

# ROBINAIR®

## OPERATING MANUAL

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# Model 92500

Transmission Fluid Exchanger

# ROBINAIR®

## Transmission Fluid Exchanger Unit

Model: 92500

**SAFETY DEFINITIONS:** Follow all **WARNING**, **CAUTION**, **IMPORTANT**, and **NOTE** messages in this manual. These messages are defined as follows: **WARNING** means you may risk serious personal injury or death; **CAUTION** means you may risk personal injury and property damage or serious unit damage; **IMPORTANT** means you may risk unit damage; and **NOTES** provide clarity and helpful tips. These safety messages cover situations ROBINAIR is aware of. ROBINAIR cannot know, evaluate, and advise you as to all possible hazards. You must make sure all conditions and procedures do not jeopardize your personal safety.

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## **WARNINGS**

 **To prevent personal injury and/or property damage,**



**Allow only qualified personnel to operate the unit.**

**Study, understand and follow all instructions and warnings before operating this device. The operating instructions and safety precautions must be read and discussed in the operator's native language, if the operator cannot read these instructions.**



**- Si el operador no puede leer o comprender estas instrucciones de funcionamiento y las precauciones de seguridad, éstas deberán leerse y comentarse en el idioma nativo del operador.**



**- Si l'utilisateur ne peut pas lire les directives relatives au fonctionnement et aux mesures de sécurité, celles-ci doivent pouvoir être transmises à l'utilisateur dans sa langue maternelle.**



**Wear protective equipment, including safety goggles. Disconnect hoses with extreme caution.**

**Keep tools, electrical cords, and hoses away from moving engine parts.**

**Vent exhaust to the outside while running the vehicle. Never run a vehicle without adequate ventilation in the work area.**

**Before starting the vehicle's engine, verify the vehicle is in PARK or NEUTRAL, with the emergency brake ON.**

## **IMPORTANT!**

Review current local, state, and federal statutes, cases, laws, and regulations to determine the current status and appropriate disposal method for transmission oil. It is the responsibility of the user to determine if a material is a hazardous waste at the time of disposal. Ensure that you are in compliance with all applicable laws and regulations.

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## General Description

The 92500 provides an easy, efficient way of replacing automatic transmission fluid in a vehicle. The Exchanger removes the used transmission fluid and replaces it with new fluid, which reduces the harmful contaminants and restores the fluid properties, extending the life of the vehicle's transmission.

## Glossary of Terms

**ATF** — Automatic transmission fluid (oil).

**Unit** — The transmission fluid exchanger.

**Dipstick Only Mode** — Transfers used ATF and new ATF through the transmission's dipstick tube by running a hose directly into the transmission fluid pan. This mode eliminates the need to remove the cooler lines.

**Dipstick/Cooler Mode** — Initially transfers used ATF and new ATF through the transmission's dipstick tube. Then with the engine running, new ATF is pumped into the transmission through the dipstick tube, while the used ATF is evacuated through the cooler lines. This mode provides the quickest transfer of used and new ATF.

**Cooler Only Mode** — Transfers used ATF and new ATF through the oil cooler lines. Use this mode if the transmission does not have a dipstick.

**Manual/Top-Off Mode** — Manually adds or removes fluid to or from the transmission pan. Use this mode if it is necessary to remove the transmission pan, or to add fluid when using another mode.

**Drain Waste Tank** — Transfers used ATF from the internal waste tank through the nylon transfer hose to an external waste ATF holding tank.

**Total Count** — Displays the number of ATF exchanges performed.

**Pause/Abort** — Pauses or aborts a transfer. Press button once to pause. Press and hold button to abort. **Note:** *When abort is selected, the unit resets itself. All measurements will be cancelled.*

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## IMPORTANT!

Review current local, state, and federal statutes, cases, laws, and regulations to determine the current status and appropriate disposal method for the automatic transmission fluid. It is the responsibility of the user to determine if a material is a hazardous waste at the time of disposal. Ensure that you are in compliance with all applicable laws and regulations.

