

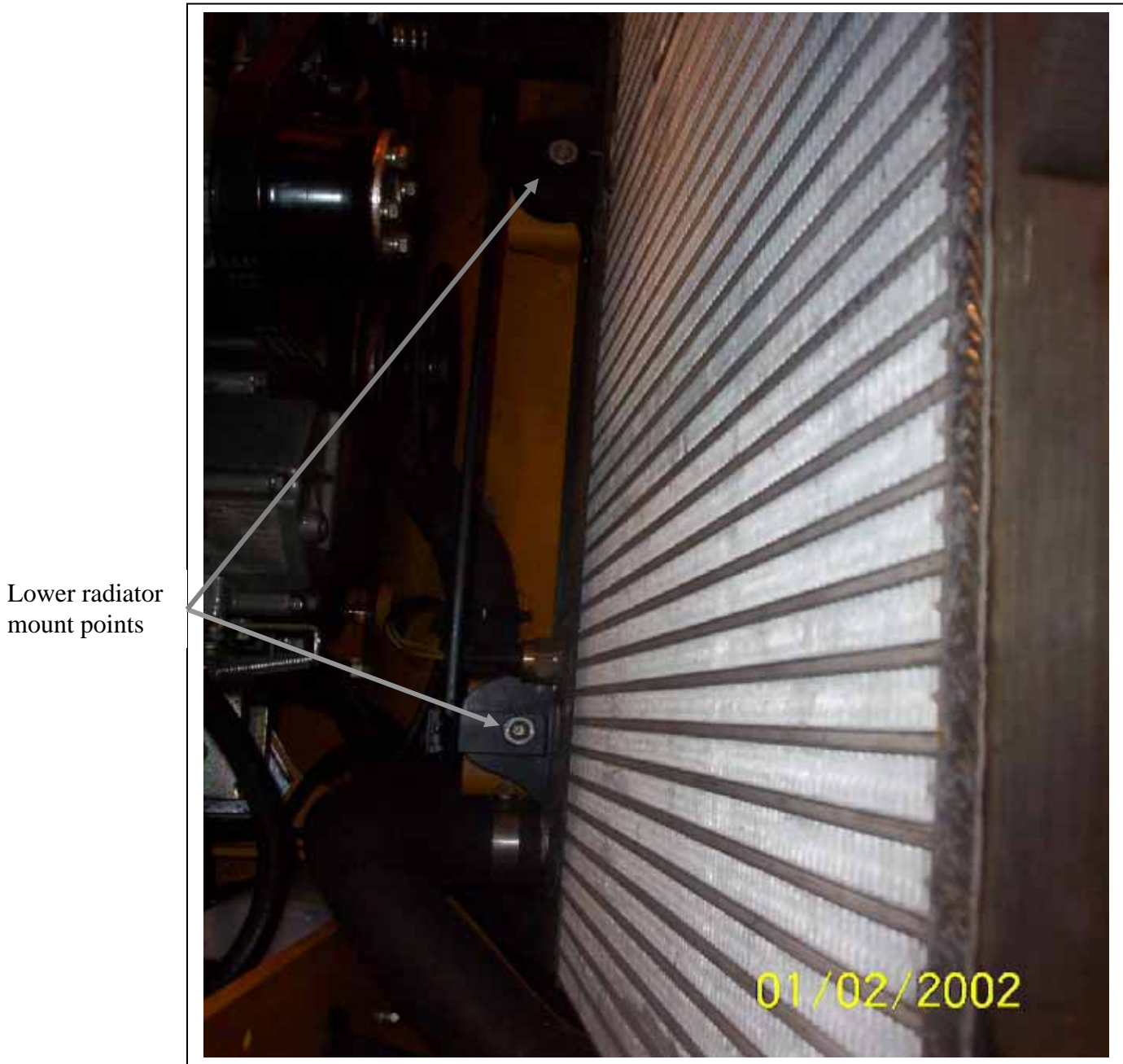
**JCB TLT35D TIER III
TELETRUCK
INSTALLATION INSTRUCTIONS**



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

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.



