

**JCB TLT35D  
TELETRUCK  
INSTALLATION INSTRUCTIONS**



PHONE: (519)485-5961 OR 1-800-267-2665  
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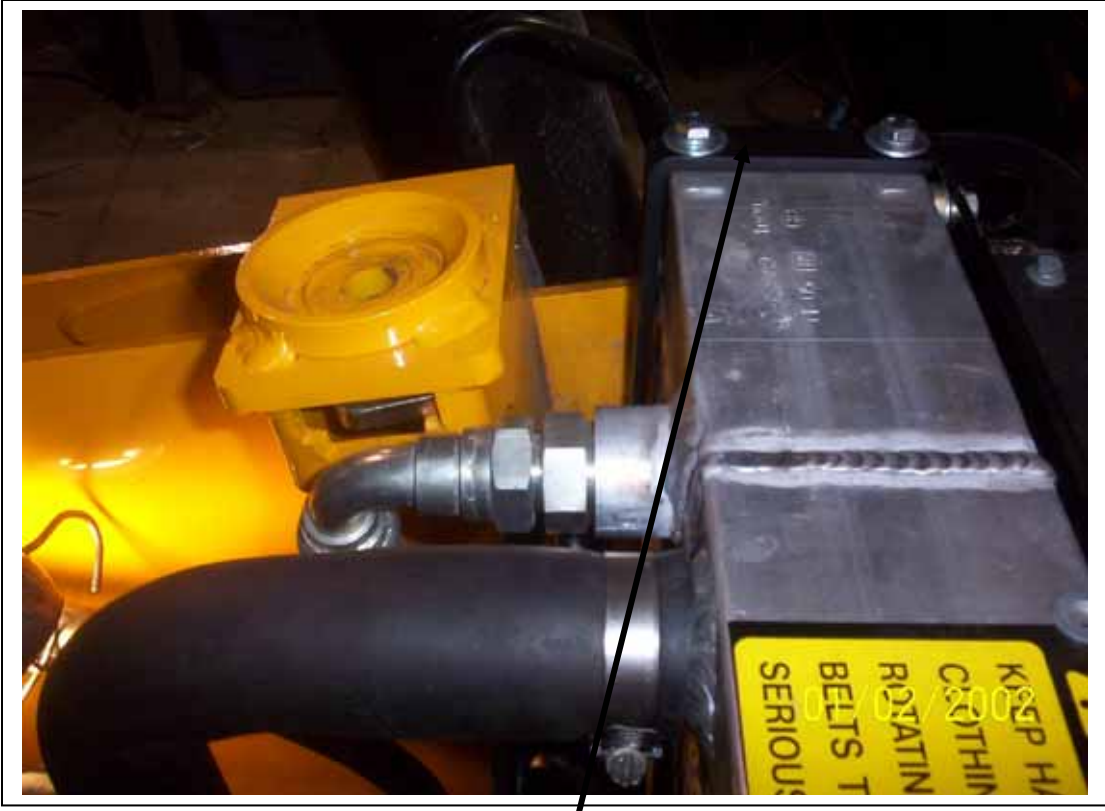
## CONDENSER

With the cab tilted forward, the condenser will be installed next to the radiator. The hydraulic cooling fan will pull air across the condenser then through the rad.

Lower radiator  
mount points



Remove the two nuts and washers at the lower radiator mount points. Install bracket as shown over the two studs and re-install washer and nuts and tighten.



Install right hand upper condenser bracket as shown with hardware provided in kit.



Left hand upper condenser bracket.



Condenser installed. Mount coil to lower brackets and secure with ¼" hardware provided. The cross bracket at top of condenser bolts to the two upper mount brackets from the radiator.

## PULLEY



Add on pulley installed on crank with three 12MM provided in kit.

## COMPRESSOR AND MOUNT

Cut the tie wraps from the heater hose and remove the small bracket that holds the hose. Install bracket as shown with hardware provided. RE-install the small hose bracket over mount bracket.



Install this part of the mount with two 8MM bolts



Two 8mm bolts to valve cover.

Three 3/8" bolts to first bracket installed.

Install compressor bracket as shown using the hardware provided. Do not tighten any of these bolts until compressor alignment to pulley is satisfactory.



Compressor tightener  
bracket.