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## Component Identification and Location

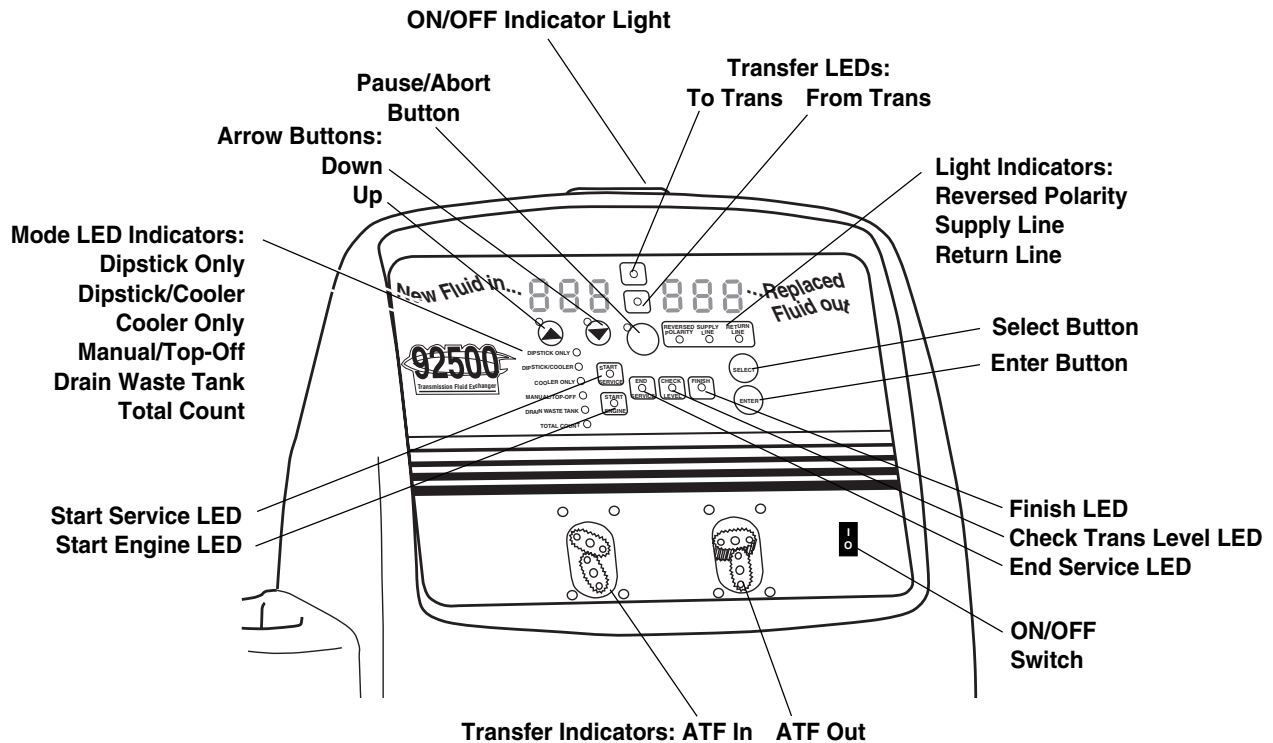
### Unit Front View



# Introduction

## Component Identification and Location *continued*

### Control Panel



**New Fluid In** — Displays amount of fluid added.

**Replaced Fluid Out** — Displays amount of fluid extracted.

**UP/DOWN Arrows** — Adjusts amount of fluid in or out.

**Pause/Abort** — Pauses or aborts a transfer.

**Error Message Indicators** — Displays error message.

**Mode Indicators** — Identifies procedures available.

**Select Button** — Selects the desired mode or procedure.

**Enter Button** — Accepts mode selected and starts the ATF exchange.

**Display Screens** — Displays operational or error information.

**Transfer Indicators and LEDs** — Indicates the transfer that is presently taking place.

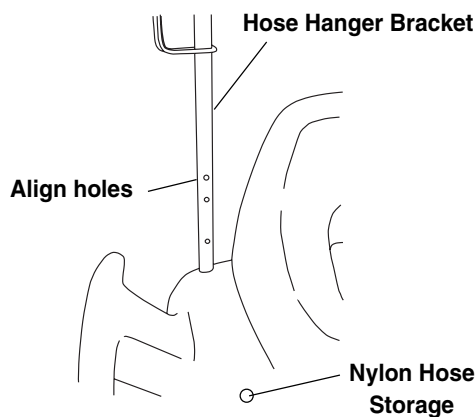
**ON/OFF Power Switch** — Turns the unit on.

## Accessory Kit

Unpack Accessory Kit located inside the rear door of unit. Accessory Kit includes: Adapter set, warranty card, and hose hanger bracket.

### Attach Hose Hanger Bracket

1. Drop tube all the way down over existing tube on unit.
2. Rotate to align holes.
3. Insert screw into the middle hole.



## Registering the Unit

To validate the warranty provided by SPX ROBINAIR, complete the warranty card included in the accessory kit, and mail it within ten days from the date of purchase.

## Application Notes

Ford Taurus with a 3.0 liter V6 requires the removal of the vent cap located behind the shifter linkage on top of transmission before service. This will minimize “overfilling” due to lack of headroom in the transmission housing.