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 1/4" hardware provided. The cross bracket at top of condenser bolts to the two upper mount brackets from the radiator.



EVAPORATOR



Remove the plastic from front of equipment and raise the cab with the crank. Lower some of the insulation pack from underneath the ledge in front of the back window. Some drilling required into the ledge. Then lower again so the evaporator can be installed in the cab on the ledge.



Remove the rubber mat from the ledge and set the drilling template as shown. Make the 8 spot to be drilled and remove template.



Drill the four outside holes (only 2 seen here) to 3/8" for the 1/4" clinch nuts used to secure the evaporator.

Drill two 7/8" holes for the drain tubes.

Drill and hole saw two 1 1/4" holes for the hoses and electrical.



Install 4 clinch nuts. If you don't have a clinch nut gun then you can bolt and nut the evaporator box in place. (cut rubber mat 1st.)



Cut rubber mat as shown prior to installing the evaporator box.



Set the evaporator into place and fasten with the 1/4" hardware provided.
NOTE: Be sure the white wire for the compressor lowers through the hole for the hoses.
Tighten bolts



Fasten the ground wire at the box foot.

COMPRESSOR

Lift the cab open again exposing the engine. The compressor mount is installed by reaching over the engine and lower front.



The add on pulley is installed with the same crank shaft bolt behind the existing pulley.
NOTE: Remove and discard the small spacer ring.

Three 10MM bolts used to secure the compressor mount to the front of the engine.



Mount shown in place.



Install the compressor onto the lower lug of the compressor mount bracket. Install the belt and the two tightener brackets as shown in the picture. The brackets slide at the upper lug of the bracket. Tighten and align the belt and the tighten all hardware.



RECIEVER DRIER



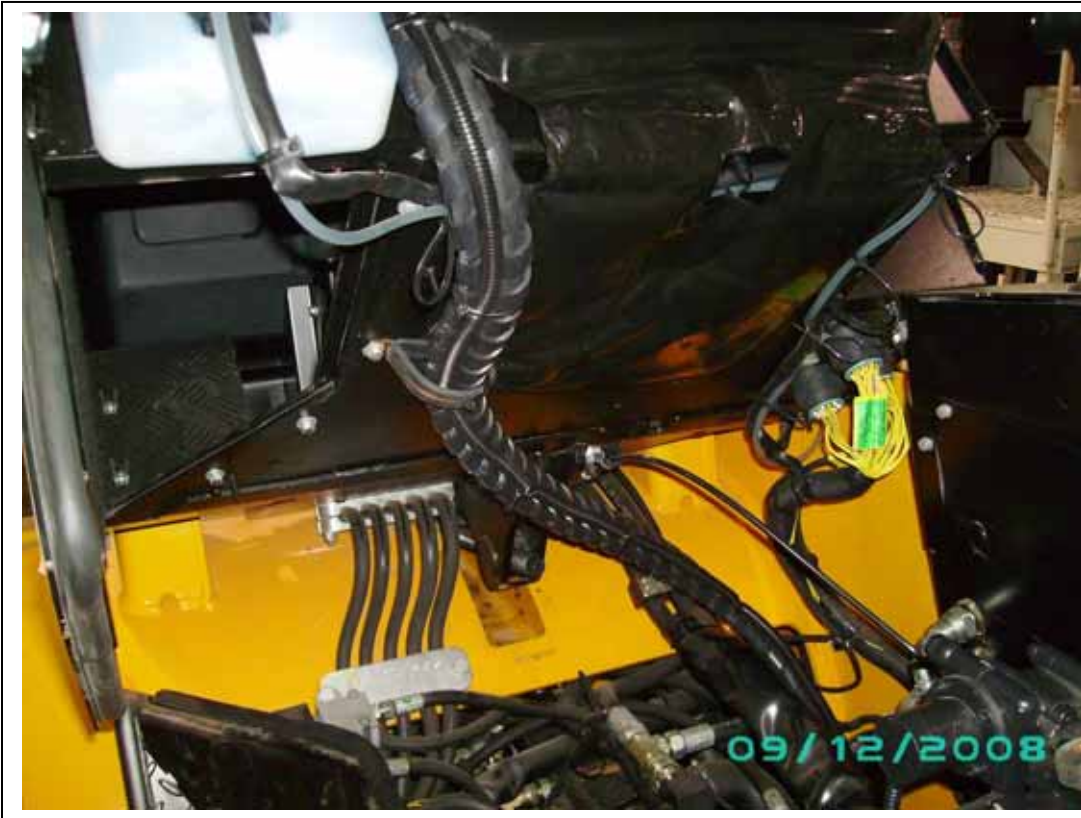
Remove this bolt to install drier bracket.



