

SPX**ROBINAIR**

18190A/18191A FIELD SERVICE COUPLER FOR R-134A SYSTEMS



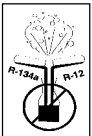
Wear safety goggles when working with refrigerants. Contact with refrigerant can cause eye injury.



Disconnect hoses using extreme caution! Pressurized refrigerant may be present in hoses. Point hoses away from you and anyone nearby.



Disconnect power before servicing unit. Incorrect use or connections can cause electrical shock.



USE ONLY WITH REFRIGERANT TYPE R-134a! Cross-contamination with other refrigerant types will cause severe damage to the A/C system and to service tools and equipment. DO NOT MIX REFRIGERANT TYPES THROUGH A SYSTEM OR IN THE SAME CONTAINER!



Avoid breathing A/C refrigerant and lubricant vapor or mist. Exposure may irritate eyes, nose, and throat. To remove R-134a from the A/C system, use service equipment certified to meet the requirements of SAE J2210 (R-134a recycling equipment). If accidental system discharge occurs, ventilate work area before resuming service.



Do not pressure test or leak test HFC-134a service equipment or vehicle A/C systems using compressed air. Some mixtures of air/HFC-134a have been shown to be combustible at elevated pressures. These mixtures are potentially dangerous and may result in fire or explosion causing injury or property damage.



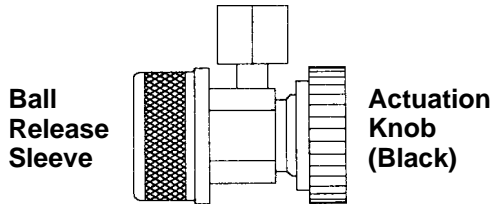
Additional health and safety information may be obtained from refrigerant and lubricant manufacturers.

CONNECTING TO HOSE

Using two wrenches, connect the field service coupler to the hose connection. Be sure the connection is wrench-tight, but do not over-tighten.

CONNECTING/DISCONNECTING THE COUPLER

To connect: The field service coupler should be in the closed position before connecting to the male half. To close, turn the actuation knob counterclockwise until finger tight. Place the field service coupler on the male coupler, push until it bottoms, and then release the ball release sleeve.



*For more information call toll-free
1-800-822-5561 in the continental U.S. and
Canada. In all other locations, contact your
local distributor.*

The balls inside the field service coupler should seat in the ball race (groove) on the vehicle's male coupler; pull out slightly on the field service coupler, away from the male coupler, to assure a correct connection. Turn the actuation knob clockwise until it bottoms against the field service coupler body. The field service coupler is now in position for maximum flow.

To disconnect: Turn the actuation knob on the field service coupler counterclockwise until finger tight. Slide the ball release sleeve toward the actuation knob and remove the field service coupler from the male coupler half.

Because of ongoing product improvements, we reserve the right to change design, specifications, and materials without notice.

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