Low pressure transmissions require the transmission be left in neutral with the parking brake secured during the “dynamic” (engine running) phase of the ATF service.

Import vehicles, with small dipstick tube openings, require the 529740 flexible nylon hose, which has a smaller blue section at the end, in place of the 529734 hose.

## Helpful Tips

To avoid oil spillage, turn unit on before removing the flexible nylon hose from its storage area.

Press the Pause/Abort once to pause an operation; press ENTER to continue the operation. Press and hold the Pause/Abort button to discontinue an operation and to reset the unit.

For the quickest and most accurate exchange, ensure transmission is warmed to normal operating temperatures.

**IMPORTANT: To prevent damage to the vehicle, ensure all hoses are correctly connected before transferring fluid.**



## WARNING



This manual contains important procedures concerning the setup, operation, and maintenance of the unit. Study and follow all warnings at the beginning of this manual. Do not operate the unit until you have read and understand the contents of this manual. If you do not understand any of the contents of this manual, notify your supervisor. If the operator cannot read English, all instructions and safety precautions must be read and discussed in the operator’s native language.

# Operating Procedures

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## Dipstick Only Mode

The Dipstick Only mode transfers used ATF and new ATF through the transmission's dipstick tube by running a hose into the transmission fluid pan, emptying it of its contents, and then with engine running, adding ATF. ATF is then subtracted until a user specified amount of new ATF has been added.

**Note:** Confirm vehicle and transmission are at operating temperature before initiating service.

### Power Up

1. Connect the power cord to a 12V DC battery: red to the positive post and black to the negative post.
2. Turn the unit on. The *Reversed Polarity* LED lights if the power is connected incorrectly. The unit self-tests: The buzzer sounds, all LEDs and displays light, the flexible nylon hose evacuates ATF, and the software version displays.
3. Remove dipstick from the transmission tube.
4. Insert the unit's flexible nylon hose into the transmission dipstick tube as far as possible to reach the bottom of the oil pan. The *Dipstick Only*, *Dipstick/Cooler*, *Cooler Only*, *Manual/Top-Off*, *Drain Waste Tank*, and *Total Count* indicators, and the SELECT button LEDs are still lit and flashing.
5. Press the SELECT button until the *Dipstick Only* LED is lit.
6. Pause until the ENTER LED lights and flashes (about one second).
7. Press ENTER to confirm the selection. The left display (*New Fluid In*) reads **12** (the default quantity in quarts of new ATF to be run into the system).
8. Use the arrow keys to select the amount of quarts to be transferred. (12 quarts is the default; minimum is 6 quarts, maximum is 32 quarts.)
9. Press ENTER to confirm the quantity displayed. The alarm sounds, and the *Start Service* and ENTER LEDs flash.

### Start Service

1. With the vehicle engine off, press ENTER to start the ATF exchange. The following takes place:
  - a. The unit purges its internal fluid lines.
  - b. Used ATF is then extracted from the transmission pan until empty.
  - c. The cumulative volume extracted appears on the *Replace Fluid Out* display.
  - d. Through the nylon transfer hose, the unit pumps back into the transmission fluid pan the same volume of new ATF that appears on the *Replace Fluid Out* display.
  - e. The volume of new fluid yet to be pumped into the transmission pan is shown on *New Fluid In* display. (The amount designated in “**Power Up**” step 8 minus the amount transferred in “**Start Service**” step 1d.)
  - f. The *Start Engine* and ENTER LEDs flash.
2. Start the vehicle's engine to circulate the new ATF through the transmission system (torque converter and cooler lines).
3. Press ENTER to confirm the engine is running.

The exchanger extracts one quart of diluted ATF and returns one quart of new ATF through the hose and back into the transmission fluid pan. The *Replace Fluid Out* and *New Fluid In* displays respectively the amount of fluid extracted and the amount of new fluid to be added. This recycling continues until the selection made in step 8 under “**Power Up**” is met (i.e., using the 12 quart default, *Replace Fluid Out* will be 12 and *New Fluid In* will be 0).



## Dipstick Only Mode *continued*

When the selection in step 8 is met, the buzzer sounds and the *End Service* and ENTER LEDs light.

4. Press ENTER to confirm that the correct amount of ATF has been replaced. *Check Trans Level* LED lights.

### Check the ATF Level in the Pan

1. Remove the flexible nylon hose.
2. Insert the dipstick.
3. Remove dipstick to check level of fluid.

If the fluid level needs to be adjusted, continue on to “**Adjust the ATF Level.**” If the level is satisfactory, go to step 4 under “**Adjust the ATF Level.**”

### Adjust the ATF Level

1. Place the flexible nylon hose in the dipstick tube.
2. Press ENTER. The *To Trans*, *From Trans* and *Finish* LEDs light.

