

**TEREX TX760/860  
BACKHOE LOADER  
INSTALLATION INSTRUCTIONS**



**1-800-267-2665  
1-888-267-3745 (FAX)**

## EVAPORATOR ASSEMBLY



Floor mat removed

Inside air recirculation louver

Seat removed



2<sup>nd</sup> inside air recirculation louver must be removed to remove the seat frame from the heat/AC box.

Inside air  
recirculation  
louver  
removed



Tar paper gasket  
material

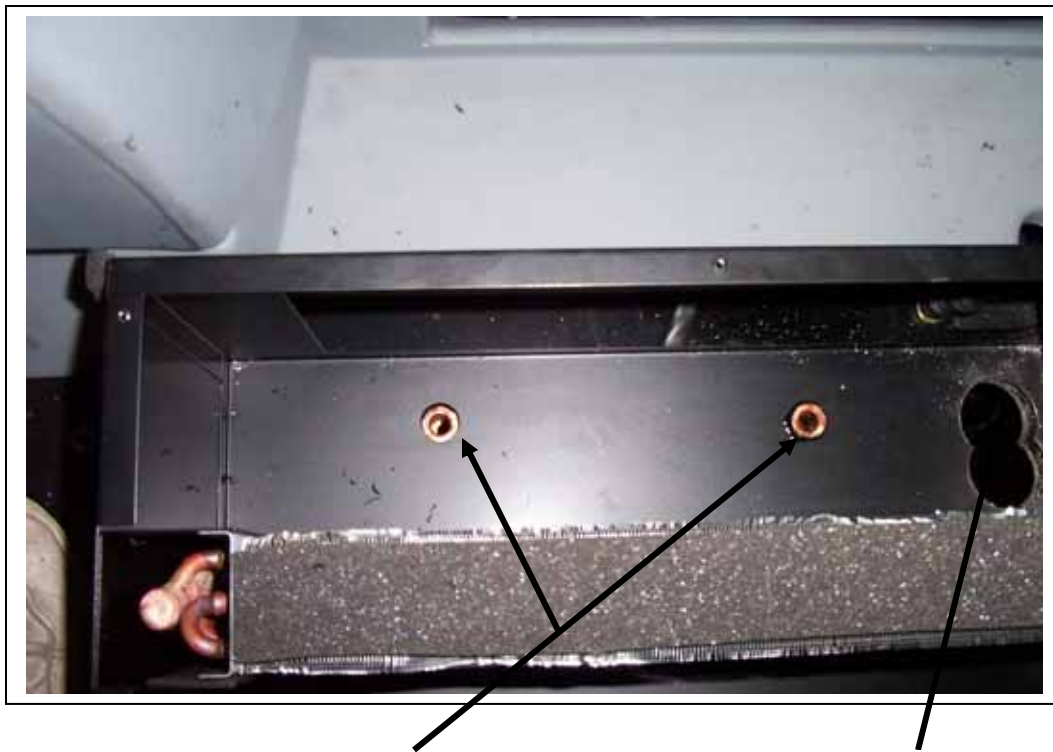
Seat frame and heat/AC  
box lid removed

