

244J/304J
INSTALLATION INSTRUCTIONS



PHONE (519) 485-5961 OR 1-800-267-2665
FAX (519)485-3745 OR 1-888-267-3745

EVAPORATOR



Remove seat and seat plate.

Remove



Disconnect heater lines and heater control cable.

Remove filter and housing.

Unscrew this end of box from floor.

Disconnect all air outlets from plastic box and one screw from floor.

Heater box removed



Disconnected electrical
plug for blowers.

A/C line inlet
grommet

Heater lines.

Heater
control cable.

Drain hole.

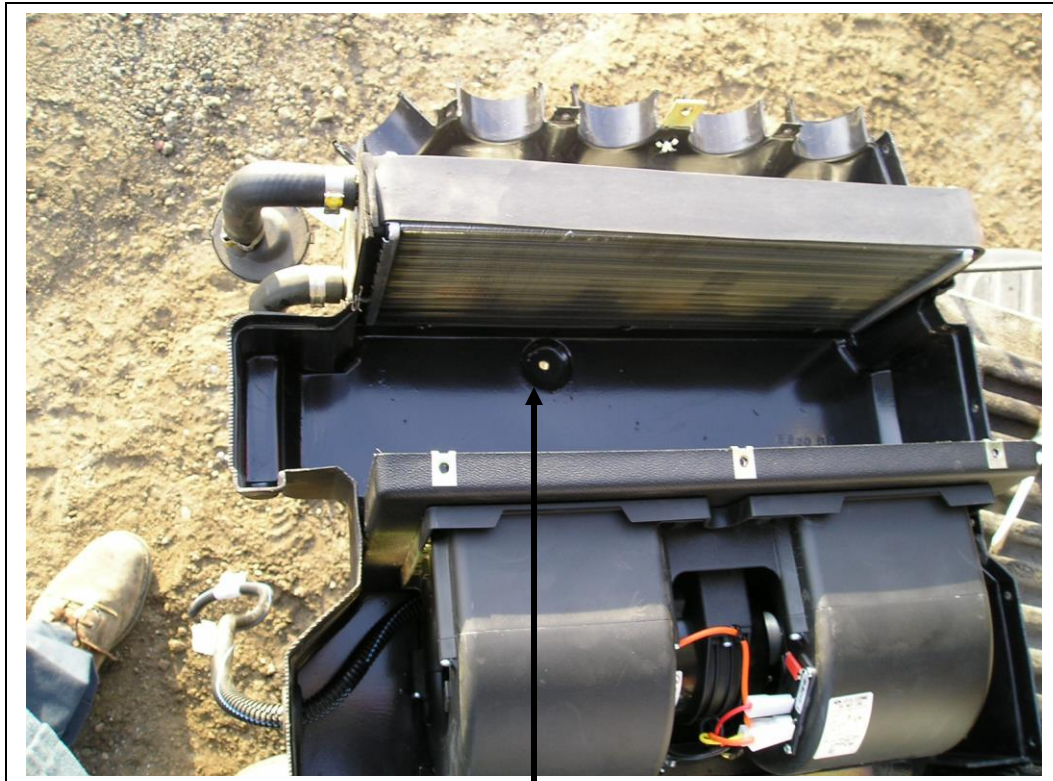


Remove clips on air
outlet holes.

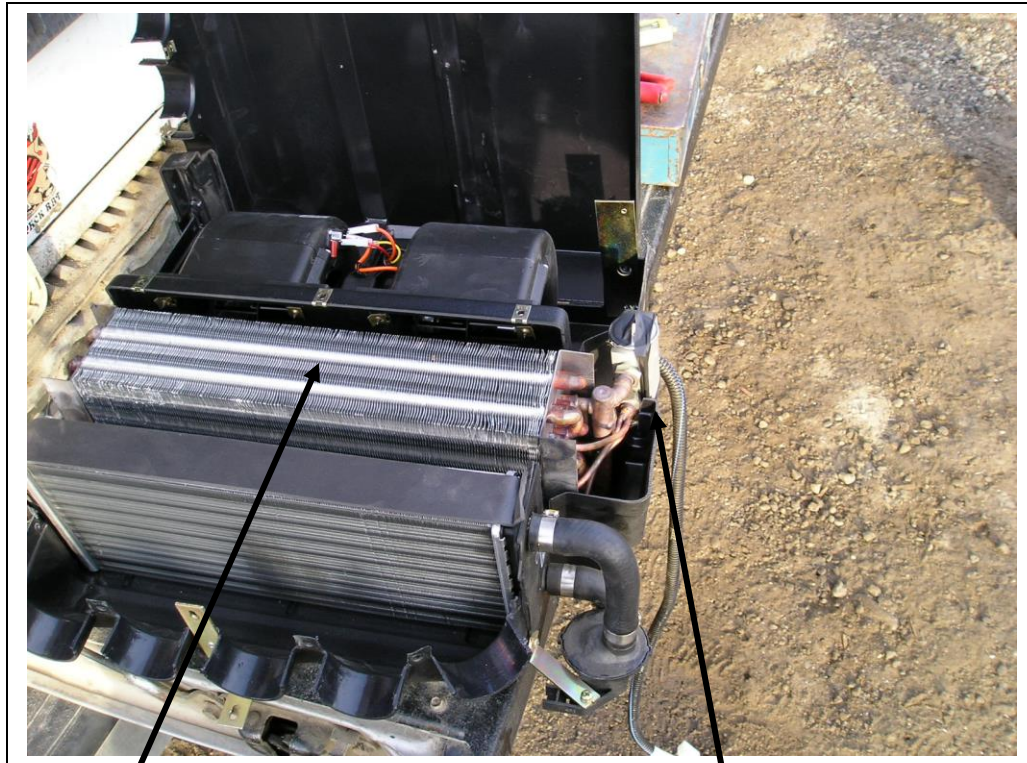
Remove screws from top of box.

Remove screws from all
around the box.