- a. If the level is too low, select *To Trans* LED. Press ENTER. Press the up arrow key to select how much fluid to add (each press indicates one-tenth of a quart).
- b. If the level is too high, select *From Trans* LED. Press ENTER. Press the up arrow key to select how much fluid to take out (each press indicates one-tenth of a quart).

3. When transfer is complete, go to “**Check the ATF Level in the Pan.**”
4. If the level is satisfactory, press SELECT until *Finish* LED lights.
  - a. Wait for one second.
  - b. Press ENTER to confirm the function.
  - c. Press ENTER again.

The display reads SR FIN, indicating the service is finished.

# Operating Procedures

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## Dipstick/Cooler Mode

Initially transfers used ATF and new ATF through the transmission's dipstick tube. Then with the engine running, new ATF is pumped into the transmission through the dipstick tube, while the old ATF is evacuated through the cooler lines. This mode provides the quickest transfer of used and new ATF.

**Note:** Confirm vehicle and transmission are at operating temperature before initiating service.

### Identify Cooler Lines

1. Disconnect cooler lines, and attach adapters to the input and output connectors. These adapters may be open hoses and/or snap or threaded fittings.

**Note:** To minimize the total time of the ATF service, this step may be performed during the "static" (engine not running) phase, when the used ATF in the transmission pan is being exchanged with the new ATF.

### Power Up

1. Connect the power cord to a 12V DC battery: red to the positive post and black to the negative post.
2. Turn the unit on. The *Reversed Polarity* LED lights if the power is connected incorrectly. The unit self-tests: The buzzer sounds, all LEDs and displays light and flash, the flexible nylon hose evacuates ATF, and the software version displays.
3. Attach the adapters to the unit's cooler line selector valve assembly. **Note:** The adapters can be connected to either coupler.
4. Confirm connections are secure.
5. Remove the dipstick from the transmission tube.

6. Insert the unit's flexible nylon hose into the transmission dipstick tube as far as possible to reach the bottom of the transmission fluid pan. The *Dipstick Only*, *Dipstick/Cooler*, *Cooler Only*, *Manual/Top-Off*, *Drain Waste Tank*, *Total Count* indicators, and the SELECT button LEDs are still lit and flashing.
7. Press the SELECT button until only the *Dipstick/Cooler* LED is lit.
8. Pause until the ENTER LED lights and flashes (about one second).
9. Press ENTER to confirm the selection. The left display (*New Fluid In*) reads **12** (the default quantity in quarts of new ATF to be run into the system).
10. Use the arrow keys to select the amount of quarts to be transferred. (12 quarts is the default; minimum is 6 quarts, maximum is 32 quarts.)
11. Press ENTER to confirm the quantity displayed. The alarm sounds and the *Start Service* and ENTER LEDs flash.

### Start Service

1. Press ENTER to start the ATF exchange. The following takes place:
  - a. The unit purges its internal fluid lines.
  - b. Used ATF is then extracted from the transmission fluid pan until empty.
  - c. The cumulative volume extracted appears on the *Replace Fluid Out* display.
  - d. Through the flexible nylon hose, the unit pumps back into the transmission fluid pan the same volume of new ATF that appears on the *Replace Fluid Out* display.

## Dipstick/Cooler Mode *continued*

- e. The volume of new fluid yet to be pumped into the transmission pan is shown on *New Fluid In* display (the amount designated in “**Power Up**” step 10 minus the amount transferred in “**Start Service**” step 1d).
  - f. The *Start Engine* and ENTER LEDs flash.
2. Start the vehicle’s engine to circulate the ATF through the transmission system (torque converter and cooler lines).
  3. Press ENTER to confirm the engine is running.

The unit extracts used ATF from the cooler lines and returns new ATF through the nylon transfer hose and back into the transmission fluid pan. The *Replace Fluid Out* and *New Fluid In* displays respectively the amount of ATF extracted and the amount of new ATF added. This recycling continues until the selection made in step 10 under “**Power Up**” is met.

When the preset amount is met, the buzzer sounds and the *End Service* and ENTER LEDs light.