Factory heater coil



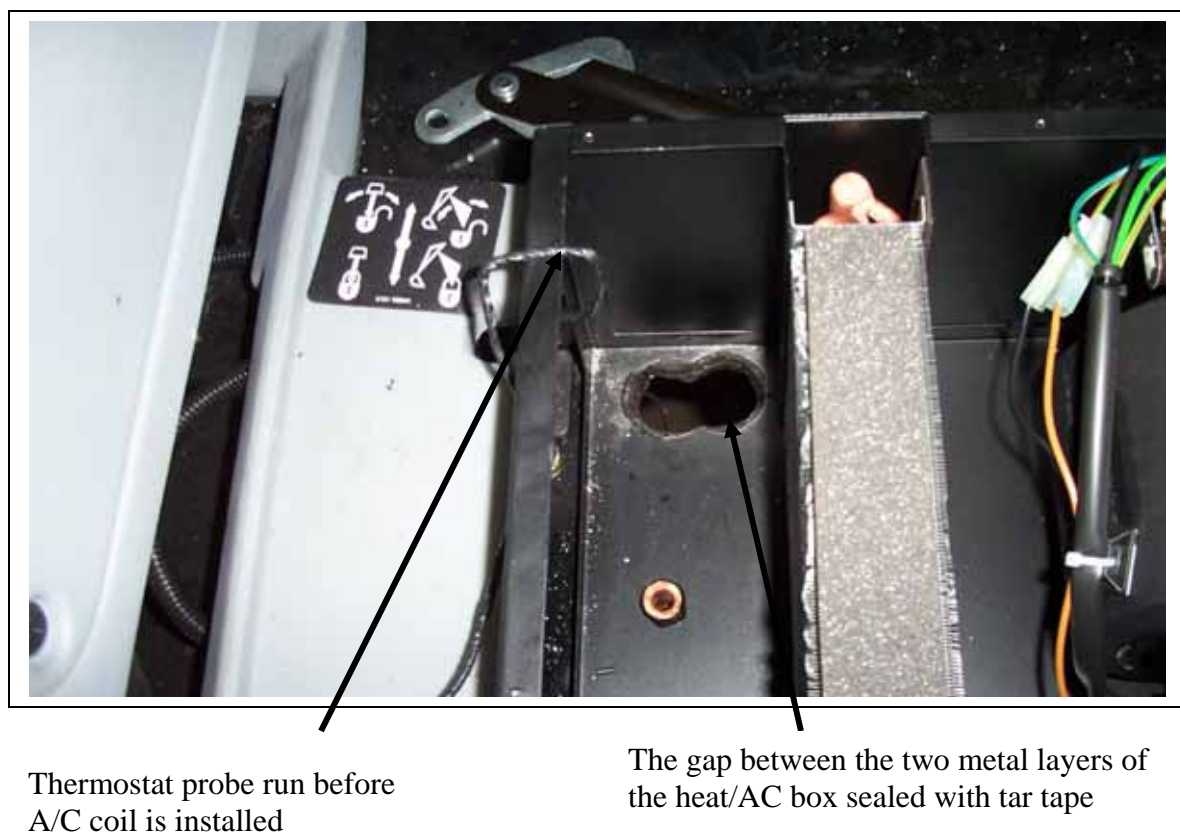
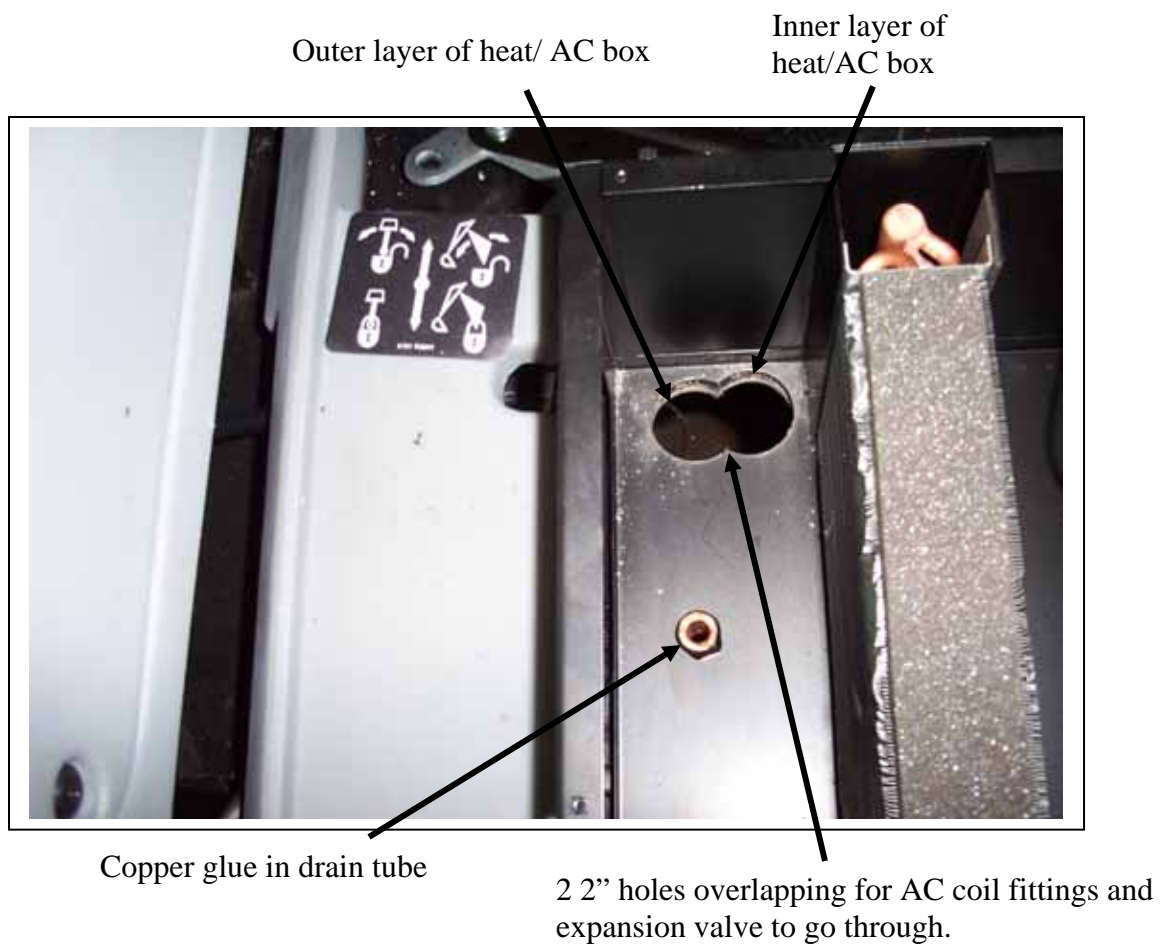
Tar paper gasket was here( same on other end of coil)

Tar paper gasket material removed from between heater coil flange and the heater box mount flange