Box lid removed

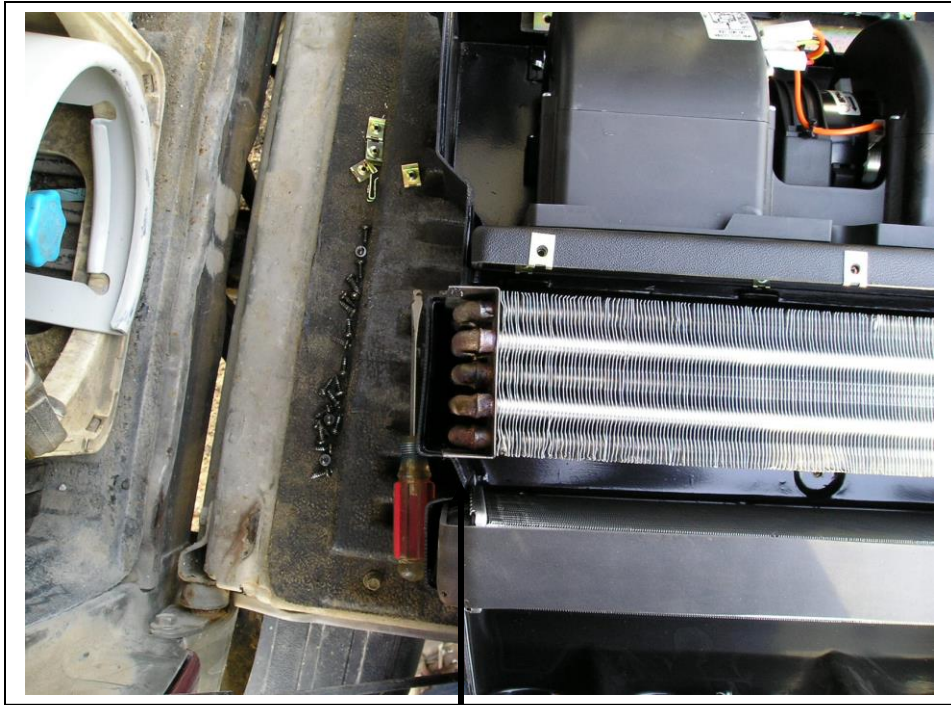


Drill 1/4" hole in center of drain hole dimple

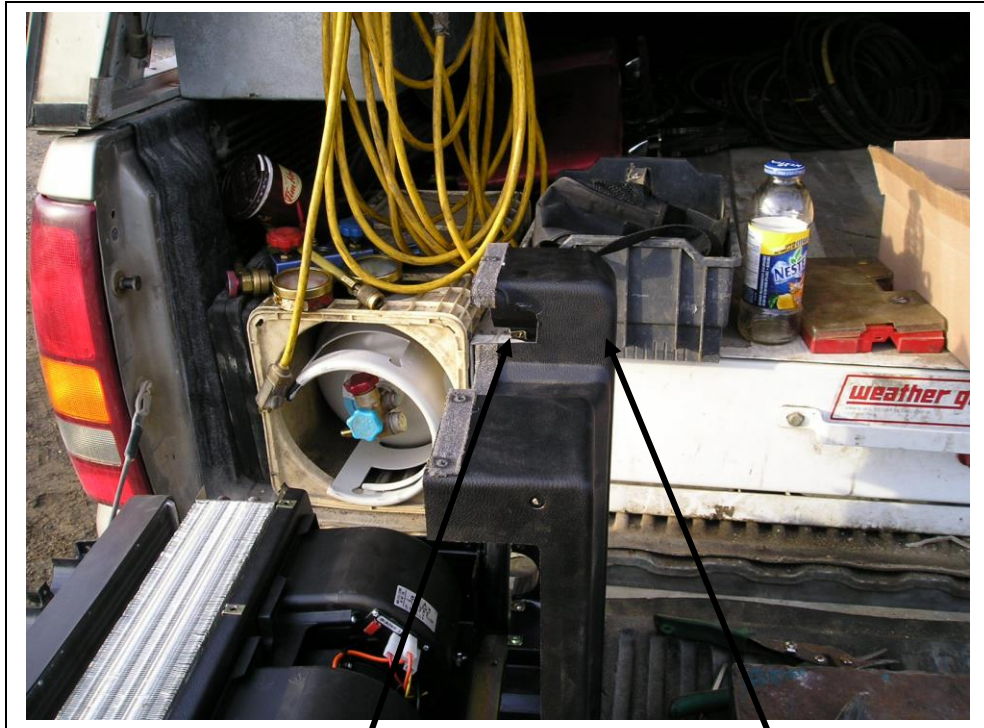


Evaporator coil in place.

Notch the plastic housing to accommodate the evaporator pipe work.



Evaporator coil flanges in each end of the box between the blowers and the heater



Notch the lid of the box to accommodate the evaporator pipe work.

Drill 3/16" hole in top lid of box for the thermostat probe.



Once the lid is re-installed, seal the opening around the expansion valve with tar tape.

3/16" hole drilled in the box lid for the thermostat probe before lid is re-installed.



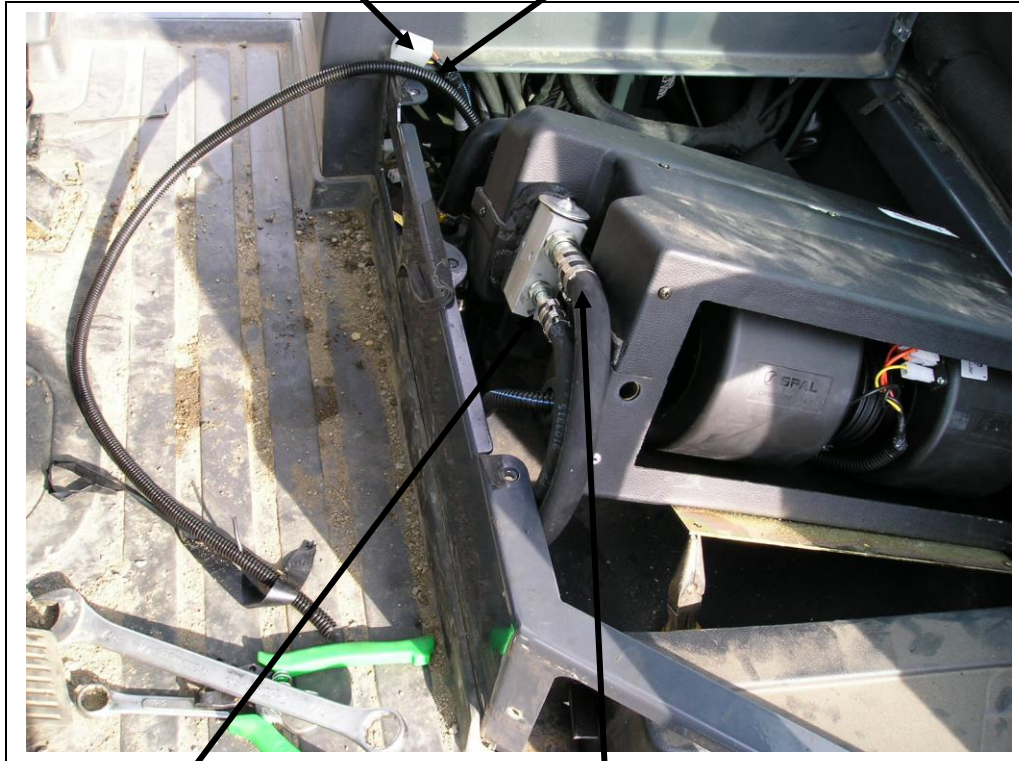
Clutch wire from trinary switch.

5/16" AC line

1/2" AC line

Run clutch wire and AC lines into cab before re-installing the heat/cool box.

Reconnect blower plug. Run clutch wire up to blower switch area.



5/16" straight male fitting at expansion valve.

1/2" straight male fitting at expansion valve.

Install and tighten fittings before lowering box down into place.

Blower plug re-connected.

Clutch wire

Re-connect all air outlet hoses.