Compressor

Install compressor and tightener bracket as shown.  
Install belt and tighten.  
Tighten all bolts

## RECIEVER DRIER

The drier bracket and spacer are installed by removing one (6mm) bolt near the hydraulic fill and installing the 90° bracket.



Drier bracket

Secure the drier to the bracket as shown with two #48 gear clamps.



Receiver drier

Drier bracket.



## EVAPORATOR

The evaporator box mounts on the double large behind the seat.  
Set the box onto the ledge between the two large holes for the cab mounts.  
Mark the four points where the mounting bolts will fasten the evaporator box.



Mounting point. (One of four.)

Evap box



Drill a 3/8" holes at the four mounting points.



Install the 1/4" clinch nuts provided in the kit.



Set the evaporator loosely in place and install the two fittings to the expansion valve. Mark the area in the small pencil box where to drill the holes for the hoses.



Drill two 1 1/4" holes with a hole saw.



Grommets installed on 1 1/4" holes.



Evaporator mounted in place.

Rear mounting point.



Right side mounting points

## HOSE RUNS

Wrap each hose with omniwrap provided in kit.



2<sup>nd</sup> drain tube

A/C lines

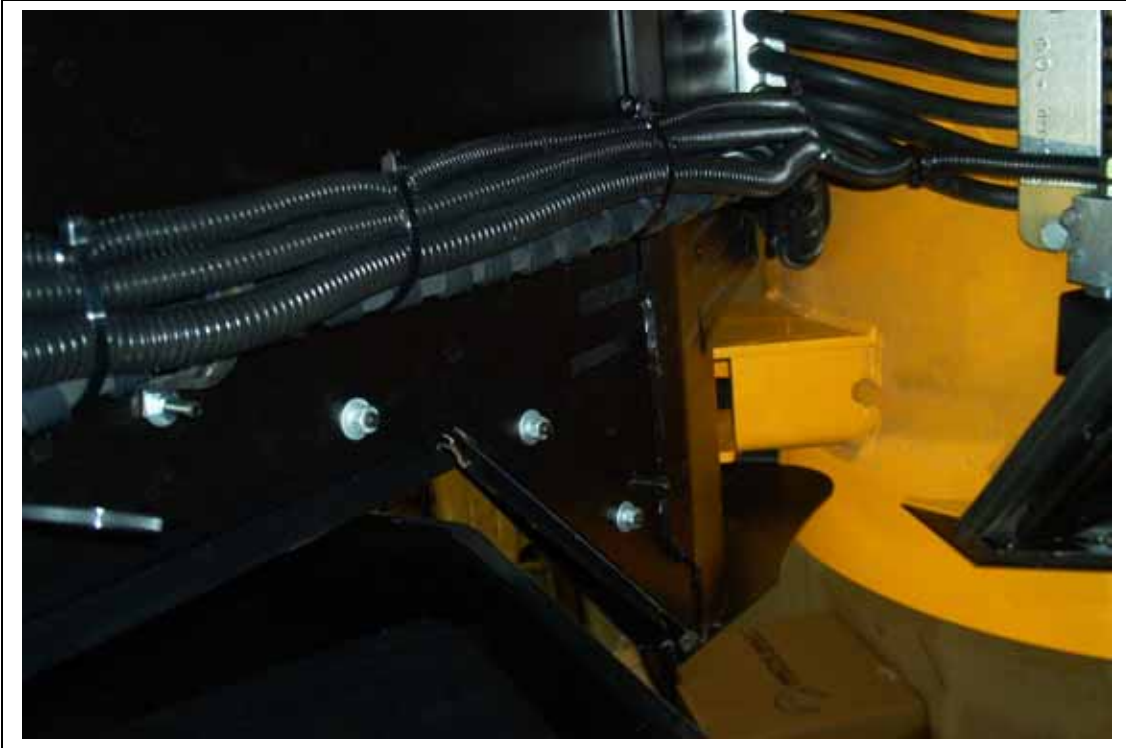
Additional 9/16" hole drilled for drain tube.