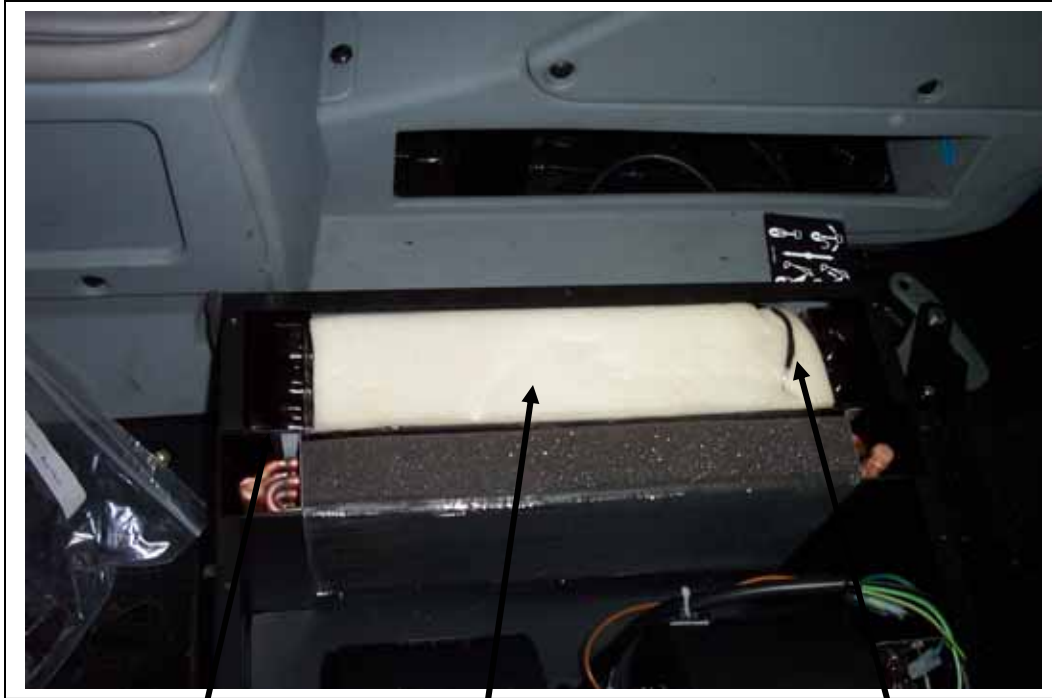


Copper glue in drain tubes. Drill a 1/2" hole through both layers of the box floor . Glue in using epoxy

2 2" holes drilled for A/C coil fittings to go through







AC coil flange slips in  
between heat coil flange and  
mount bracket

A/C coil installed

Thermostat probe installed between 1<sup>st</sup>  
and 2<sup>nd</sup> rows of tubes, 2" in from the  
fitting end of the coil about 6" deep



The expansion valve is turned  
about 90° to point forward and  
then tightened into place

Drain tube extensions

1/2" nut on AC coil



Drain tubes with restrictors installed ready to attach to the drain tube extensions



New stop location for inside air control handle. Drill a new hole the same size as the original hole.

Original stop location



Stop pin in place on inside air recirculation louver. – NOTE: The louver can't shut tight.



Remove the louver veins from the rectangular bezel on the second inside air recirculation louver. The bezel will be re-installed without the veins.



## CONDENSER



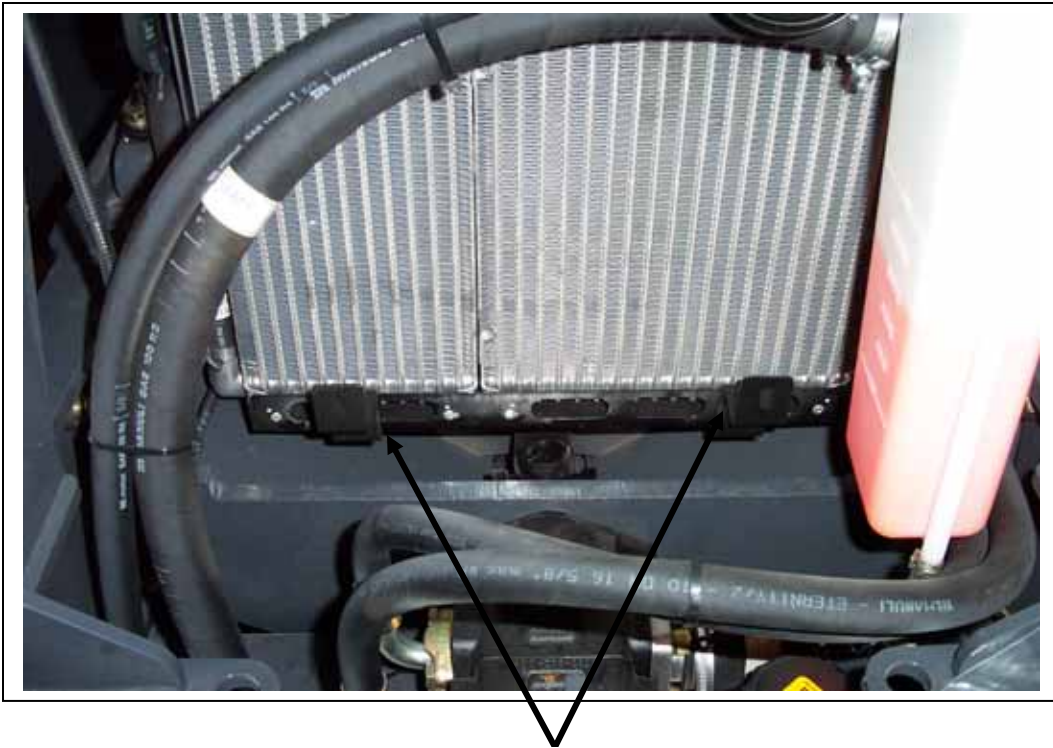
Lower oil cooler frame has two M6 threaded holes for mounting the lower condenser brackets. One on each side. Similar location to top holes.



