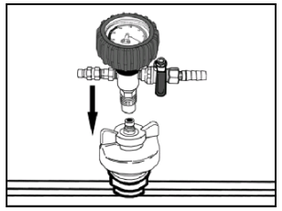
Using the VAC-N-FILL to fill the Cooling System

1. Attach the Vac-N-Fill cap to the vehicle's coolant fill port. Install cap adapters where required. **(Fig. 1)**



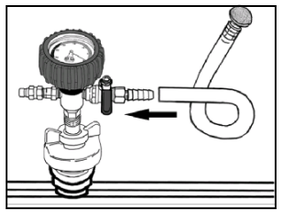
(Fig. 1)

2. Attach the vacuum gauge assembly to the Vac N Fill cap **(Fig. 2)** (for some applications you may need to use the extension hose).



(Fig. 2)

3. Attach the fill hose to the barb fitting on the vacuum gauge assembly (ensure that the valve is closed). **(Fig. 3)**

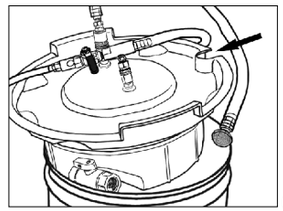


(Fig. 3)

4. Pour the coolant mixture into the graduated reservoir. IMPORTANT: Always use more coolant than necessary. This will eliminate air from being drawn into the cooling system.

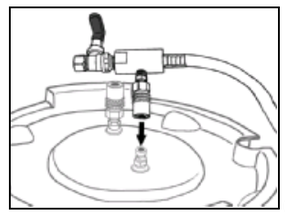
5. Place the fill hose in the graduated reservoir.

6. Install the vacuum tank on the graduated reservoir with the fill hose routed through the cut-out area in the vacuum tank. **(Fig. 4)**



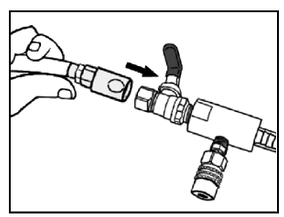
(Fig. 4)

7. Attach the venturi assembly to the vacuum tank. **(Fig. 5)**



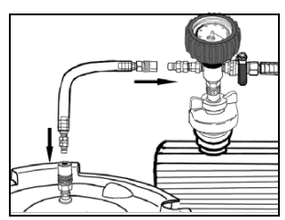
(Fig. 5)

8. Attach a shop air hose to the venturi assembly (Ensure the valve on the venturi assembly is closed). **(Fig. 6)**



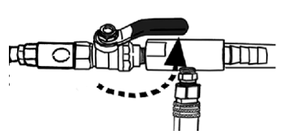
(Fig. 6)

9. Attach the vacuum hose to the vacuum gauge assembly and the vacuum tank. **(Fig. 7)**



(Fig. 7)

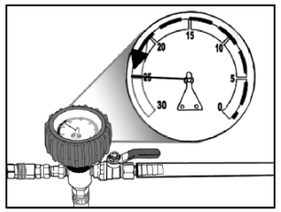
10. Open the valve on the venturi assembly. The vacuum gauge will begin to rise and a hissing noise will be present. **(Fig. 8)**



(Fig. 8)

IMPORTANT: Some overflow hoses may need to be clamped off to obtain proper vacuum level.

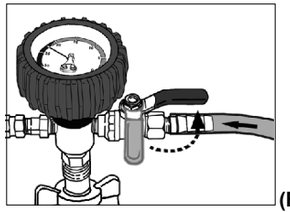
11. Continue to draw vacuum until the needle stops rising. This should be 610-660mm Hg (24-26 in Hg). **(Fig. 9)** Note: cooling hoses may start to collapse. This is normal due to vacuum draw.



(Fig. 9)

12. To aid in the fill process, position the graduated reservoir above the coolant fill port.

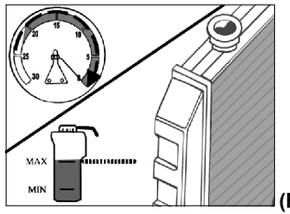
13. Slowly open the valve on the vacuum gauge assembly. When the coolant reaches the top of the fill hose, close the valve. This will eliminate air from the fill hose. **(Fig. 10)**



(Fig. 10)

14. Close the valve on the venturi assembly.

15. Open the valve on the vacuum gauge assembly. The vacuum gauge will drop as coolant is drawn into the system. When the gauge reaches zero, the system is full. Some vehicles may require an additional vacuum cycle. For these vehicles, repeat steps 10.0 through 15.0. **(Fig. 11)**



(Fig. 11)

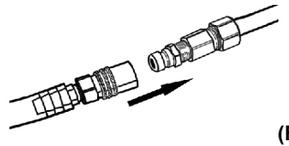
16. Detach the Vac N Fill cap from the vehicle's coolant fill port. Remove cap adapters as required.

17. Add coolant to the system as necessary.

After filling the cooling system, the extraction hose can be used to remove the excess coolant to achieve the proper coolant level.

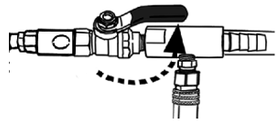
18. Detach the vacuum hose from the vacuum gauge assembly.

19. Attach the extraction hose to the vacuum hose. **(Fig. 12)**



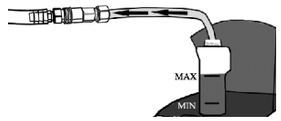
(Fig. 12)

20. Open the valve on the venturi assembly to start a vacuum draw. **(Fig. 13)**



(Fig. 13)

21. Use the extraction hose to draw out coolant to the proper level. **(Fig. 14)**



(Fig. 14)

22. The vacuum tank has a lever-operated valve on the bottom. Open the valve to drain coolant from the vacuum tank into a suitable container for disposal.

To Drain the Vacuum Tank

The Vacuum Tank has a lever-operated ball valve on the bottom. Simply open the ball valve to drain any fluid in the Vacuum Tank. Drain into a suitable container for disposal.