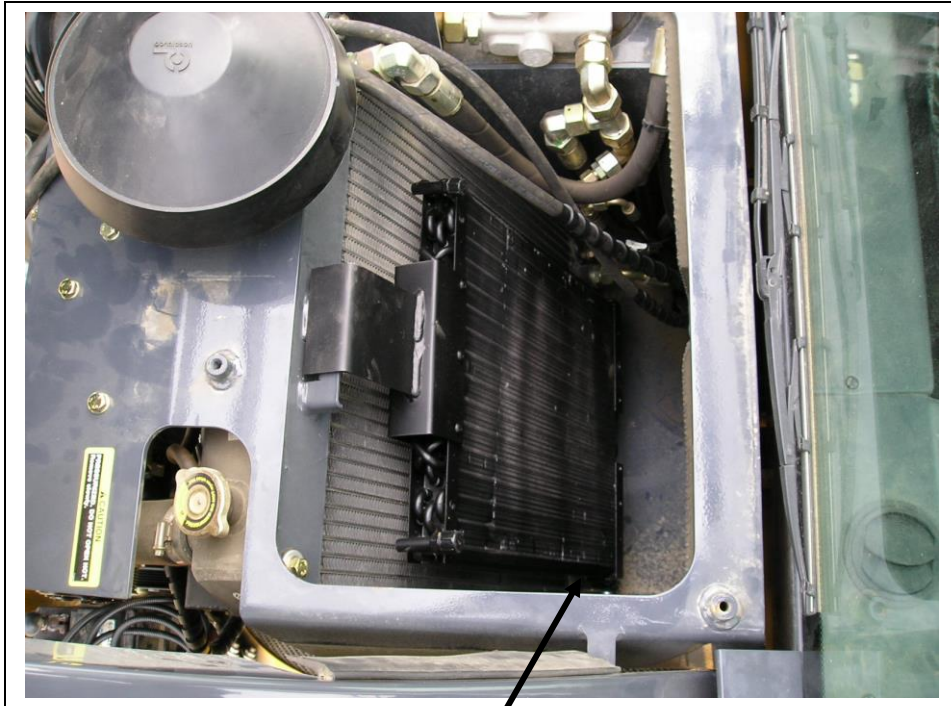


Screw box back down at both

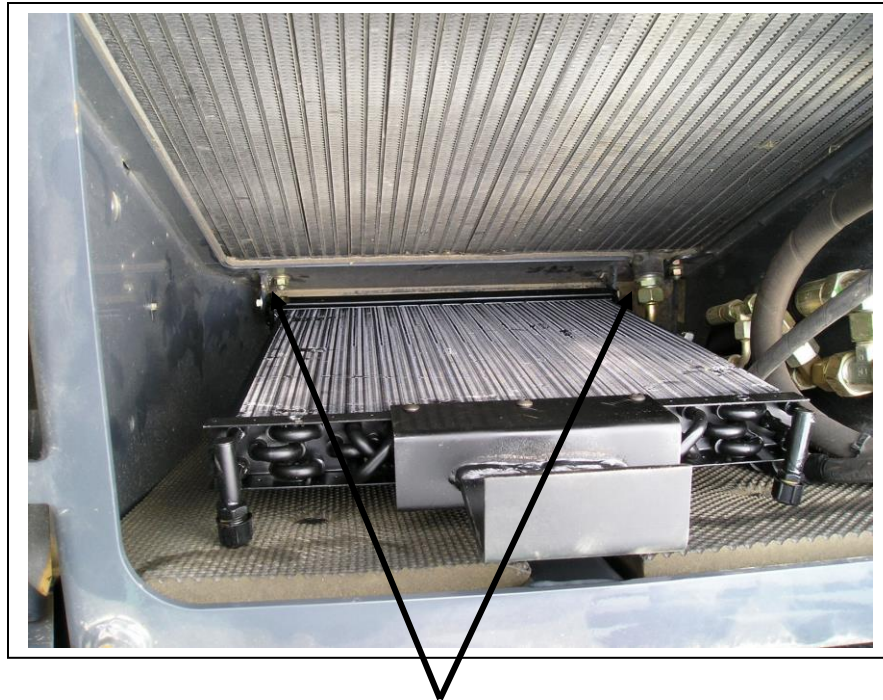
Thermostat probe installed about 5" into the coil through the hole drilled earlier. The thermostat body to be installed beside the heater controls.

Use a piece of tar tape to seal thermostat probe into coil.

CONDENSER



Bolt bottom condenser brackets to tabs on the radiator frame.



Mounting tabs on radiator frame for condenser brackets.

COMPRESSOR MOUNT



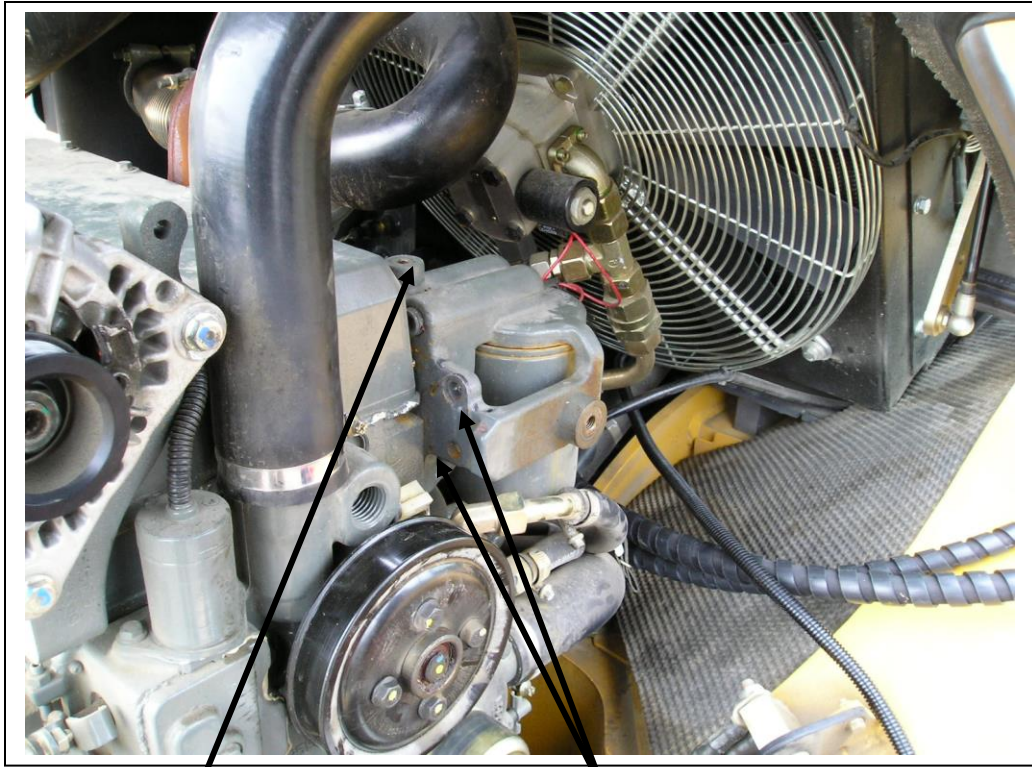
Compressor mount area.

Engine with belt guard removed.



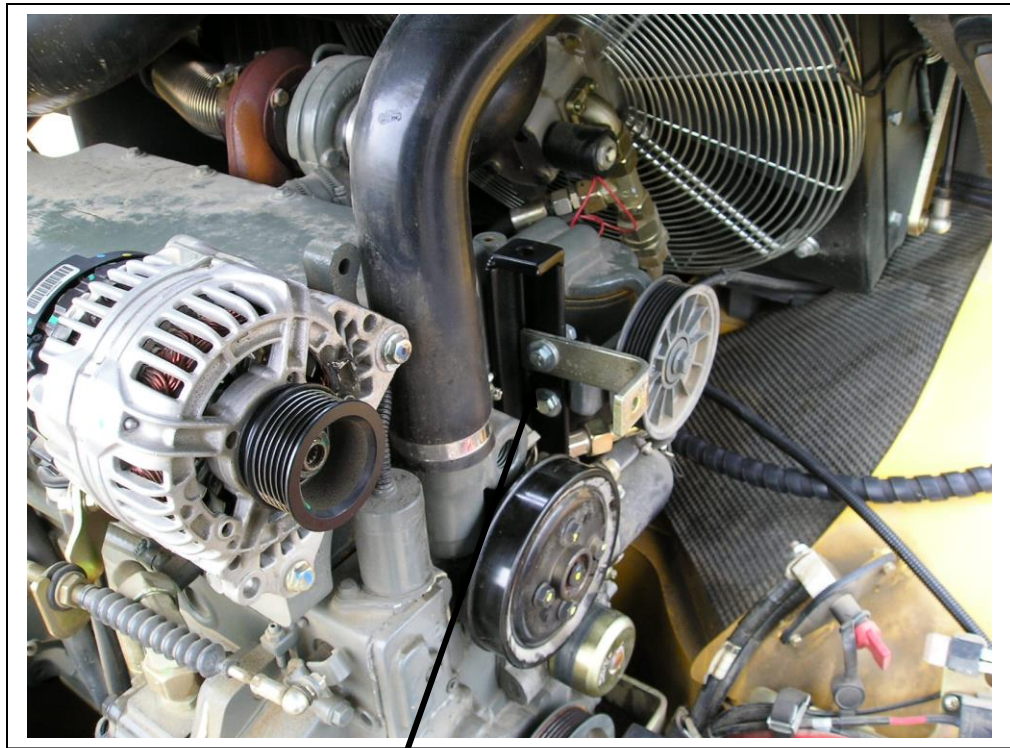
Remove original belt and retain for emergency use.