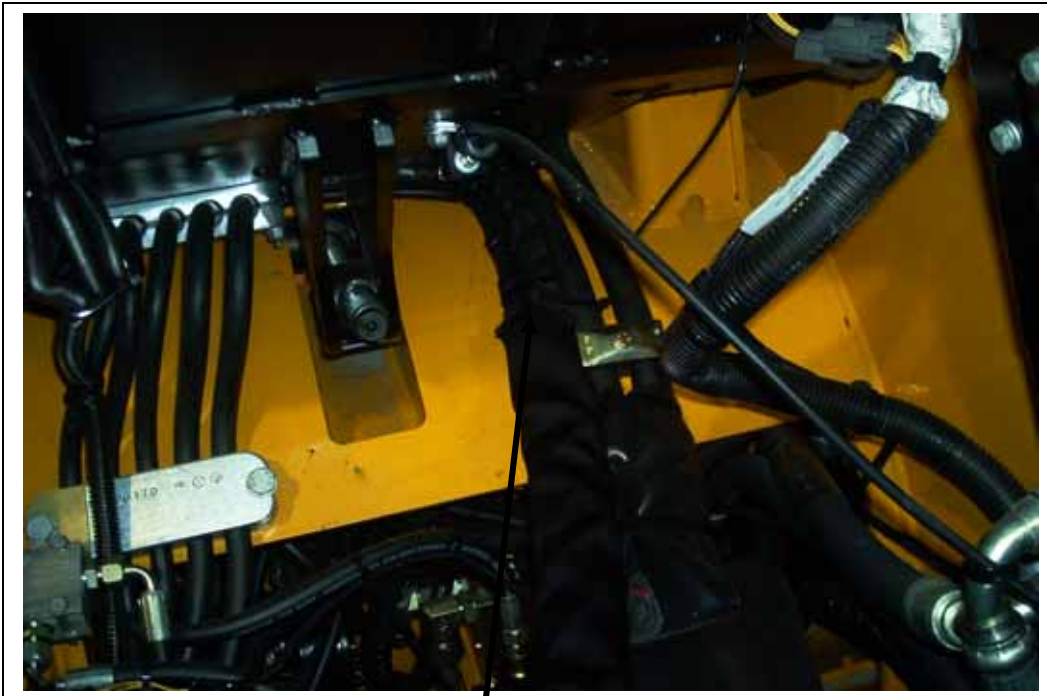
Hoses from evap box along with drain tube and electrical all tied together and fastened securely to the underside of the cab.

Hose clamp.

Drain tubes end here. Ensure drain tube restrictors are installed in the ends of the tubes.



Hoses and electrical run around cab lift to prevent pinching of hoses.



Hose sleeve in this area similar to heater hoses.



Hoses inside protective sleeve.

Hoses separate here. #10 to compressor and #6 to receiver drier.





#6 hose out to expansion valve.

#6 line in from condenser.



1/2" hose to the expansion valve

13/32" hose to the condenser.

#6 hose at top of condenser



13/32" hose to the condenser and the 5/16" hose from the condenser drop down below the engine and tide along side of the condenser and bracket.

ELECTRICAL



Remove cup holder and screws securing the switch panel



Remove the black plastic covers from the console to mount the switches. (Switches shown already in place)



Drill a 5/8" hole in the center of the cover for the A/C push button.



Drill a 7/16" holes for the blower switch and remove the tabs.

NOTE: the blower switch must be assembled to black plastic cover after the cover is replaced in the console.



Blower switch mounted on console

A/C push button.



Drain tube.