4. Press ENTER to confirm that the correct amount of ATF has been replaced. *Check Trans Level* LED lights.

### Check the ATF Level in the Pan

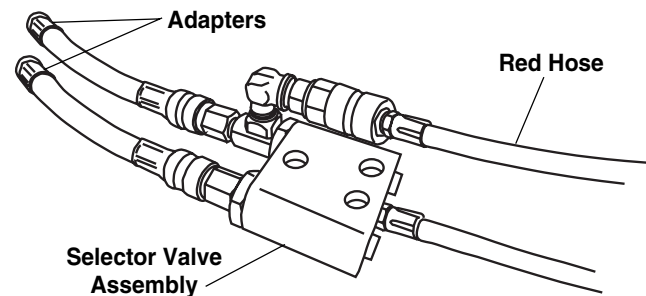
1. Remove the flexible nylon transfer hose.
2. Insert the dipstick.
3. Remove the dipstick to check fluid level.

If the fluid level needs to be adjusted, continue on to “**Adjust the ATF Level.**” If the level is satisfactory, go to step 4 under “**Adjust the ATF Level.**”

### Adjust the ATF Level

1. Place the flexible nylon hose in the dipstick tube.

**Note:** An alternative method is to disconnect the red hose from the dipstick wand assembly, and connect it to the selector valve assembly.



2. Press ENTER. The *To Trans*, *From Trans* and *Finish* LEDs light.
  - a. If the level is too low, select *To Trans* LED. Press ENTER. Press the up arrow key to select how much fluid to add (each press indicates one-tenth of a quart).
  - b. If the level is too high, select *From Trans* LED. Press ENTER. Press the up arrow key to select how much fluid to take out (each press indicates one-tenth of a quart).
3. When transfer is complete, go to “**Check the ATF Level in the Pan.**”
4. If the level is satisfactory, press SELECT until *Finish* LED lights.
  - a. Wait for one second.
  - b. Press ENTER to confirm the function.
  - c. Press ENTER again.

The display reads SR FIN, indicating the service is finished.

# Operating Procedures

## Cooler Only Mode

Transfers used ATF and new ATF through the cooler lines.

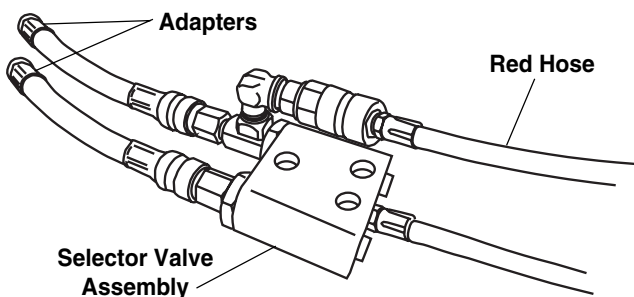
**Note:** Confirm vehicle and transmission are at operating temperature before initiating service.

### Identify Cooler Lines

1. Disconnect cooler lines, and attach adapters to the input and output connectors.

### Power Up

1. Connect the power cord to a 12V DC battery: red to the positive post and black to the negative post.
2. Turn the unit on. The *Reversed Polarity* LED lights if the power is connected incorrectly. The unit self-tests: The buzzer sounds, all LEDs and displays light and flash, the dipstick tube holder evacuates ATF, and the software version displays.
3. Attach the adapters to the unit's cooler line selector valve assembly. **Note:** The adapters can be connected to either coupler.
4. Disconnect the red hose from the dipstick wand assembly, and connect it to the selector valve assembly.



5. Confirm connections are secure.
6. Press the SELECT button until only the *Cooler Only* LED is lit and flashing.
7. Pause until the ENTER LED lights and flashes (about one second).

8. Press ENTER to confirm the selection. The left (*New Fluid In*) display reads **12** (the default quantity in quarts of new ATF to be run into the system).
9. Use the arrow keys to select the amount of quarts to be transferred. (12 quarts is the default; minimum is 6 quarts, maximum is 32 quarts.)
10. Press ENTER to confirm the quantity displayed. The alarm sounds and the *Start Engine* and ENTER LEDs flash.
11. Start the vehicle's engine.

### Start Service

1. Press ENTER to start the ATF exchange. The following takes place:
  - a. The unit extracts used ATF from one of the cooler lines.
  - b. The amount of ATF extracted appears on the *Replaced Fluid Out* display (i.e., if 12 was selected in "**Power Up**" step 9, and 3 quarts were extracted in step 1a above, *Replaced Fluid Out* will display 9).
  - c. The unit replaces the ATF taken out with new ATF through the other cooler line.

This recycling continues until the selection in step 9 under "**Power Up**" is met. When the selection is met, the buzzer sounds and the *End Service* and ENTER LEDs light.

2. Press ENTER to confirm that the correct amount of oil has been replaced. *Check Trans Level* LED lights.

## Cooler Only Mode *continued*

### Check the ATF Level in the Pan

1. Remove the dipstick to check level of fluid in transmission fluid pan. If the vehicle does not have a dipstick, refer to the vehicle's service manual for the method required to check the fluid level.