Remove this bracket for later re-installation.



Main compressor mount bolts on here with a 3/4" long spacer and some flatwashers if needed.

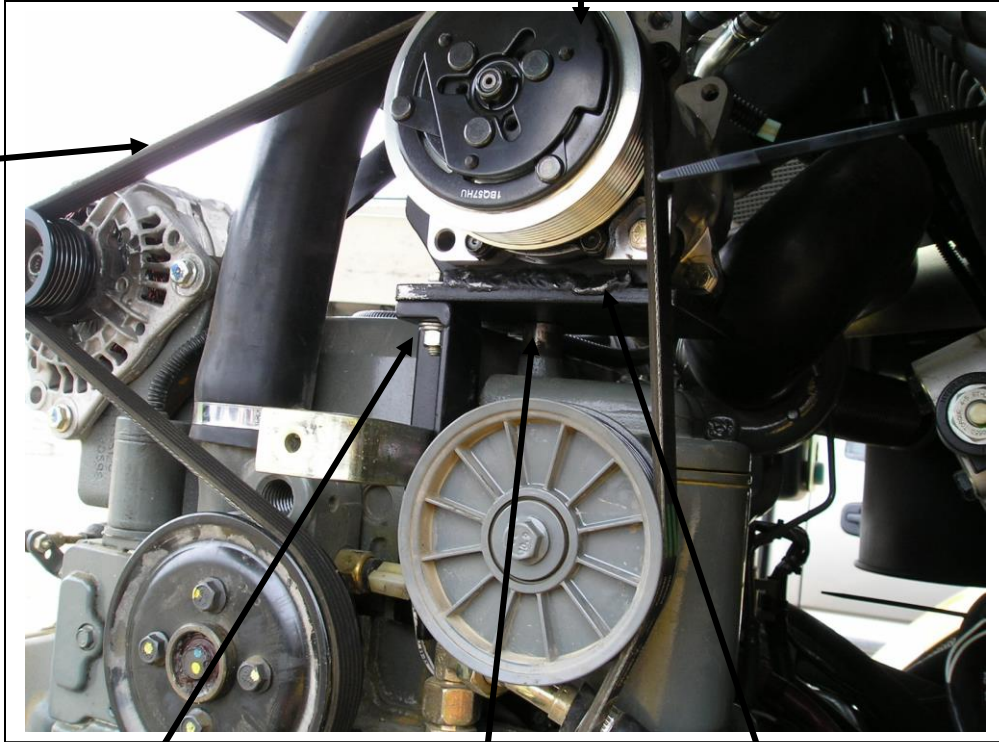
Compressor mount lower stiffener bracket bolts here with two M8 bolts.



Lower stiffener bracket loosely bolted in place.

Compressor

New drive belt

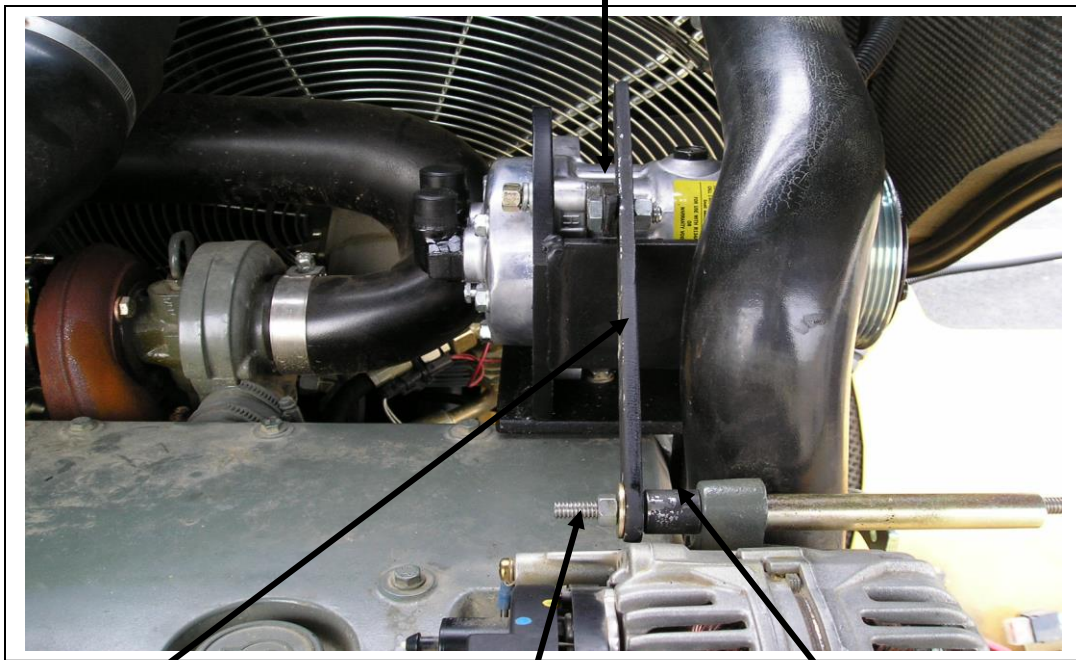


Compressor mount bracket bolted to lower stiffener bracket spacer.

Main mount spacer.

Main compressor mount bracket.

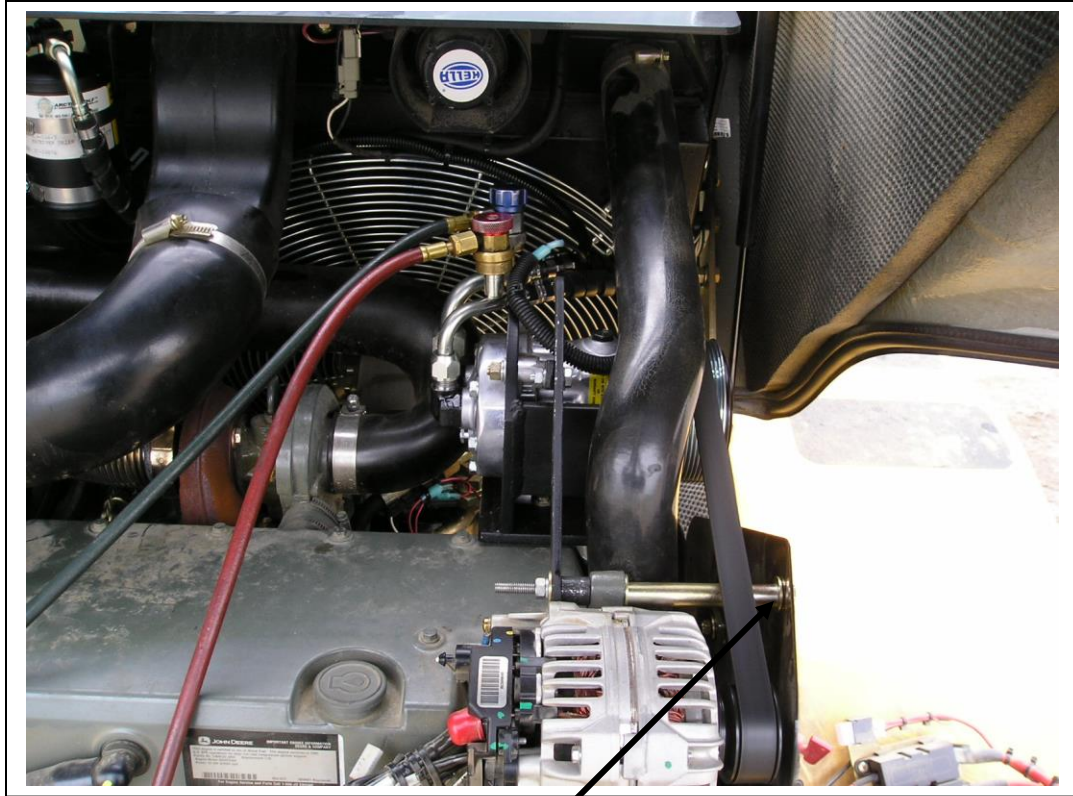
Upper compressor stiffener bracket transission piece.