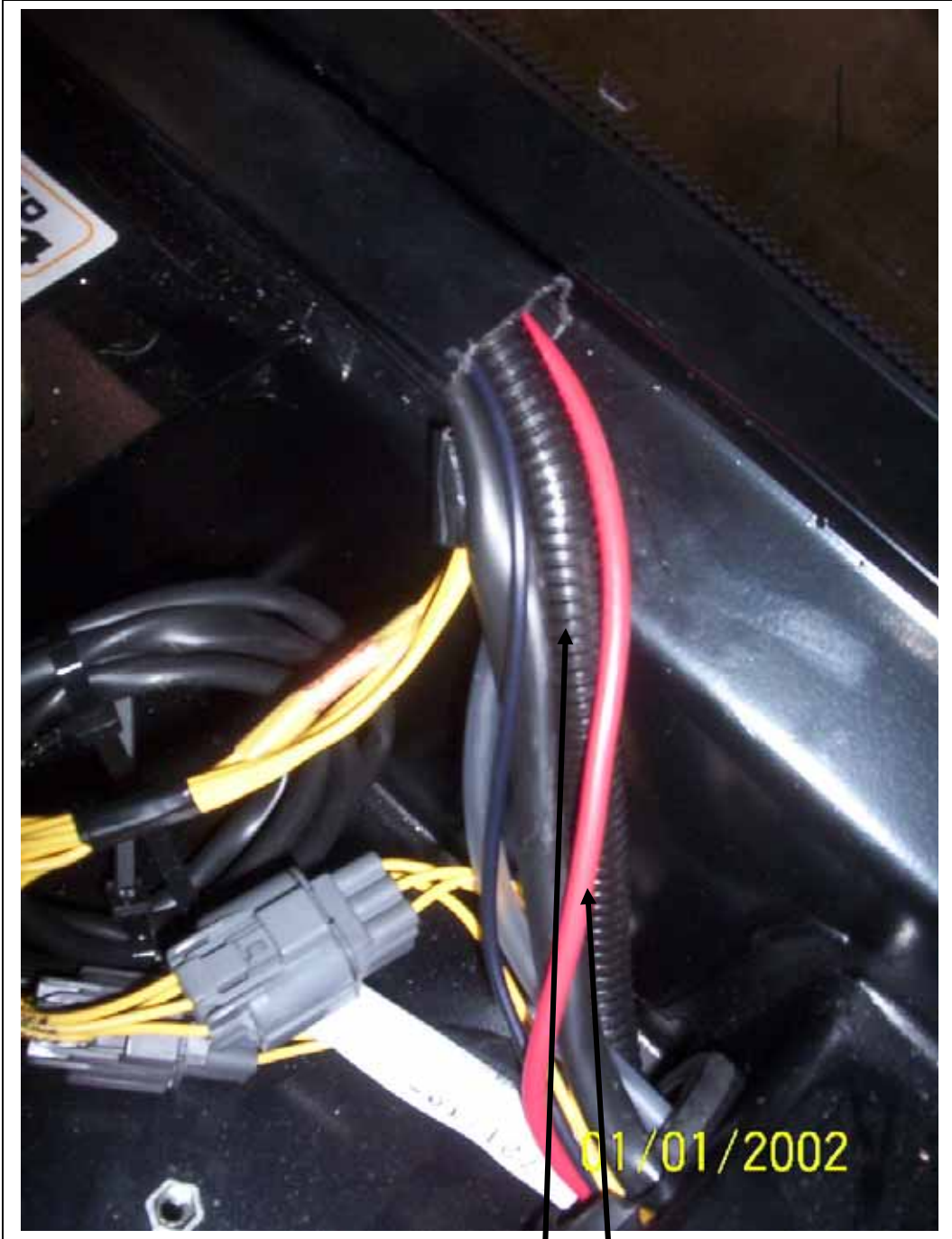
14ga white wire out with hoses to clutch.



Remove cup holder to access wiring.



Open plastic cover to run fan wires.



Power and fan wire running to switches on console.



OEM wiring going to console. A/C wiring will follow the same path.