Drier and bracket installed. Connect the hose from the condenser to the side marked "IN"

HOSE RUNS







Install drain tubes as shown using clamps provided. Bring the length down far enough to drip under the equipment, cut to desired length and install drain tube restrictors. Do not cable tie so tight as to squeeze the drain tube closed.





When install complete, tar tape fittings and hole at the evaporator.











ELECTRICAL



Wires to evaporator box.

The controls may be installed as shown here or the next picture depending on your dash set up.



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

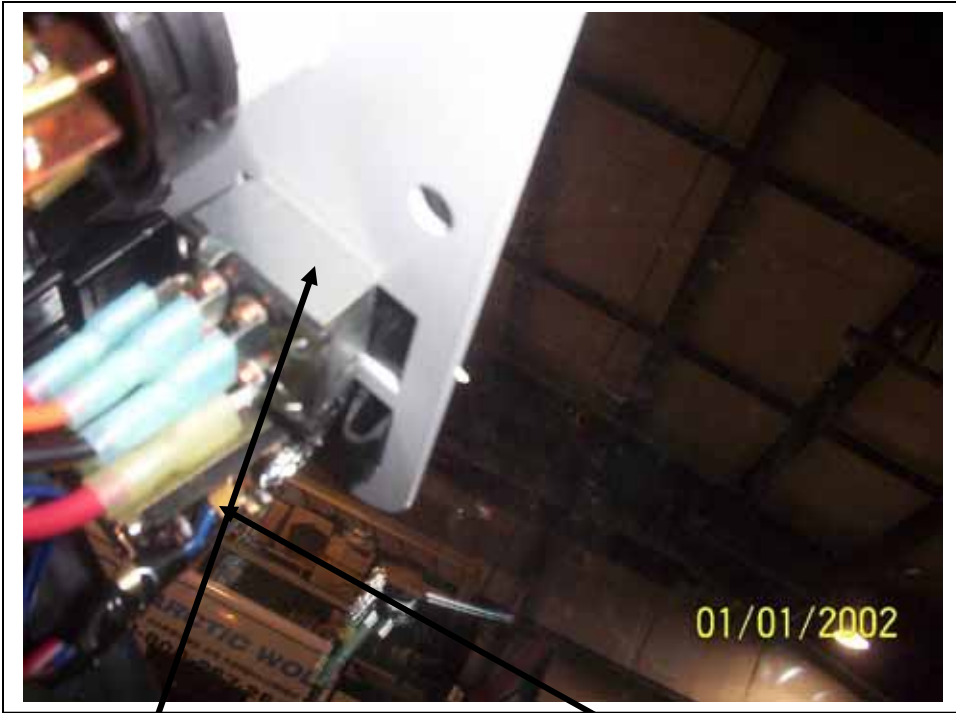


Drill a 5/8" hole in the center of the cover for the A/C push button.