Upper compressor stiffener bracket mounted on here

Long 5/16" threaded rod

1/2" spacer.

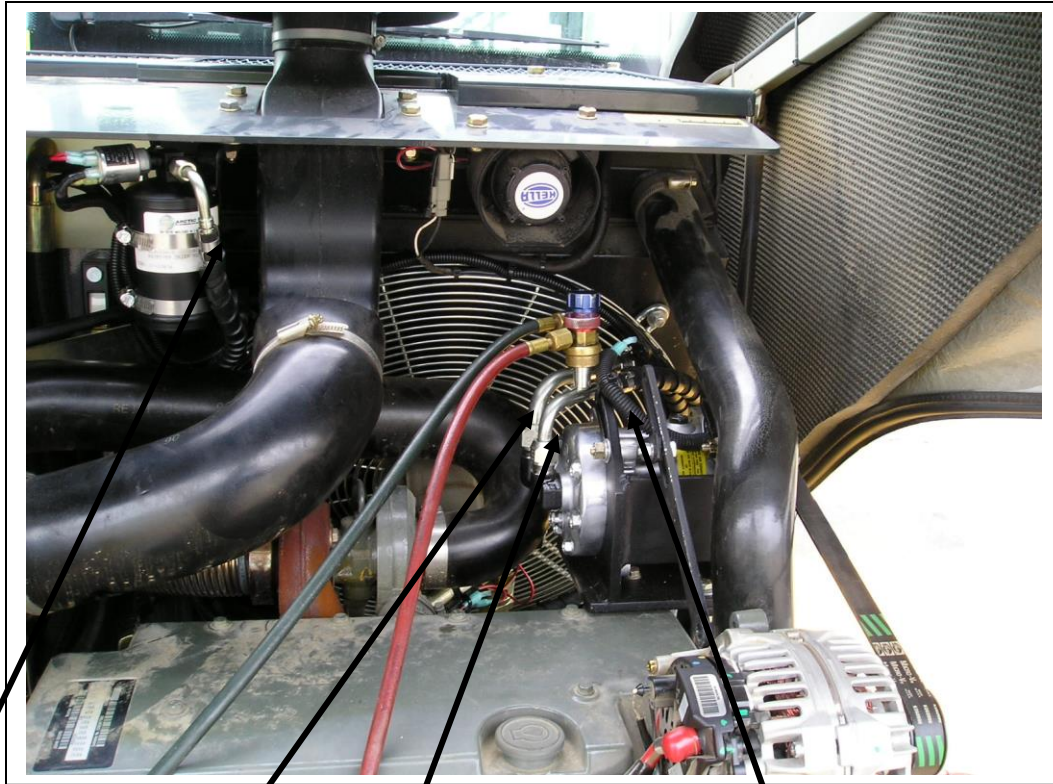


Belt shield back in place



New belt run with compressor installed.

HOSE RUNS

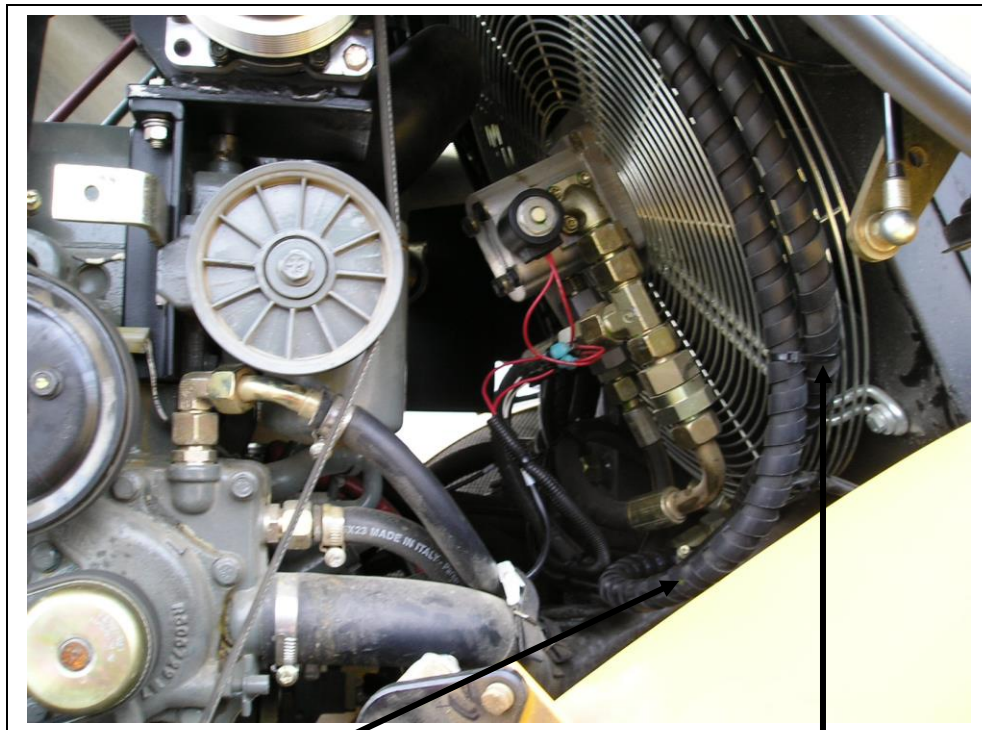


90° drier mount bracket.