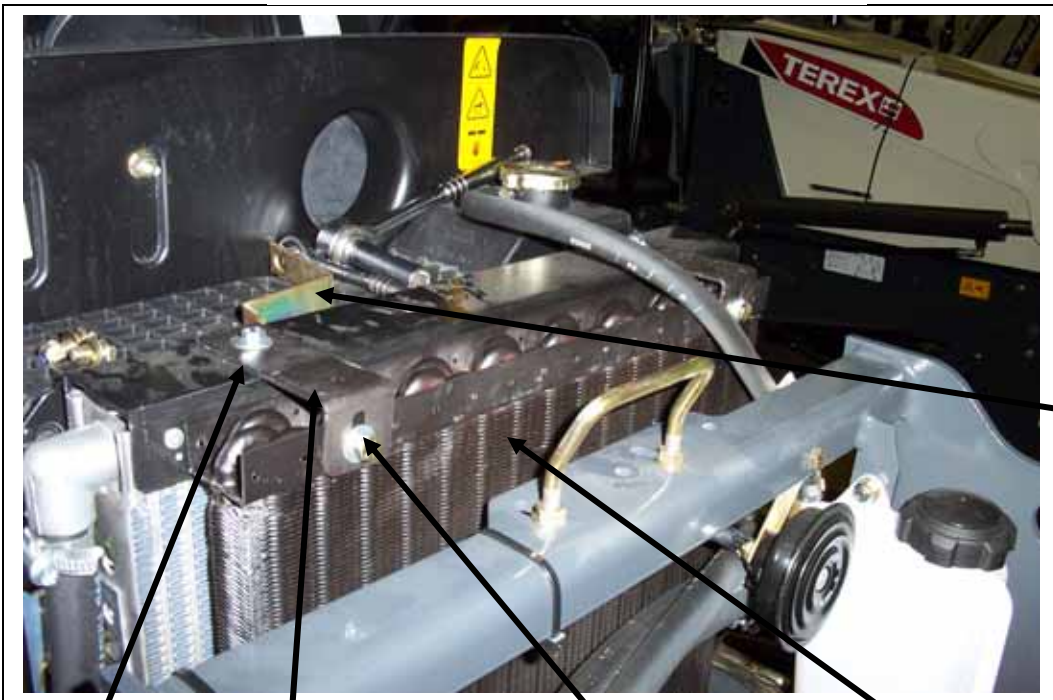
Condenser bolt  
to shorter side.

Longer side bolts to oil  
cooler frame.

Lower condenser  
mount brackets



Lower condenser mount brackets installed



Radiator support bracket removed to allow for condenser installation

M6 hardware

Upper condenser mount brackets

1/4" hardware securing condenser to all four mount brackets

Condenser coil



Condenser

Radiator support bracket reinstalled. It may have to be re-bent slightly to clear condenser flanges



Side view of condenser installed



## COMPRESSOR PULLEY



Un bolt pump from frame crossmember  
to facilitate pulley installation

Hydraulic pump on PTO  
shaft



Hydraulic pump unbolted and moved forward as  
far as possible

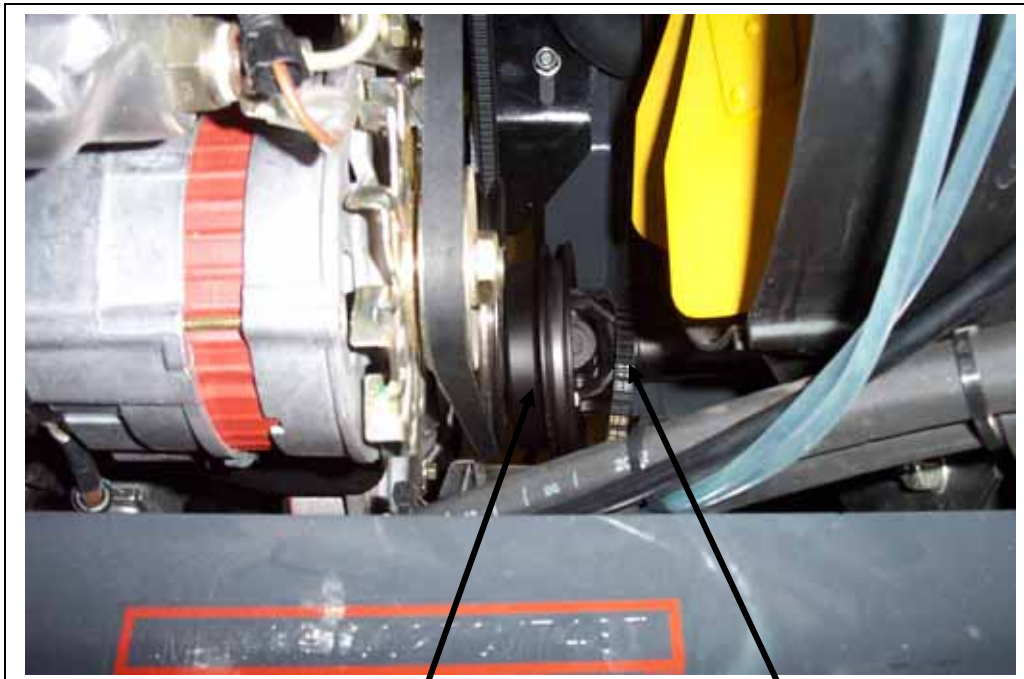




PTO shaft

Install new pulley  
here.

