2016-2021 Hyundai Tucson - AC Recharge

2016-2021 Hyundai Tucson | Moderate | 30-45 minutes | $67 DIY

TOOLS

Safety glasses Work gloves Rag Vent thermometer (optional)

PARTS

R-134a AC recharge kit with gauge ACP-100 $67.00
R-1234yf AC recharge kit with gauge ACP100YF $112.00

STEPS

1. **Identify your refrigerant type first - Check the AC label under the hood for refrigerant** type and charge weight - the label decides, not the model year. Buy ONLY the matching kit. R-134a charge: about 510 g (18 oz); charge by gauge pressure, not by can.
2. **Diagnose before you charge - Start the engine, set the AC to coldest with the fan at** maximum, and run it 2 to 3 minutes. The compressor's center clutch should be spinning, not just the outer pulley. If the clutch never engages, the gauge reads 0 psi, or you hear hissi...
3. **Safety and conditions - Put on safety glasses and gloves. Work outside or in a shaded,** ventilated spot on a day above about 65F, since gauge readings depend on ambient temperature. Keep flames, cigarettes, and sparks away - especially on R-1234yf systems.
4. **Locate the low-side (L) port - Find the low-side port on the larger AC line - cap marked** L. The coupler only fits this port; if it won't click on, you're on the wrong one. Stay off the high side.
5. **Connect the gauge and read the pressure - Engine running, AC max: snap the coupler onto** the low-side port. R-134a: 35-40 psi at 70F, 40-50 at 80F, 45-55 at 90-100F. R-1234yf: 20-30/25-35/30-40/35-45 at 70/80/90/100F. If already normal, don't add refrigerant - your proble...
6. **Add refrigerant in short bursts - If pressure is low, shake the can and add refrigerant** in 5-to-10-second bursts, can upright, rechecking the gauge after each. Stop when the gauge sits mid-range for your ambient temperature - overcharging blows warm air and can damage th...
7. **Disconnect, recap, and verify - Pull the coupler off and reinstall the port cap. The** vents should blow colder. Recheck after a few days; if it's warm again, refrigerant is leaking and the leak needs repair; a shop can add UV dye to trace it.
8. **When to stop and call a shop - If the compressor never engages, the gauge reads 0 psi or** pegs high, or the charge leaks out within days, book an evacuate-and-recharge with a leak test - they recover the refrigerant, find the leak, and refill by weight.

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