1/2" hose at compressor

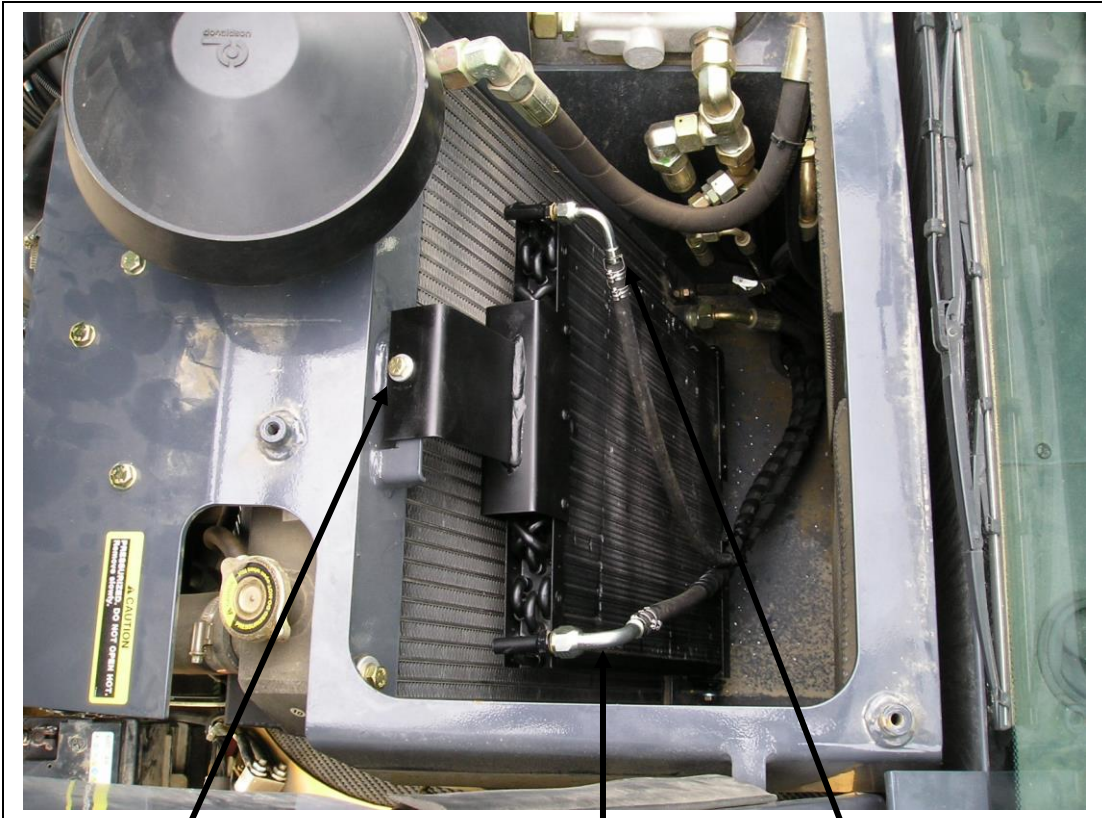
13/32" hose at compressor

Compressor clutch wire.



13/32" hose to condenser.

1/2" hose to expansion valve.



Bolt securing top condenser bracket.

13/32" hose from compressor.

5/16" hose to drier inlet

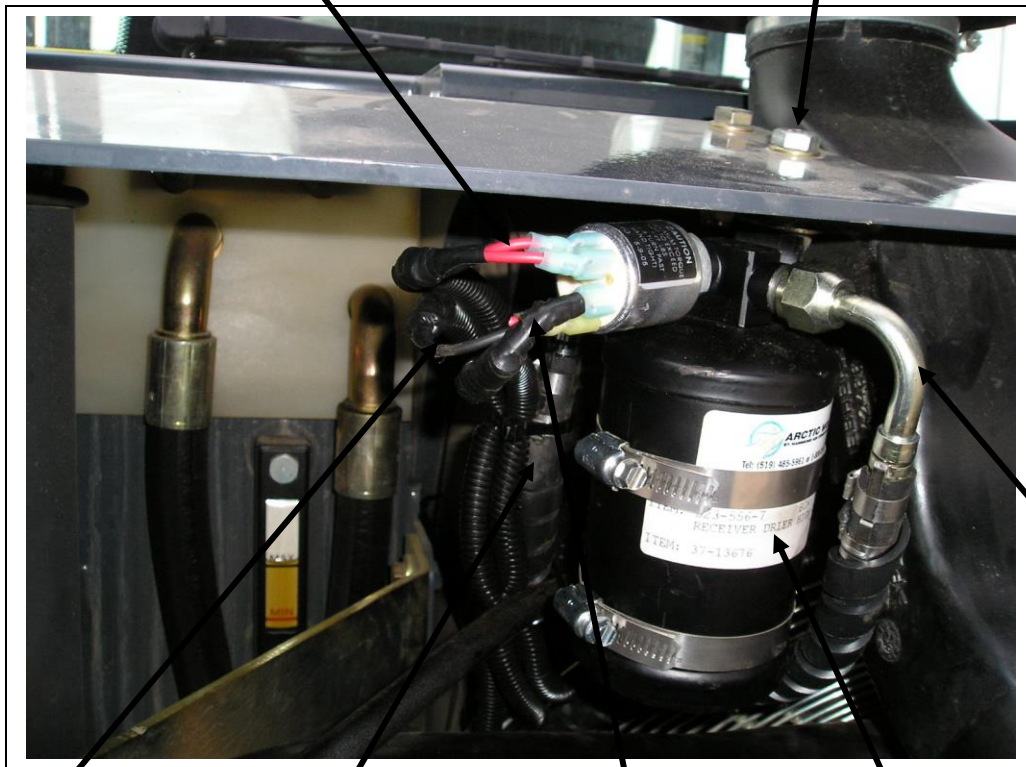
ELECTRICAL

Thermostat location.



Two red wires running from the trinary switch to the hydraulic fan control solenoid.

90° drier bracket mounts off this bolt.



Clutch wire from thermostat.

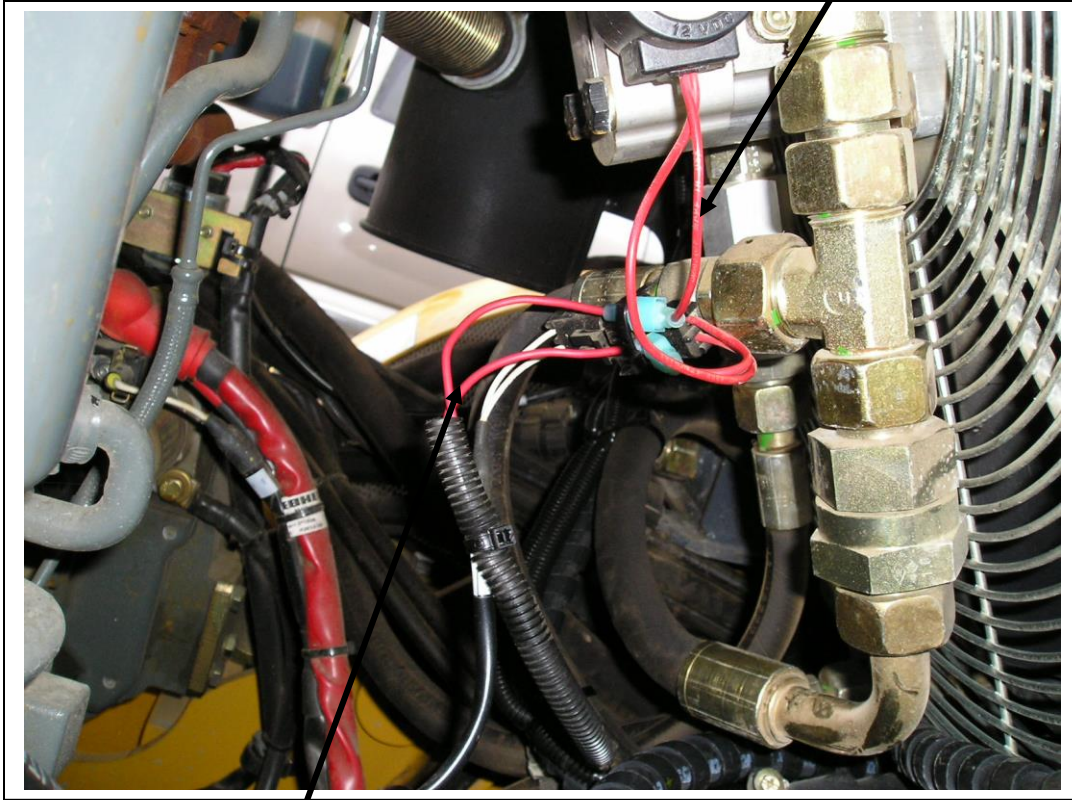
5/16" hose from condenser.

Clutch wire to compressor

Receiver drier

5/16" hose to expansion valve.