Crank pulley



Add on pulley loosely in place

Supplied drive belt in place

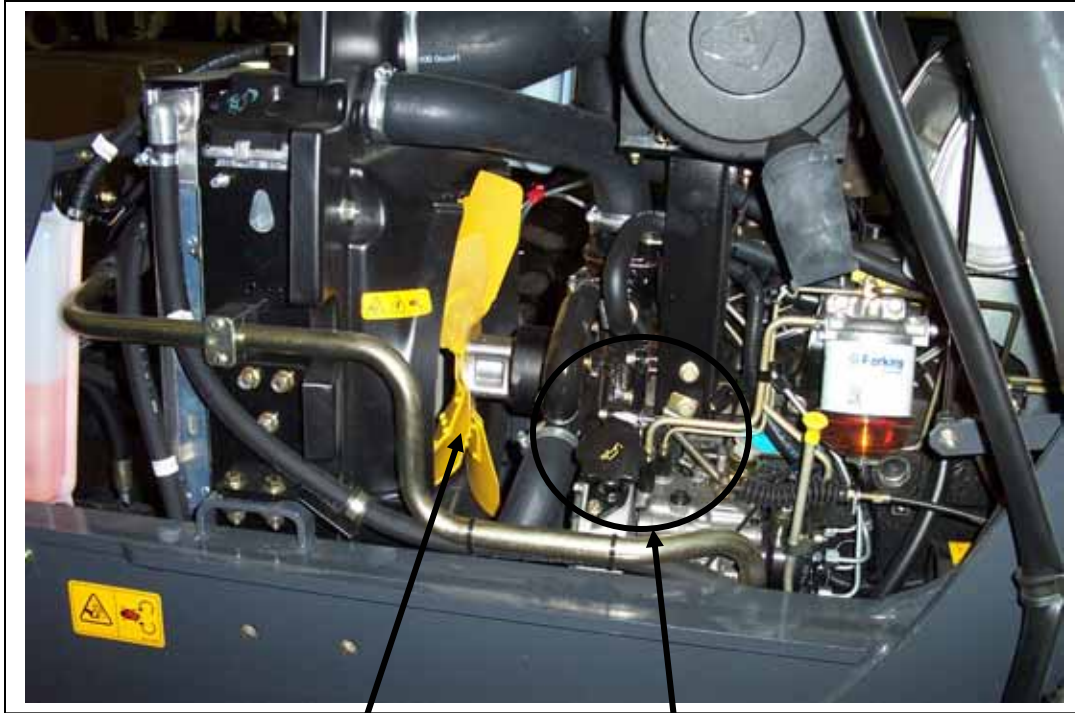
NOTE: Do not re-connect PTO shaft without first installing the compressor drive belt around it.



Compressor drive belt

Pulley bolted into place with PTO  
shaft

## COMPRESSOR MOUNT



Remove and discard fan screen

Compressor mount location



Compressor drive belt

Rear compressor  
support bracket

Compressor mount  
stiffener bracket





8MM allen wrench with rocker head must be used for the lower bolt on the rear compressor support bracket.

8MM wrench



8MM allen wrench with rocker head in position with 8MM wrench

Bolt location for compressor mount stiffener bracket





Mount point for backside idler pulley

Main compressor mount

Compressor support bracket bolted to main mount

Compressor mount stiffener bracket bolted to main compressor mount



Bolt point on main mount bracket



Backside idler pulley in place

1<sup>st</sup> bolt point on main mount bracket using M8 bolts

2<sup>nd</sup> bolt point on main mount bracket using M8 bolts



Compressor and mount in place with drive belt and rotolock fittings.