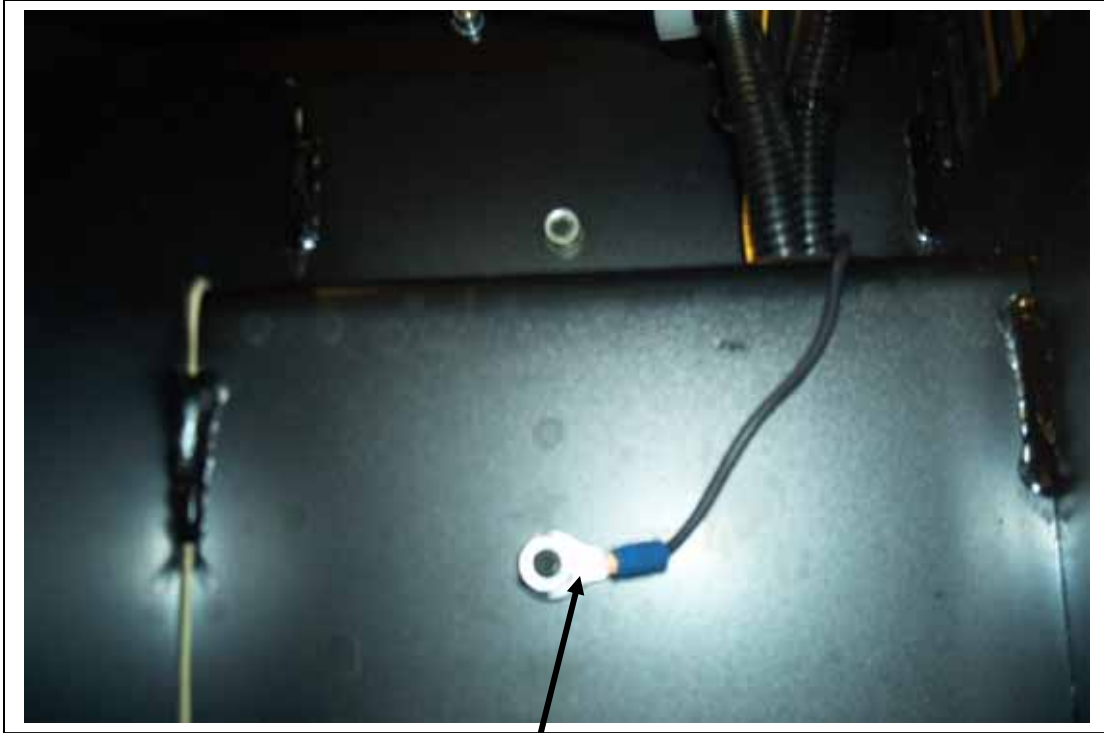


Blower wires  
out existing  
hole.

Blower wire  
back in with  
other wiring  
harness.



12ga red power wire from relay  
inside engine compartment.



Ground from blower motors in the evaporator box.

The ground wire runs out to the engine compartment with the evap wires and grounds to a cab stud.



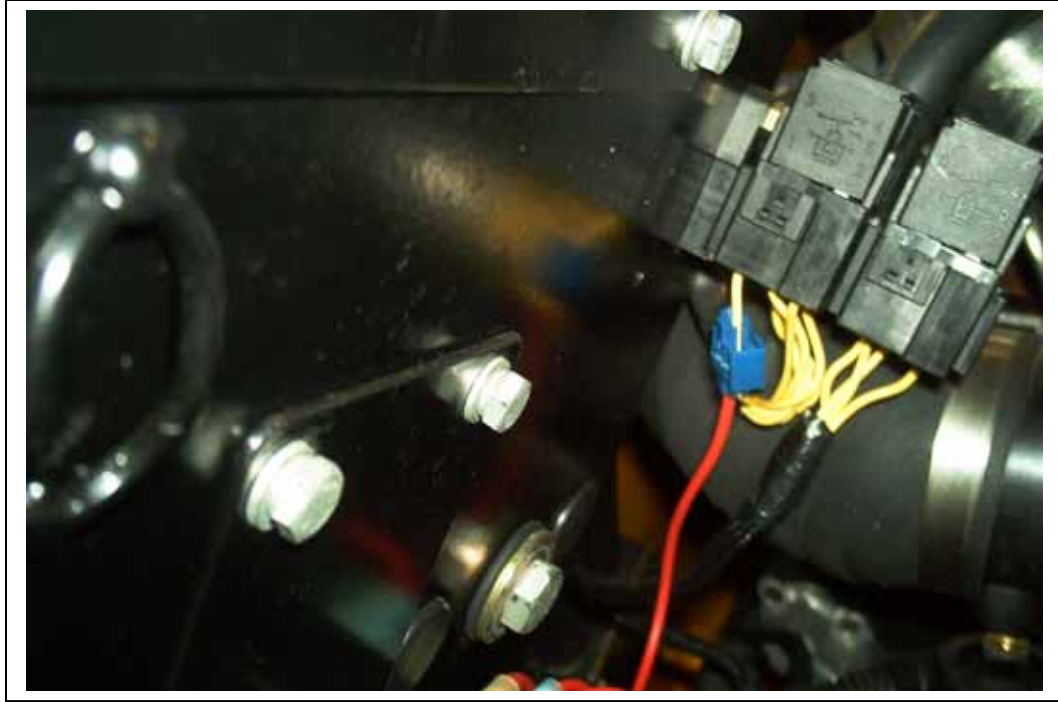


14ga white clutch wire out with hoses to engine compartment.