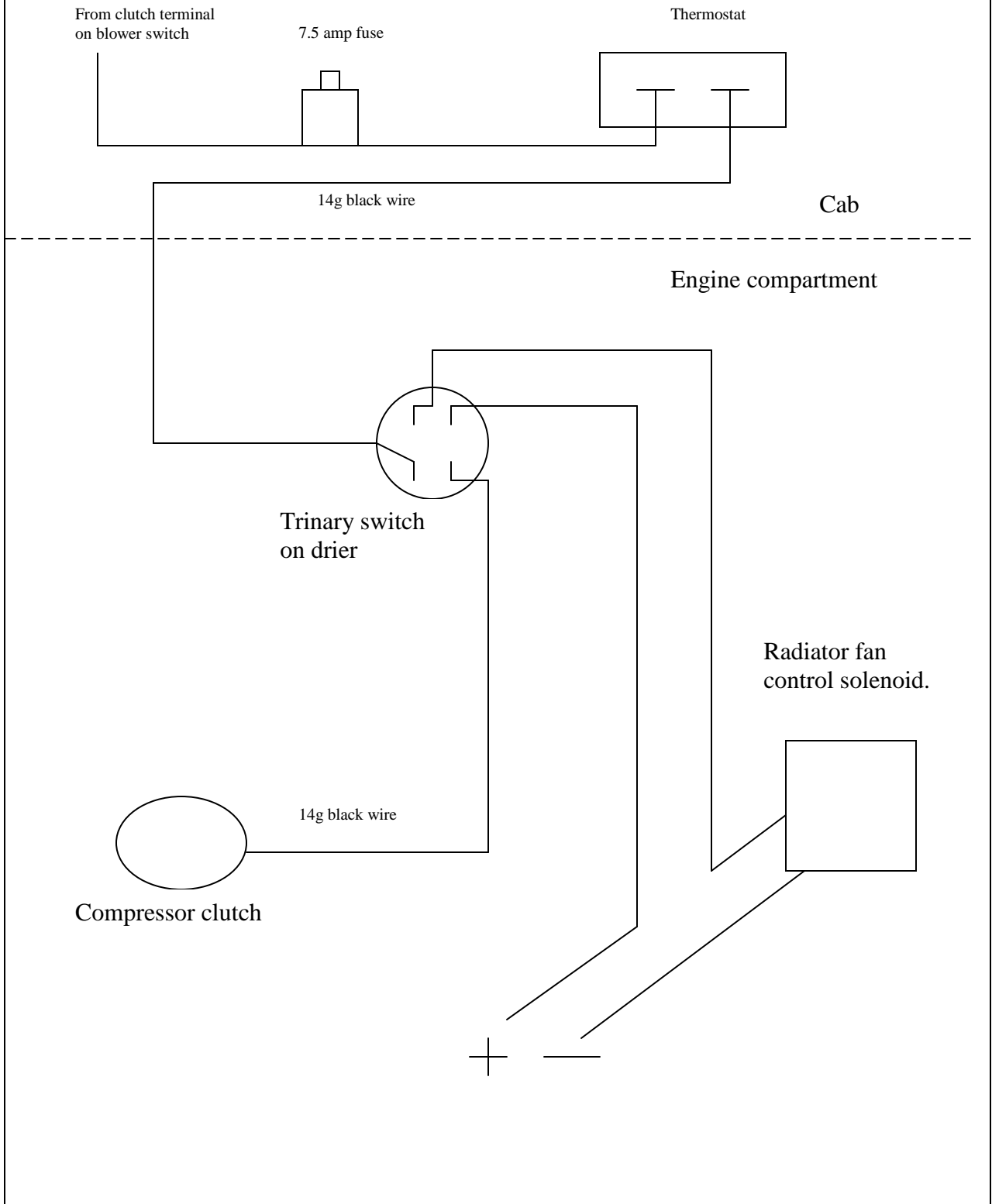
Power supply wire for the fan solenoid
now runs through the trinary switch.



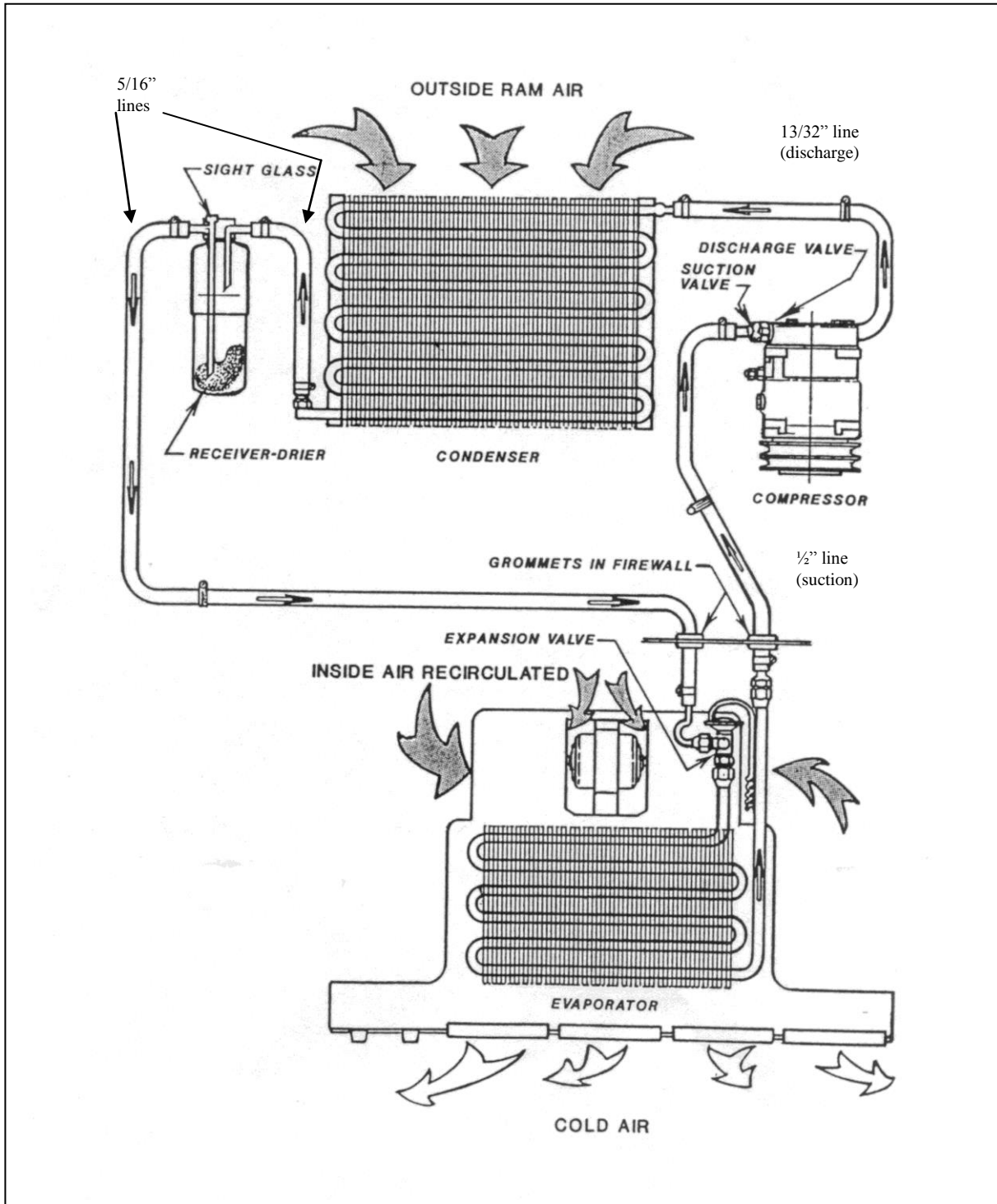
Two red wired from trinary switch

The trinary switch will engage the hydraulic radiator fan if the pressure in the A/C system calls for it to be on.

244J/304J ELECTRICAL



Refrigerant Flow Pattern in a Standard Air Conditioning System



Thermostat Setting Procedures

- 1) Thermostat types
 - a) preset
 - b) adjustable
 - a) A preset thermostat is adjusted to its specific cut in and cut out temperatures when manufactured and does not have a rotary adjustment for the operator.
 - b) An adjustable or rotary thermostat has been manufactured to a predetermined cut in and cut out temperatures, but it is also operator adjustable to achieve the desired comfort level.