## RECEIVER DRIER



M16 nut

Drier bracket

5/16" outlet fitting on condenser

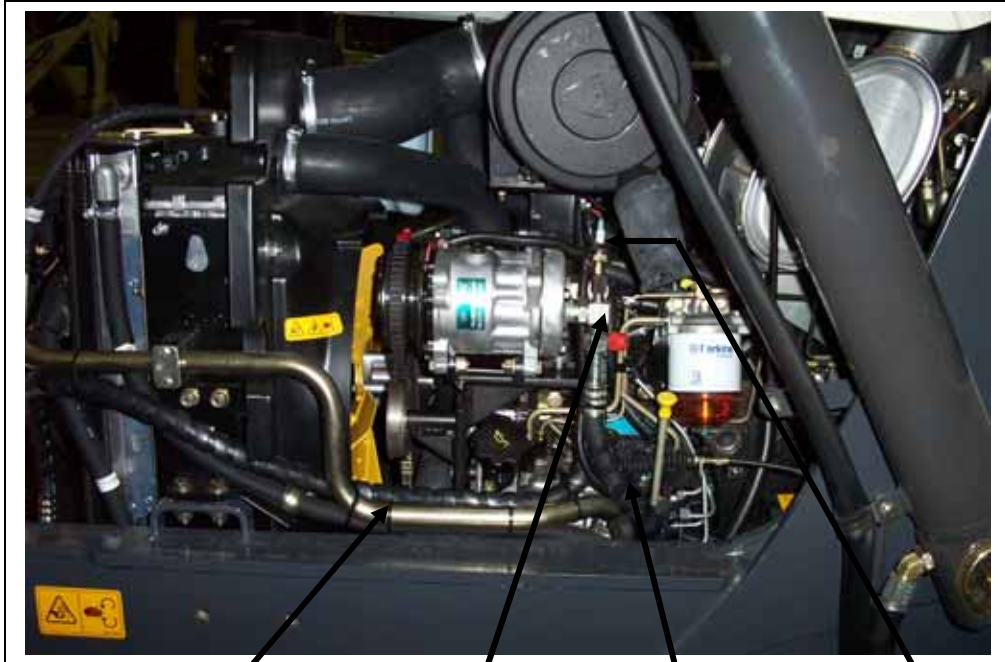


Drier bracket

Receiver drier clamped in place  
with inlet pointing forward



## HOSE RUNS



13/32" hose

1/2" rotolock fitting

1/2" hose

Binary switch on  
13/32" rotolock fitting



13/32" 90° fitting at  
condenser

Tie this hose out of the  
condensers way

13/32" hose





5/16" hose from condenser to drier

13/32" fitting at condenser inlet



5/16" 90° fitting at  
drier inlet

Receiver drier

5/16" 90 ° fitting at  
condenser inlet



5/16" hose, drier to  
expansion valve

5/16" straight fitting at drier  
outlet



Clutch wire run along with 1/2"  
hose all the way to the  
heat/AC box

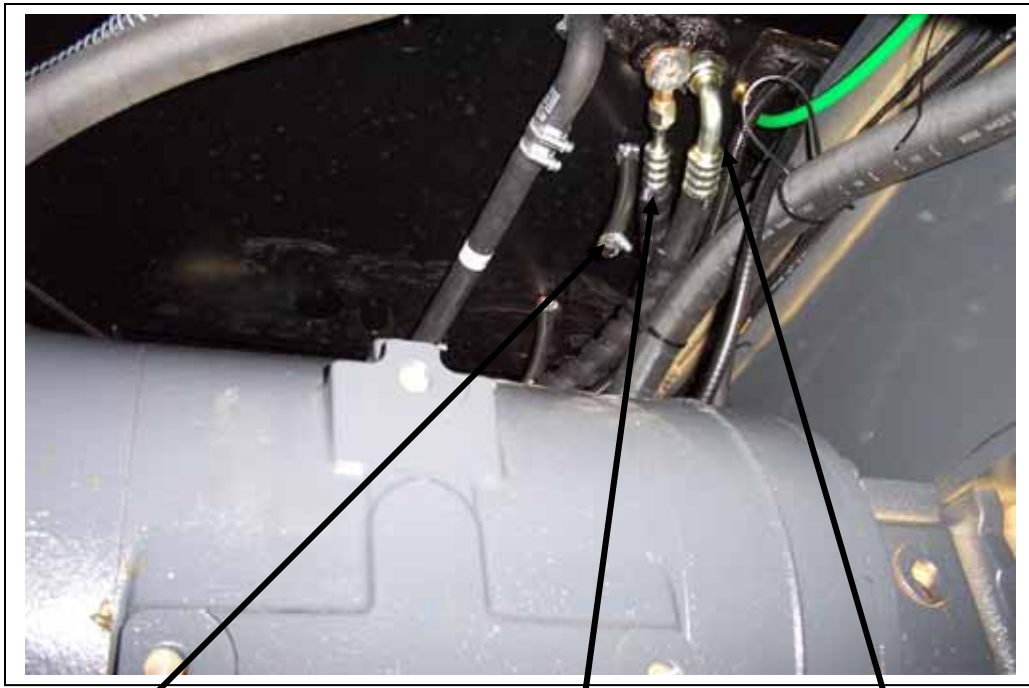
1/2" hose running down beside engine  
on left side and then towards the rear  
axle



5/16" hose running along the right main frame rail from the drier back towards the rear axle



1/2" hose running up and over the rear axle and heading to the right side of the machine to the AC fittings at the heat/AC box.