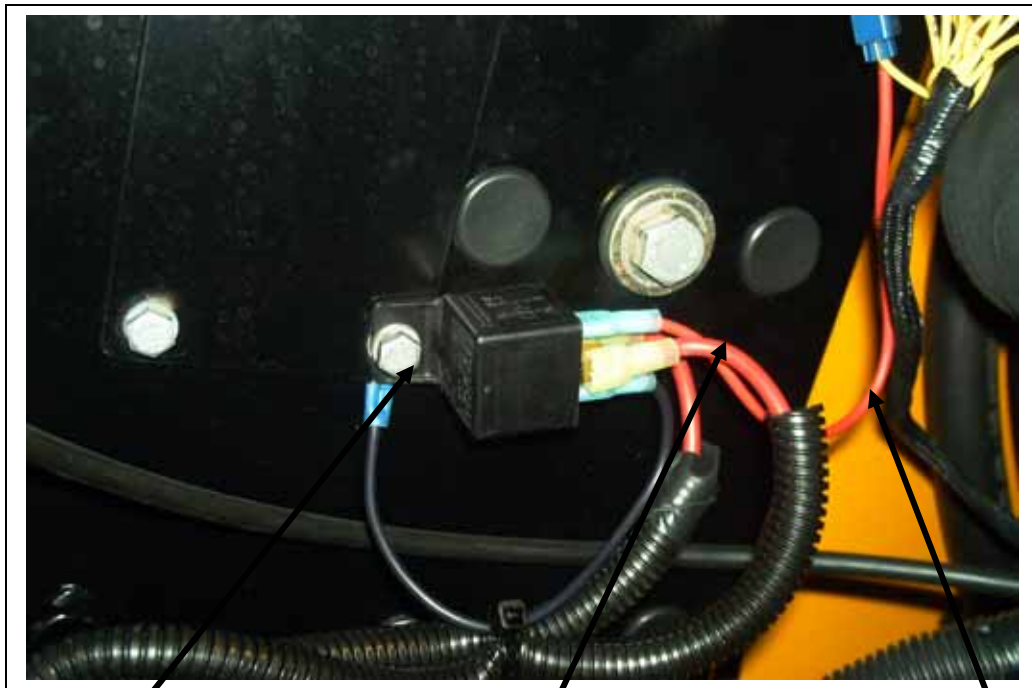
12ga power wire



Hoses and wiring running from cab to engine compartment.



Ignition live source from relays in engine compartment.