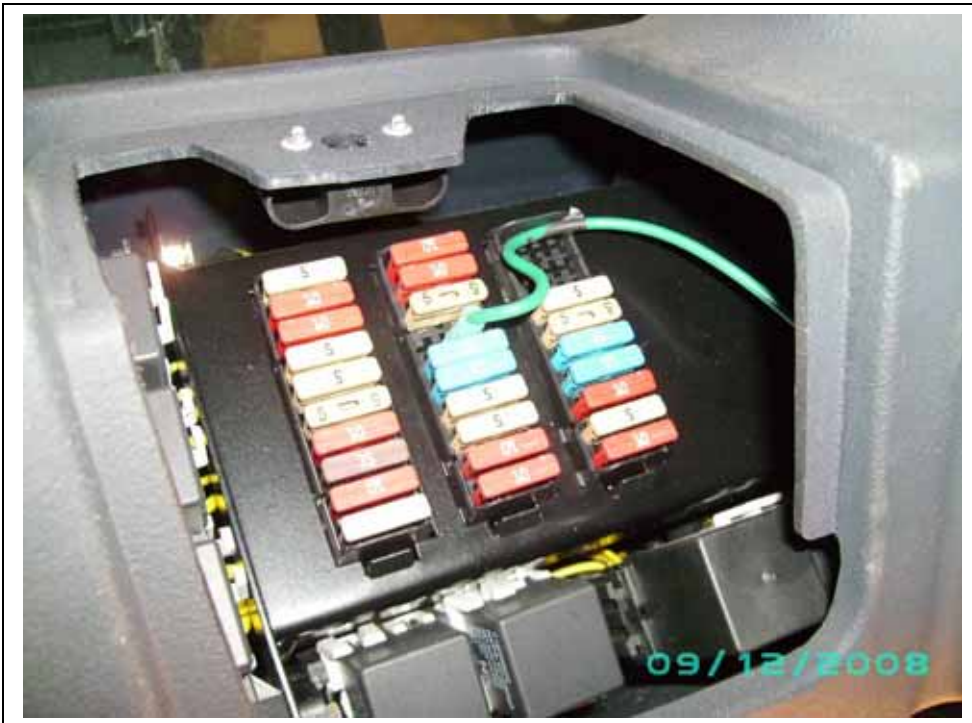
Drill a 7/16" holes for the blower switch and remove the tabs.

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

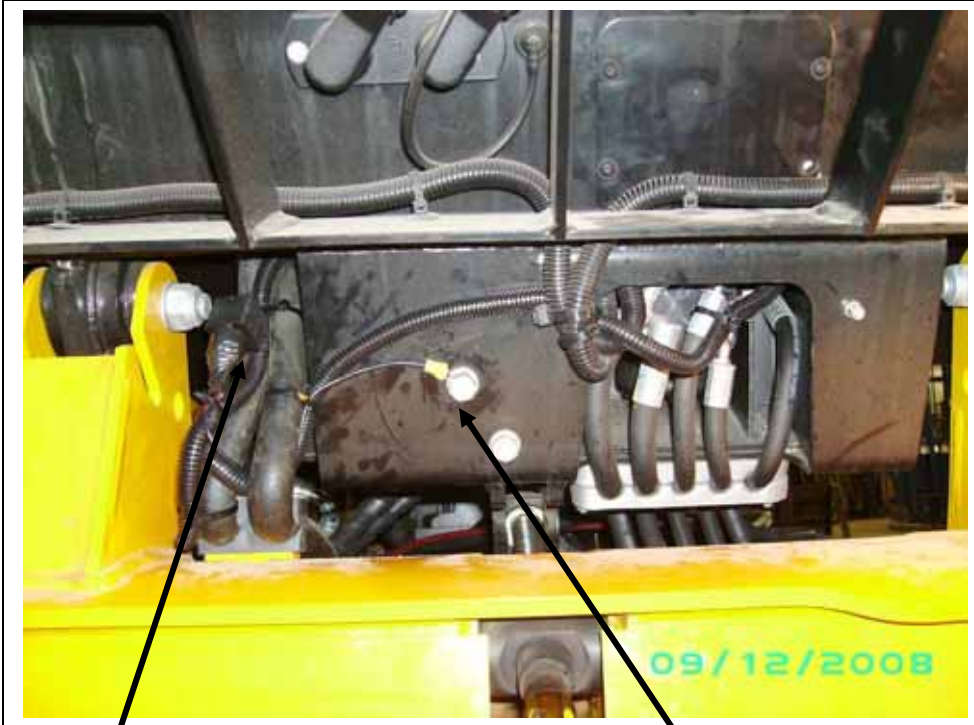


Blower switch mounted on console

A/C push button.