Both types of thermostats can have their factory settings adjusted by turning the setting screws on the body of the thermostat. One body type has the setting screws mounted externally and labeled for direction of rotation. The other body type requires the removal of the plastic end plate to expose the set screw.

- 2) Thermostat probe location: The location of the thermostat probe in an evaporator coil can be very important to achieve the maximum cooling potential of the coil while also preventing coil freeze-up. There is no set location for the thermostat probe to be put that will be optimum for all systems, but several rules of thumb may be followed:
 - a) Insert the probe in the coldest area of the evaporator coil.
 - b) Insert the probe from the top of the coil down, if possible.
 - c) Make sure that at least the last 3" of the thermostat probe are in the coil.

To find the most likely area where the coil is the coldest, consider these factors:

- 1) Direction of air flow through the coil.
 - 2) The coil area likely to have the lowest air flow.
 - 3) The inlet locations of the refrigerant into the coil.
 - 4) The inlet of the hotter outside air into the coil area.
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- 1) Usually the coldest side of the evaporator coil will be the air outlet side. Often the thermostat probe can be inserted between the last and second last row of tubes.
 - 2) The lower air flow area of the evaporator coil in most systems tends to be near either end of the coil. These areas will be colder
 - 3) The area of the coil that the refrigerant inlet tube(s) occupy should be the coldest part of the coil.
 - 4) If the system is equipped with an outside air intake, where and how that air is brought into the evaporator area can have a large effect on the coil temperature. If all the outside air is piped into the evaporator in one area, that area will be considerably warmer in hot weather.

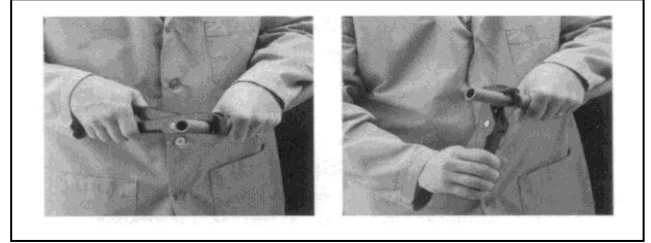
By looking at all these different factors, the area of an evaporator coil most likely to be the coldest can be determined.

Once the probe is inserted, the A/C system needs to be tested. Run the system to ensure that the thermostat is cycling the compressor off at the appropriate temperature. A core temperature ranging between 25° and 30° F should cause the thermostat to cycle off. The air temperature at the vent outlet closest to the evaporator coil should be between 38° F and 45° F when the compressor cycles off.

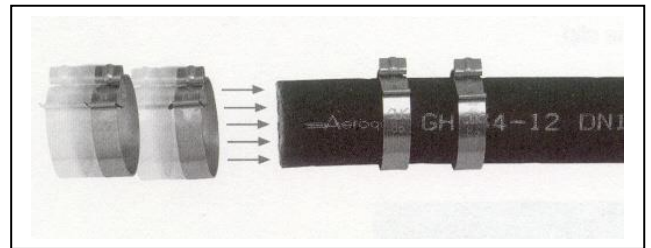
If the thermostat doesn't cycle off after a reasonable cool down period, and the air outlet temperature has dropped below 40° F, the cut in and cut out settings should be adjusted until the compressor is cycling on and off regularly. Let the system run for a decent time period (at least 15 min) and then check the evaporator coil for any signs of freezing.

Aeroquip E-Z Clip Assembly Instructions

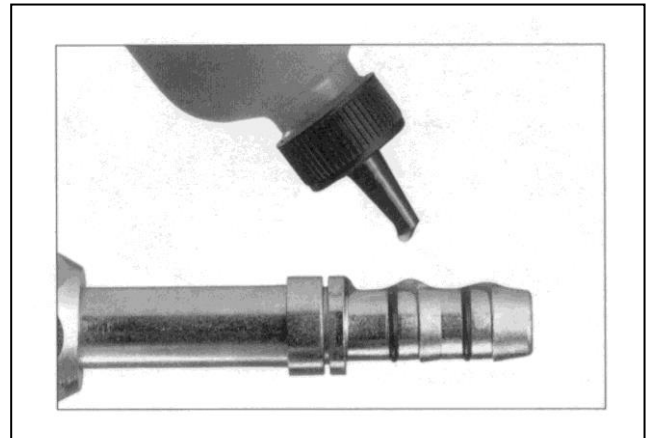
Step 1. Cut the hose to proper length with an appropriate cutting tool. Aeroquip's hand held hose cutter has been specially designed for cutting all non-wire reinforced hose, such as GH-134 Multi-Refrigerant hose. Be sure the cut is made square to the hose length.



Step 2. Install two proper-sized clips onto the cut end of the hose. Orientation of the clips does not affect the performance of the connection. However, for ease of assembly, both clips should have the same orientation. NOTE: Failure to slide the clips over the hose at this time will require the clips to be stretched over the hose or fitting later. This may permanently damage the clip.



Step 3. Lubricate the nipple with a generous amount of the refrigeration or A/C system's compressor lubricating oil. This MUST be done to lower the force of nipple insertion.

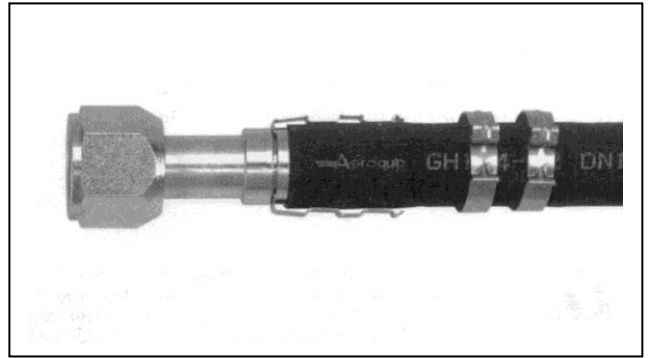


Step 4. Insert the nipple into the hose. To ensure that the nipple is fully inserted, check the gap between the cut end of the hose and the shoulder on the nipple. Care should be taken to avoid kinking or other damage to the hose during nipple insertion. NOTE: Be sure to wipe excess oil from the nipple and hose.

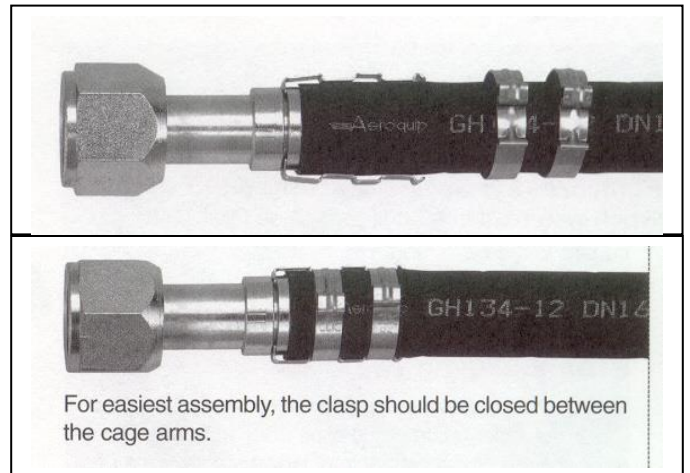


Step 5. Snap the cage into the groove on the nipple. The arms should extend over the hose length. When the cage has been correctly installed in the cage groove, the cage will be able to rotate in the groove. This step **MUST** be performed to ensure:

1. The clips will be located over the O-rings on the nipple.
2. The connection will be compatible with the connection's pressure rating.



Step 6. Slide the clips over the cage arms and into the channels on each arm.



Step 7. Use the pliers to close the clips. The pliers should be positioned squarely on the clip connection points and should remain square during the closing of the clip.

NOTICE: E-Z Clip components should not be reused.