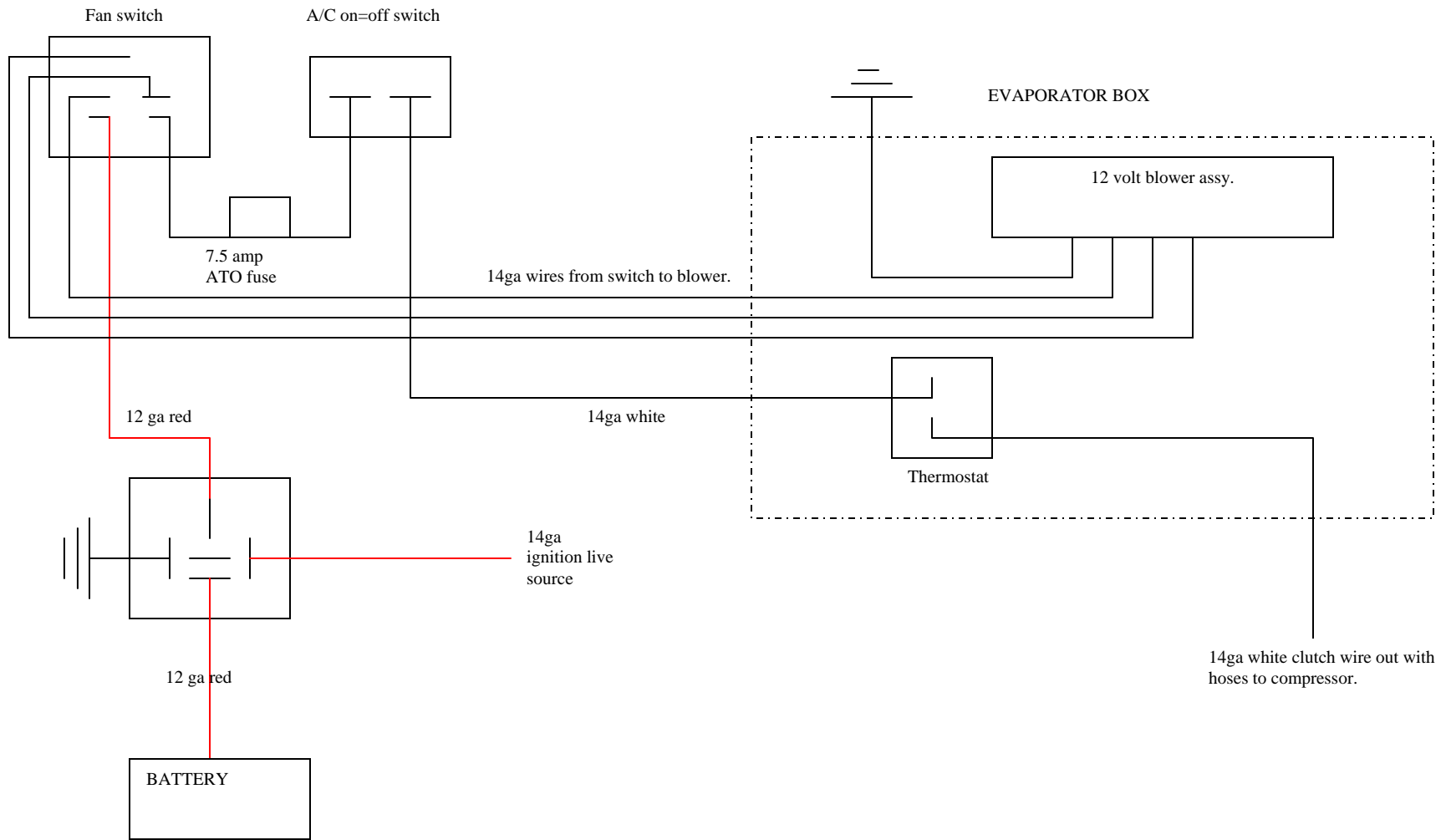


Relay mounts with existing hardware beside existing relays.

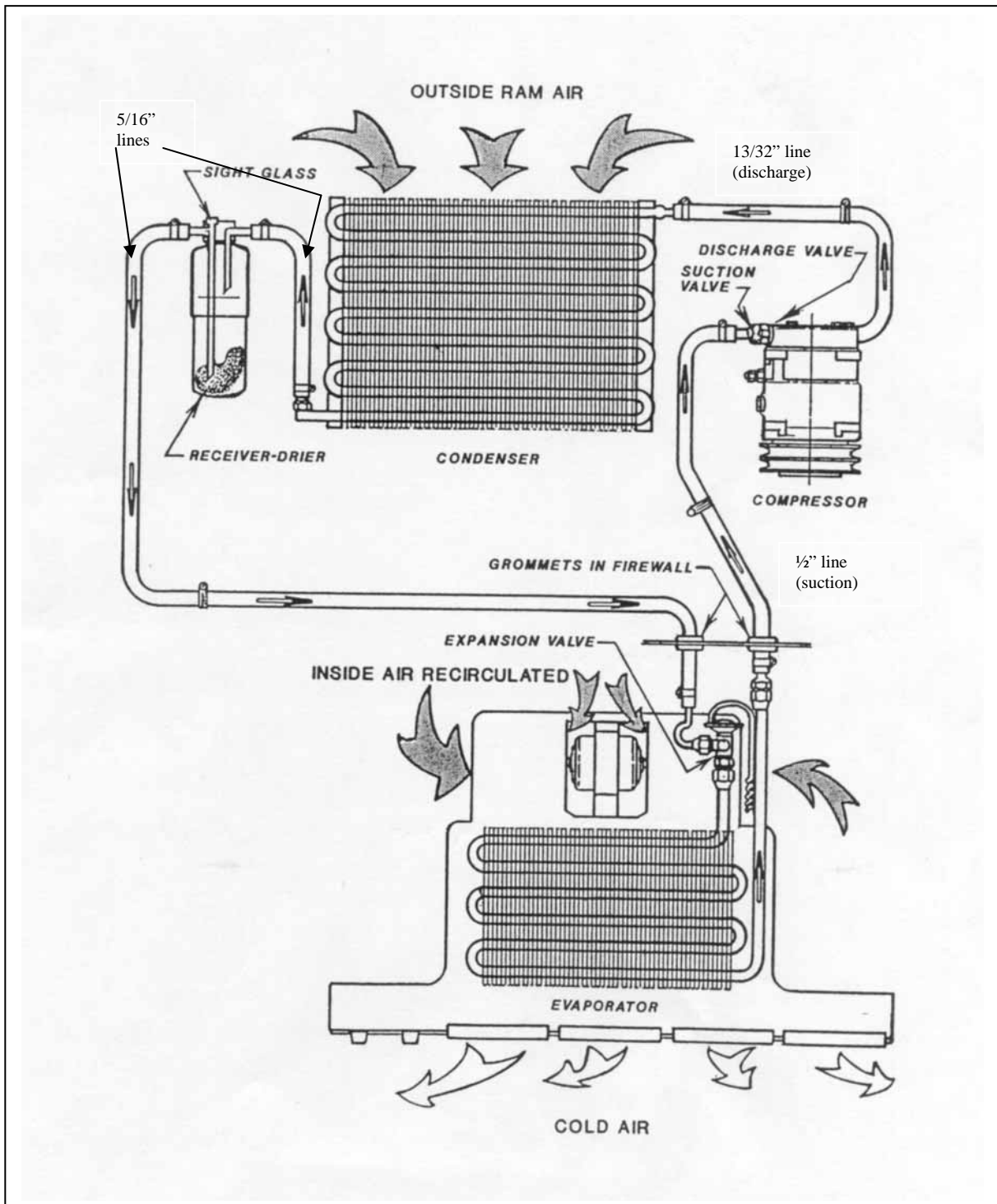
Main power from battery.