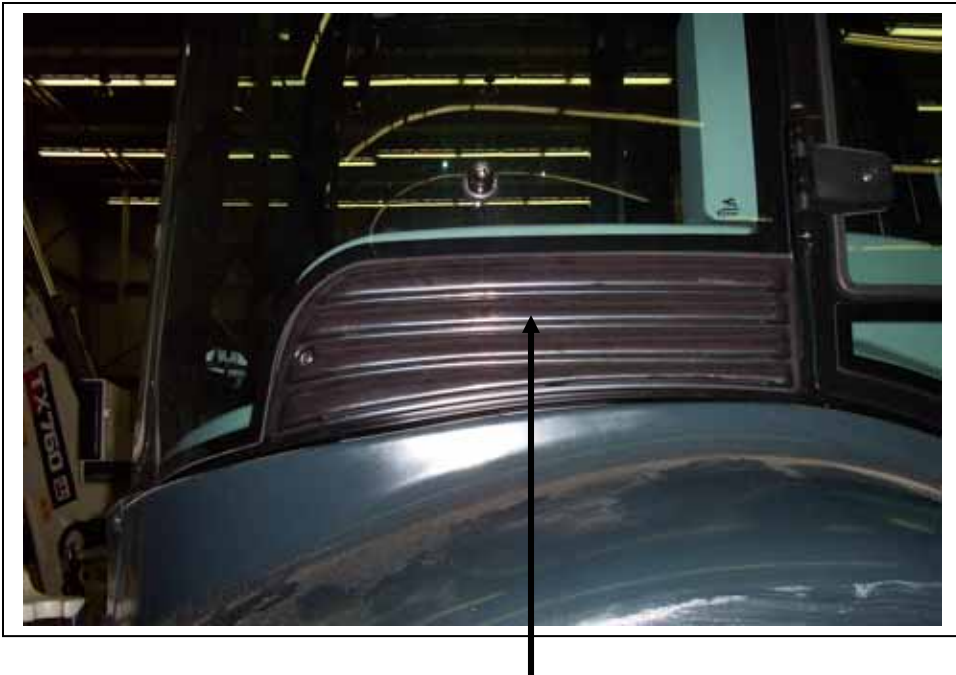


Drain tubes c/w restrictors

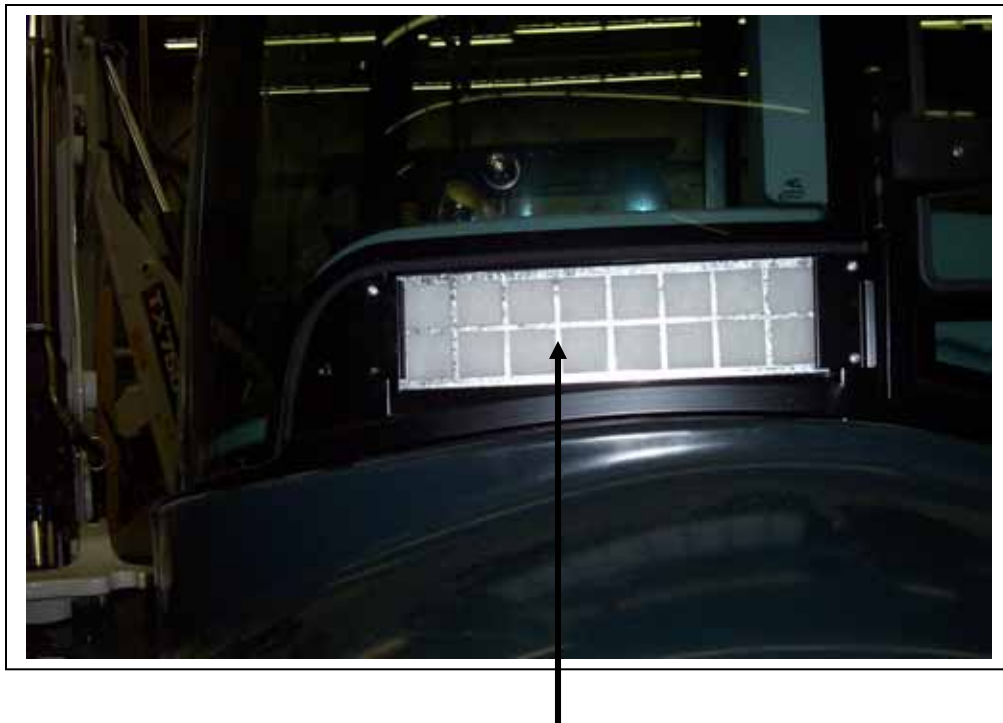
5/16" fitting on expansion  
valve

1/2" 90° fitting at evap coil





Outside air intake filter cover



Outside air intake filter



1/16" x 2 1/2" foam tape covering all but the bottom two intake holes for the outside air.



Clamp off heater lines on both sides of splice

Existing heater line splice



Heater line splice removed and replaced with  
heater line shut off tap.

## ELECTRICAL



Heat/AC control panel unscrewed from frame



Clutch wiring running up into the control panel area. Wire loom will not fit up. Outside air filter removed to access this area.





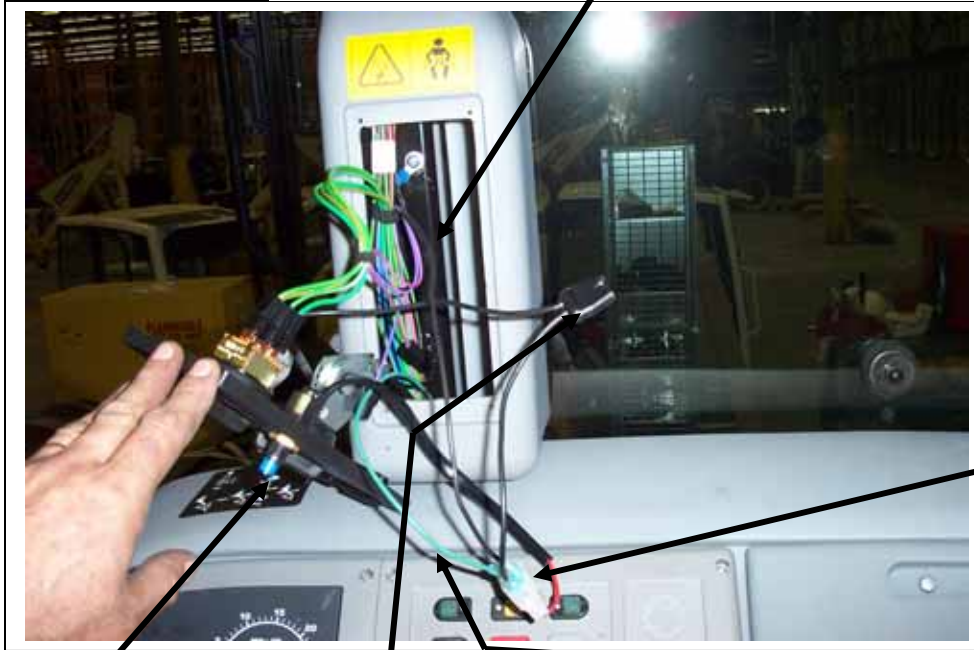
Clutch wire running down from the control panel towards the thermostat location. Looking down through outside air filter hole.



5/8" hole drilled for AC on/off pushbutton switch

Clutch wire to thermostat

Ground wire for push button switch. Connect to black wire on push button switch. Use a self drilling screw to fasten to cab post.



Electrical plug on push button switch

Push button switch installed.