If the fluid level needs to be adjusted, continue on to **“Adjust the ATF Level.”** If the level is satisfactory, go to step 4 under **“Adjust the ATF Level.”**

### Adjust the ATF Level

1. Press ENTER. The *To Trans*, *From Trans* and *Finish* LEDs light.
  - a. If the level is too low, select *To Trans* LED. Press ENTER. Press the up arrow key to select how much fluid to add (each press indicates one-tenth of a quart).
  - b. If the level is too high, select *From Trans* LED. Press ENTER. Press the up arrow key to select how much fluid to take out (each press indicates one-tenth of a quart).
2. When transfer is complete, go to **“Check the ATF Level in the Pan.”**
3. If the level is satisfactory, press SELECT until *Finish* LED lights.
  - a. Wait for one second.
  - b. Press ENTER to confirm the function.
  - c. Press ENTER again.

The display reads SR FIN, indicating the service is finished.

## Manual/Top-Off Mode

Transfers used ATF and new ATF through the transmission's dipstick tube. This mode is commonly used when the transmission fluid pan needs to be removed (to change gaskets or replace a filter). When using another mode, this mode is required to top off the ATF fluid level.

**Note:** Confirm vehicle and transmission are at operating temperature before initiating service.

### Power Up

1. Connect the power cord to a 12V DC battery: red to the positive post and black to the negative post.
2. Remove the dipstick from the transmission noting ATF level, which will determine whether additional ATF needs to be added or withdrawn.
3. Turn the unit on. The *Reversed Polarity* LED lights if the power is connected incorrectly. The unit self-tests: The buzzer sounds, all LEDs and displays light and flash, the flexible nylon hose evacuates ATF, and the software version displays.
4. Insert the unit's flexible nylon transfer hose into the transmission dipstick tube as far as possible to reach the bottom of the oil pan.
5. Press the SELECT button until only the *Manual/Top-Off* LED is lit and flashing.
6. Pause until the ENTER LED lights and flashes (about one second).
7. Press ENTER to confirm the selection. The *Check Trans Level*, *To Trans*, and *From Trans* LEDs light. *Drn Pan* appears on the display.

# Operating Procedures

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## Manual/Top-Off Mode *continued*

### Adjust the ATF Level

1. In step 2 under “**Power Up**,” the ATF level was determined noting whether ATF needed to be added, subtracted, or it was satisfactory.

- a. **If the level is too low**, select *To Trans* LED.

- (1) Press Enter.

- (2) Press the arrow key to select how much fluid to add (each press indicates one-tenth of a quart).

- (3) Pause after the correct volume is selected. The ENTER key lights and flashes.

- (4) Press ENTER to start the service.

- b. **If the level is too high**, select *From Trans* LED.

- (1) Press Enter.

- (2) Press the arrow key to select how much fluid to take out (each press indicates one-tenth of a quart).

- (3) Pause after the correct volume is selected. The ENTER key lights and flashes.

- (4) Press ENTER again to start the service.

- c. **If the transmission fluid pan needs to be removed**, press SELECT until *Drn Pan* appears on the display.

- (1) Pause until ENTER LED lights (about one second).

- (2) Press ENTER to confirm the function.

- (3) Press ENTER again to start draining the pan. The unit will stop when pan is empty.

### Refill Transmission Fluid Pan

To refill the transmission fluid pan,

1. Press SELECT until the *To Trans* LED is lit.

2. Press ENTER. The amount removed will display on the *Replaced Fluid Out* display.

3. Adjust the *New Fluid In* display to match the *Replaced Fluid Out* display.

4. Press ENTER.

## Drain Waste Tank

Transfer used ATF from the internal waste tank to an external waste ATF reservoir.

### Power Up

1. Connect the power cord to a 12V DC battery: red to the positive post and black to the negative post.

2. Ensure the unit's hoses are disconnected from the vehicle.

3. Turn the unit on. The *Reversed Polarity* LED lights if the power is connected incorrectly. The unit self-tests: The buzzer sounds, all LEDs and displays light and flash, the flexible nylon hose evacuates ATF, and the software version displays.

4. Disconnect the red hose from the wand assembly. Connect the drain waste adapter (#546763) to the red hose, and place into an external waste ATF reservoir.

### Start Service

1. Press the SELECT button until only the *Drain Waste Tank* LED is lit and flashing.

2. Pause until the ENTER LED lights and flashes (about one second).

3. Press ENTER to confirm the selection. The display reads DRN (XXX), which is the amount left to be drained.

When the waste tank is drained, the display reads SR FIN, indicating service is finished.

## Total Count

Displays the number of ATF exchanges performed.

