

Super PAC-KITS®

INCREASE SALES AND PROFITABILITY WITH Quality Virtual A/C Kits



- ◆ Over 14,400 Super PAC-Kits® available
- ◆ Covers over 92% of VIO
- ◆ Over 3,500 new Super PAC-Kits® added for 2022

Virtual Super PAC-Kits® include all of the components necessary to perform a complete compressor replacement:

- ◆ New or Reman Compressor
- ◆ Accumulator or Receiver/Filter Drier
- ◆ Expansion Device
- ◆ Non-flushable Hose Assembly
- ◆ Condenser
- ◆ The Deslugger® (if applicable)
- ◆ Refrigerant Filter
- ◆ PAG Oil
- ◆ All Necessary Gaskets and O-Rings
- ◆ Quality Flush Solvent

**KIT APPLICATIONS AVAILABLE
THROUGH EPICOR AND WRENCHHEAD!**



DOING THE JOB RIGHT TAKES MORE THAN JUST REPLACING THE COMPRESSOR



ORIFICE TUBE

REASON TO REPLACE:

The orifice tube meters refrigerant flow through the system and also screens particles that may come through. The fine mesh screen or the internal components of the orifice tube can become plugged, restricting refrigerant and lubricant flow.

EXPANSION VALVES

REASON TO REPLACE:

Expansion valves regulate refrigerant flow within the system. Other than the compressor, this is the only other moving part. Expansion valves can become contaminated with system debris and should be replaced.



ACCUMULATOR/RECEIVER DRIERS

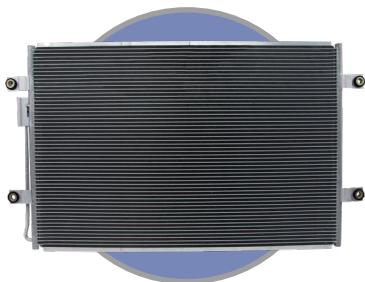
REASON TO REPLACE:

Accumulator & receiver driers keep moisture from permeating the system and minimizes deterioration of refrigerant and lubricant. It is essential to replace with the compressor to avoid compressor or system failure.

LUBRICANT

PROPER LUBRICATION:

For successful repair, only the recommended amount, type and viscosity of oil, and the appropriate refrigerant should be used. Use of oils containing dye, sealers or other additives that do not meet SAE J2670, may reduce compressor longevity, impact system performance and void your warranty.



CONDENSER

REASON TO REPLACE:

Parallel flow and serpentine-style condensers are found on most vehicles manufactured after 2001. These units are manufactured with very tiny passages, making a complete flush impossible.

THE DESLUGGER®

REASON TO ADD:

Compressors on many vehicles are mounted low in the engine compartment. This location leaves the compressor prone to liquid "slugging." When the vehicle sits, oil and liquid refrigerant collects in the compressor body. The result can be hydraulic lock with catastrophic compressor damage on initial compressor engagement. The Deslugger® solves this slugging problem by pulsing the compressor clutch multiple times during initial engagement to distribute oil and refrigerant more evenly.