Ignition live from factory relay.

# TLT35D WIRING



## 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.
- 
- 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.

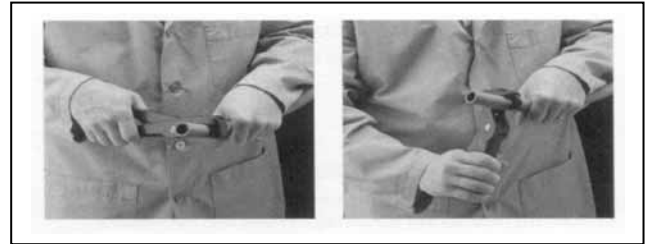
Once the probe is inserted, the A/C system needs to be tested. Run the system to ensure that the thermostat is cycling the compressor off at the appropriate temperature. A core temperature ranging between 25° and 30° F should cause the thermostat to cycle off. The air temperature at the vent outlet closest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

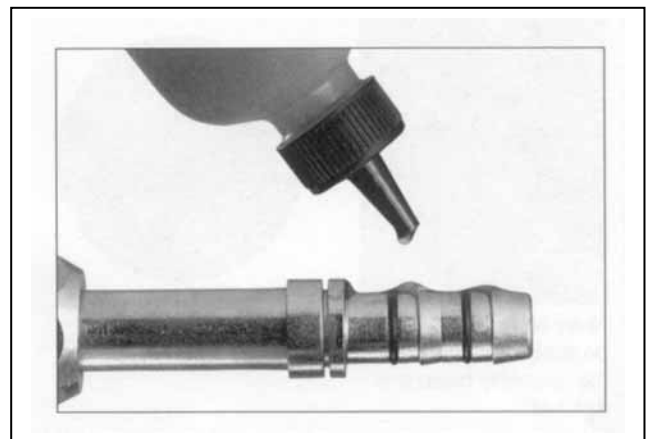
Step 1. Cut the hose to proper length with an appropriate cutting tool. Aeroquip's hand held hose cutter has been specially designed for cutting all non-wire reinforced hose, such as GH-134 Multi-Refrigerant hose. Be sure the cut is made square to the hose length.



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.



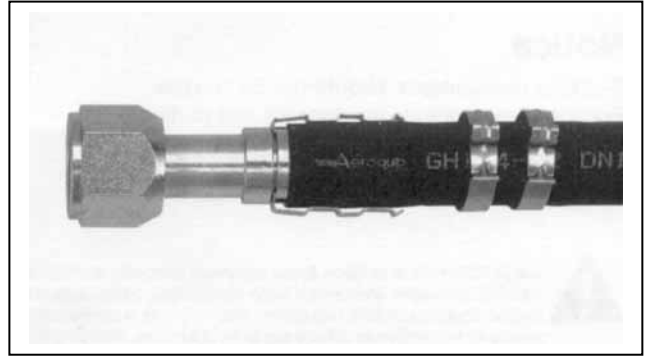
Step 4. Insert the nipple into the hose. To ensure that the nipple is fully inserted, check the gap between the cut end of the hose and the shoulder on the nipple. Care should be taken to avoid kinking or other damage to the hose during nipple insertion. NOTE: Be sure to wipe excess oil from the nipple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