## Power Up

1. Connect the power cord to a 12V DC battery: red to the positive post and black to the negative post.
2. Turn the unit on. The *Reversed Polarity* LED lights if the power is connected incorrectly. The unit self-tests: The buzzer sounds, all LEDs and displays light and flash, the flexible nylon hose evacuates ATF, and the software version displays.

## Start Service

1. Press the SELECT button until only the *Total Count* LED is lit and flashing.
2. Pause until the ENTER LED lights and flashes (about one second).
3. Press ENTER to confirm the selection.

The total number of services performed is displayed; the *Finish* LED flashes.

4. Press ENTER to return to mode selection after noting the total number of services.

## Changing Transmission Fluid Types

To change transmission fluid type in a new tank:

1. Connect the power cord to a 12V DC battery: red to the positive post and black to the negative post.
2. Insert the flexible nylon hose into a clean ATF container.
3. Press the SELECT button until *Manual/Top-Off* LED lights.
4. Press ENTER.
5. Press the SELECT button until *To Trans LED* lights.
6. Press ENTER.
7. Press the UP arrow key until display reads an amount more than what is in the new tank.
8. Press ENTER. The unit will pump ATF from the new tank into the clean ATF container.
9. Turn the unit off when completed. The unit will clear the lines when it is restarted.

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## Error Messages

ER FLO — Return Line is lit. No oil is returning.

ER FLO — Supply Line is lit. Check new oil reservoir.

Reversed Polarity is lit. Check battery connections.

## Maintenance

- Check the flexible nylon hose for cuts and/or kinks.
- Filter screens may need to be cleaned. Locate the filter screens inside the unit; clean if necessary.
- Cabinet can be kept clean by wiping it down with a clean cloth.
- Check wires for cuts and/or damage.



## Replacement Adapters














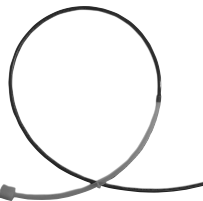
**529567** - Complete adapters kit. All replacement adapters described below are included in the kit.

Part	Order No. Original No.	Description	Application
	<b>529568</b> 6304-06	1/4" (M6) Barb Assembly 	General
	<b>529569</b> 6304-08	5/16" (M8) Barb Assembly 	General
	<b>529570</b> 6304-10	3/8" (M10) Barb Assembly 	General
	<b>529571</b> 6303-06	1/4" (M6) Open End Hose	General
	<b>529572</b> 6303-08	5/16" (M8) Open End Hose	General
	<b>529573</b> 6303-10	3/8" (M10) Open End Hose	General
	<b>529574</b> 6303-12	1/2" (M13) Open End Hose	General
	<b>529575</b> 6306-03	5/16" x 90 Internal 	Domestic
	<b>529576</b> 6310-10	3/8" External x 5/16" External	Domestic and Import
	<b>529577</b> 6306-05	3/8" Internal Snap Lock Qty. 2 	Domestic
	<b>529578</b> 6310-12	1/2" External Snap Lock	Chrysler
	<b>529579</b> 6312-01	1/2" External Angle Step	GM
	<b>529580</b> 6311-01	3/8" External Angle Step	GM





## Replacement Adapters contd.

Part	Order No. Original No.	Description	Application
	<b>529581</b> 6318-05	5/16" Flare, 1/2" - 20 Assembly	Domestic and Import
	<b>529582</b> 6308-04	1/2" - 20 External (Long End SAE)	Ford
	<b>529583</b> 6313-01	1/2" - 20 Internal x SAE 45 Degrees	Domestic and Import
	<b>529584</b> 6307-04	5/8" - 18 Internal x SAE IN	Ford
	<b>529585</b> 6318-06	3/8" Flare, 5/8" - 18 Assembly	Domestic and Import
	<b>529586</b> 6301-01	5/8" - 18 Internal x SAE 45 Degrees	Domestic and Import
	<b>529587</b> 6308-14	M14 Banjo Fitting (2 fittings included in 529567 Kit)	Import
	<b>529588</b> 6310-16	M16 Internal Swivel	Import
	<b>529589</b> 6302-02	5/8" - 18 Internal x 45 Degrees	Domestic and Import
	<b>529590</b> 2025-13	S/25 x 1/4" NPTM Plug (2 plugs included in 529567 Kit)	Domestic
	<b>529591</b> 2025-33	S/25 x 3/8" NPTM Plug	Domestic

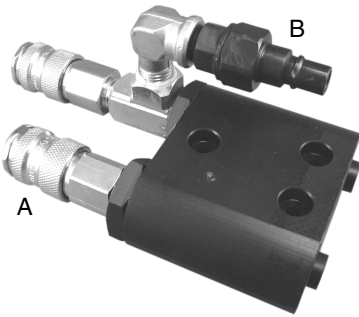
## Replacement Adapters contd.