Ignition live source and power to relay



Relay

Ground for relay and on/off push button.



Power from battery through ATO fuse to relay.

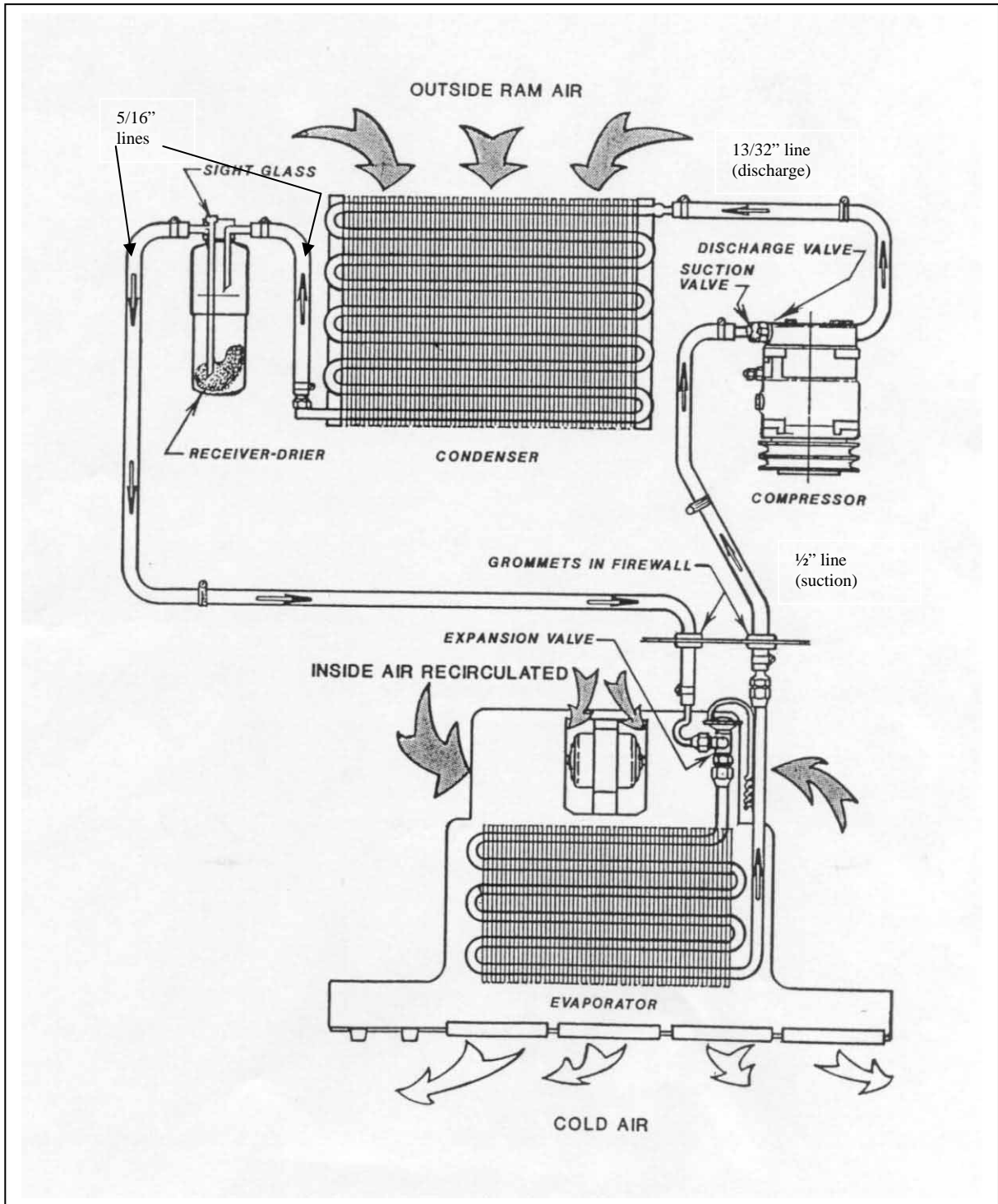


Electrical going to relay from fuse panel shown at floor of cab.



