

From: "scoggins_jim" <scoggins.j@adelphia.net>
Date: Mon Mar 6, 2006 4:40 pm
Subject: Re: Dash A/C

Question:

- > How much Freon does the dash air take when empty. Both R12 and R 134.
- > This is on a 86 PT 38. I was told that you use less R 134 when you
- > update an R 12 system.
- >

Here is what I did.

134A conversion

1986 PT40

Here is some info you all might want to capture.

The air conditioning has gradually deteriorated in my coach. Leaking R12 into the atmosphere and the expense of replacement R12 drove me toward a conversion attempt. Factory conversion, while effective, is expensive (\$3500-4000 -- they do replace all the plumbing and all components -- compressor, dryer, evaporator etc., etc)

After some discussion with my local trusty mech at the Highway Garage, Stafford, VA, we decided to try a less expensive approach that while not a perfect solution, gets it done.

Discussion with the factory reps indicate they charged the system with 5-6 lbs. of R12 and then watched the bubbles in the dryer. Note: watching bubbles is not effective for 134. Accordingly, using the 80% conversion we figured somewhere between four/five lbs. would be needed.

We installed a new dryer (in passenger overhead--has the sight gage).

The system was evacuated, checked to see if it would hold vacuum, and filled with 4.5 lbs. of 134A, A/C oil, and leak check dye (while visible to the eye it is best to use a black light). It was a 90 degree day, sea level-- pressures were 36 and 247 for low/ high side.

So far, so good. While one cannot hang meat it seems to be working fine.

Wouldn't you know it. After completing the evolution, the long time engineer guru (Guy Moulder) from the factory called. He said the system was a 6 LB system and I should therefore have 4.8 lbs. of 134A in the system.

Total expense was a little over \$400.

Now I have a base line. I will explore running new and modern plumbing when/if the need arises.

I bought a charge kit from an auto parts place (about \$15) and a couple of cans of 134A from Wal-Mart. My plan: add no more than 1 can if things go south on the road somewhere

Here is info I recieved when I was looking for help. Note the conversion from R12 to R134: 75-80 percent

Quote

The act of conversion from R12 to 134A can be simple or very complicated. I have done about 100 conversions both easy and hard. The easiest way is to go to Wal-Mart and buy the conversion kit for under

\$40.00 and do the conversion like the instructions say. I have had very good success with this method except some Chrysler product with a block style expansion. The long way around is to have the R12 evacuated by a professional. (this must be done in all cases) remove the dryer, and compressor. Flush the system with a conversion flush (available at NAPA) change all the O rings to 134 type. Replace the dryer with a 134 type. Drain the compressor of all the oil but DO NOT FLUSH the compressor. Add 134 oil to the compressor and dryer. Usually about 8oz. Install the 134 charge fittings to the low and high pressure sides. Reassemble and evacuate for at least 90 minutes. Recharge with R134a. Remember the 134 charge weight is 75% to 80% of the R12 charge. The problem with recharge is 134 is very critical of charge amount. One oz over and it will increase head pressure a lot. Charge until the low pressure side starts to sweat back and it will work as good or better than R12. This last method costs between \$300/\$400. I can honestly say that both methods work very well as I have done a lot of both. The cheap kit has an oil additive that neutralizes the R12 oil and acids. I have seen compressor failures both ways. Fords have more failures in the conversions than any. GM's and foreign are easy to do. I converted a 90 Honda today and it has 38 degree air. I used the cheap method. Sorry to ramble but I must say there are a lot of untruths out there about conversions but the final decision is up to you. If I can be of any help let me know. Lee armeter Biloxi, Ms
End quote.

Jim Scoggins
04 M380
formerly
86 PT40 with a working air conditioner