Part	Order No. <i>Original No.</i>	Description	Application
	<b>529592</b> <i>2102-07</i>	1/2" to 29/32" x 5/16" Band Clamp (3 clamps included in 529567 Kit)	General
	<b>529593</b> <i>6007-14</i>	M14 Banjo Bolt Long	Import
	<b>529594</b> <i>1419-98</i>	M14 Cap Nut	Import
	<b>529595</b> <i>1602-14</i>	M14 Copper Washer (3 washers included in 529567 Kit)	Import
	<b>529596</b> <i>2025-32</i>	S/25 x 3/8" NPTF Plug	Domestic
	<b>529597</b> <i>6308-02</i>	1/2" x 20 Internal Inverted	Domestic and Import
	<b>529598</b> <i>6308-03</i>	1/2" x 20 Internal SAE Inverted	Ford
	<b>529599</b> <i>6307-03</i>	5/8" x 18	Ford
	<b>529600</b> <i>6313-02</i>	1/2" x 20 External x 45 Degrees	Domestic and Import
	<b>529601</b> <i>2025-12</i>	S/25 x 1/4" NPTF Plug	Domestic
	<b>529734</b> <i>6300-00-75</i>	75" x 5/16" OD Dipstick Tube Adapter Assembly with compression fitting connection	
	<b>547222</b> <i>6300-00-75</i>	75" x 5/16" OD Dipstick Tube Adapter Assembly with push-to-connect fitting connection	
	<b>529740</b> <i>6300-00-42</i>	42" x 1/4" OD Dipstick Tube Adapter with compression fitting connection	
	<b>547223</b> <i>6300-00-42</i>	42" x 1/4" OD Dipstick Tube Adapter with push-to-connect fitting connection	

## Replacement Adapters contd.

Part	Order No. <i>Original No.</i>	Description	Application
	<b>546763</b> <i>2030-31</i>	S/48 x 9" Hose - Drain Hose Assy.	Drain Waste Tank
	<b>546764</b> <i>6306-08</i>	1/2" Female Snap Lock	Domestic
	<b>546765</b> <i>6319-06</i>	3/8" Male Snap Lock	Ford
	<b>546766</b> <i>6304-12</i>	1/2" Push-on Barb	Ford

## Replacement Parts

Illustration	Part Number	Description
	92501	Pump Assembly Replacement
	92501RBK	Pump Head
	90516	New Oil Reservoir Cap
	92509	Quick Disconnect Coupler, S/25 x 1/4" Internal NPT 2 Required
	92510	Directional Valve Assembly (Entire assembly shown at left)
	92511	Quick Disconnect Plug, S/48 x 1/4" External NPT (B in illustration)
	92513	Pressure Hose (Red; 92" x 3/8" Barb Assembly)
	92514	Recovery Hose (Black; 92" x 3/8" Barb Assembly)
	92515	Cooler Hose (Black; 92" x 3/8" Barb Assembly)
	92516	Power Cord Assembly
	92517	Quick Disconnect Coupler, S/48 x 3/8" External NPT (A in illustration)
	92518	Quick Disconnect Plug, S/48 x 3/8" External NPT (D in illustration)
	92521	Replacement Wand Assembly (Entire assembly shown at left)

## Robinair Limited Warranty Statement

*Rev. November 1, 2005*

This product is warranted to be free from defects in workmanship, materials, and components for a period of one year from date of purchase. All parts and labor required to repair defective products covered under the warranty will be at no charge. The following restrictions apply:

1. The limited warranty applies to the original purchaser only.
2. The warranty applies to the product in normal usage situations only, as described in the Operating Manual. The product must be serviced and maintained as specified.
3. If the product fails, it will be repaired or replaced at the option of the manufacturer.
4. Transportation charges for warranty service will be reimbursed by the factory upon verification of the warranty claim and submission of a freight bill for normal ground service. Approval from the manufacturer must be obtained prior to shipping to an authorized service center.
5. Warranty service claims are subject to authorized inspection for product defect(s).
6. The manufacturer shall not be responsible for any additional costs associated with a product failure including, but not limited to, loss of work time, loss of refrigerant, cross-contamination of refrigerant, and unauthorized shipping and/or labor charges.
7. All warranty service claims must be made within the specified warranty period. Proof-of-purchase date must be supplied to the manufacturer.

### **This Limited Warranty does NOT apply if:**

- The product, or product part, is broken by accident.
- The product is misused, tampered with, or modified.