Electrical connections at compressor. Wire in to binary then out to the compressor clutch.

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.

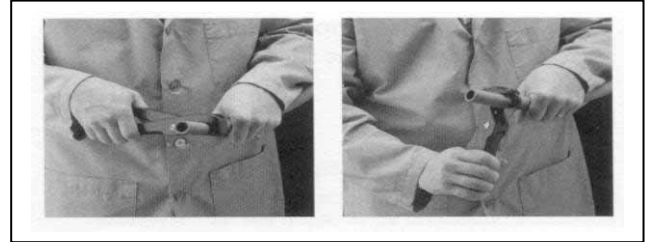
By looking at all these different factors, the area of an evaporator coil most likely to be the coldest can be determined.

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.

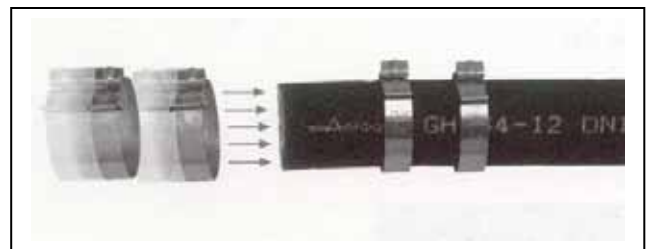
If the thermostat doesn't cycle off after a reasonable cool down period, and the air outlet temperature has dropped below 40° F, the cut in and cut out settings should be adjusted until the compressor is cycling on and off regularly. Let the system run for a decent time period (at least 15 min) and then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

Aeroquip E-Z Clip Assembly Instructions

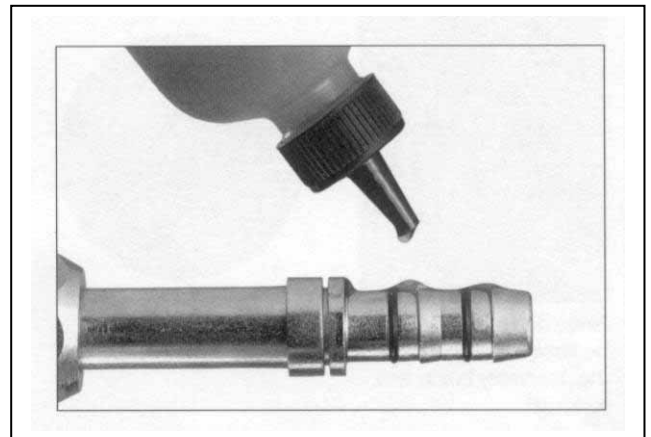
Step 1. Cut the hose to proper length with an appropriate cutting tool. Aeroquip's hand held hose cutter has been specially designed for cutting all non-wire reinforced hose, such as GH-134 Multi-Refrigerant hose. Be sure the cut is made square to the hose length.



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.

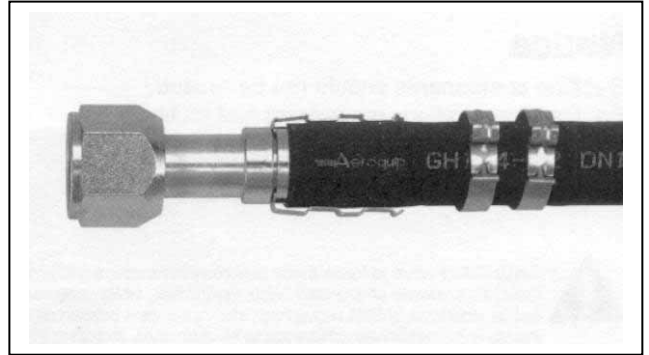


Step 4. Insert the nipple into the hose. To ensure that the nipple is fully inserted, check the gap between the cut end of the hose and the shoulder on the nipple. Care should be taken to avoid kinking or other damage to the hose during nipple insertion. NOTE: Be sure to wipe excess oil from the nipple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