ATO fuse holder with 7.5 Amp fuse. Connect one end to clutch terminal on blower switch. Connect other end to red wire on push button switch

Clutch wire running to thermostat. Connect to red and white wire on push button switch



Wire from push button switch

Preset thermostat

Clutch wire running to binary switch at compressor

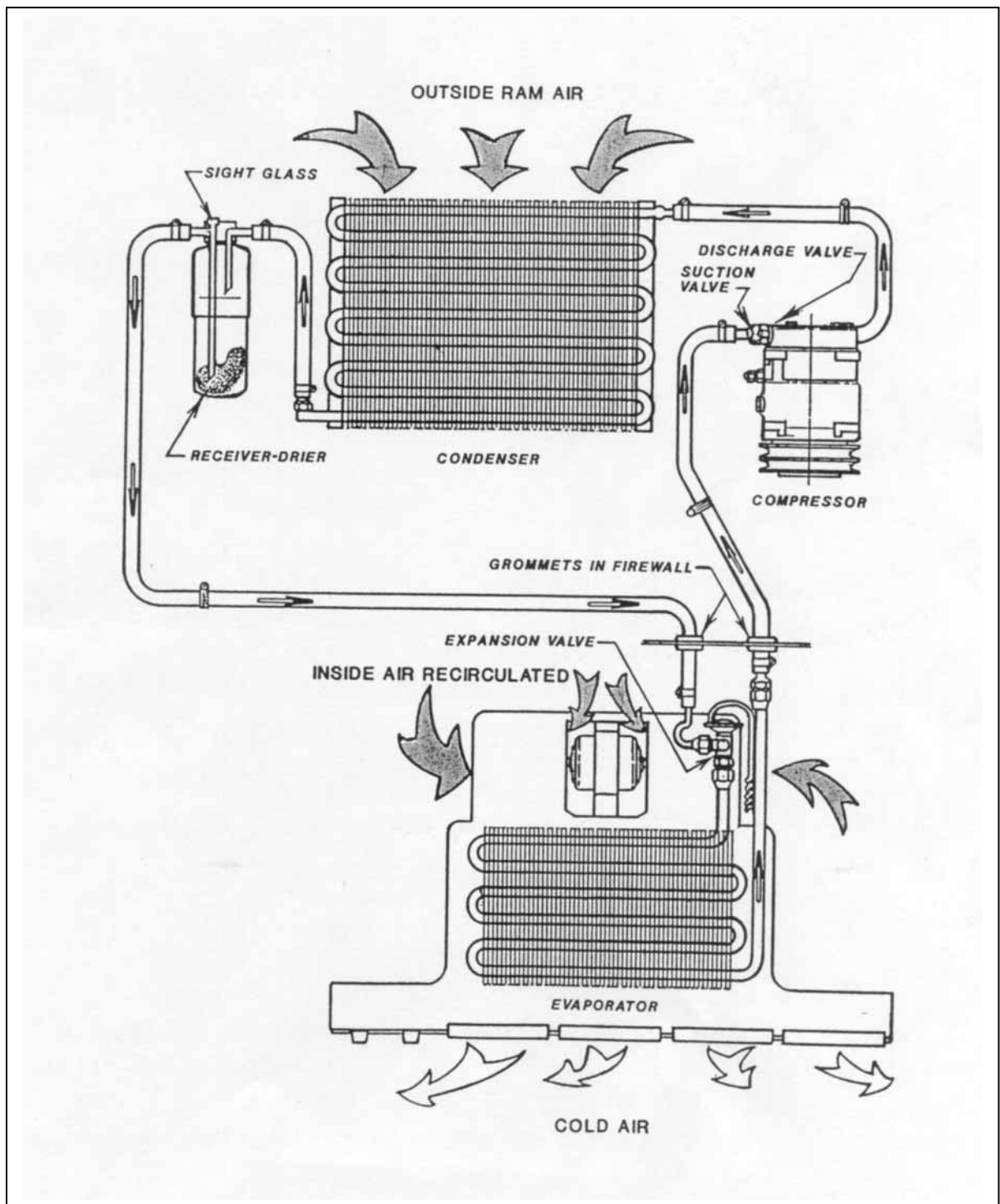


Thermostat probe run before  
AC coil installed

Thermostat tie wrapped to cable sheath  
under plastic cover just before heater/AC  
box.



## Refrigerant Flow Pattern in a Standard Air Conditioning System



Final checks and charging:

1. Pressure test the system with nitrogen to at least 250 PSI and check all fitting and connections for leaks. The complete electrical system can be tested while there is pressure in the system as well.
2. Vacuum the system out with a good vacuum pump for ½ hour to 45 minutes. Ensure the system holds a vacuum to double check it for leaks. Add 4 oz of PAG oil to the system. Charge the system with 2 1/2 lbs of new 134A refrigerant. Run the system to test it. Check the temperature at the louvers. Add 134A refrigerant in 2 oz increments and check the air temp. A charge of 2 AND ¾ lbs should be about right.
3. Check that the thermostat is cycling the compressor off before coil freeze up problems can occur. The thermostat can be adjusted with the adjustment screw under the plastic cap on the body of the thermostat. See the thermostat setting procedures at the end of this instruction manual.



## 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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INSTALLATION & SERVICE OF AIR CONDITIONING UNITS FOR ALL ON AND OFF ROAD EQUIPMENT

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### **HAMMOND AIR CONDITIONING LTD.**

125 Samnah Crescent, RR #4, Ingersoll, Ontario N5C 3J7  
Tel: (519) 485-5961 or 1-800-267-2665 • Fax: (519) 485-3745 or 1-888-267-3745  
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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.

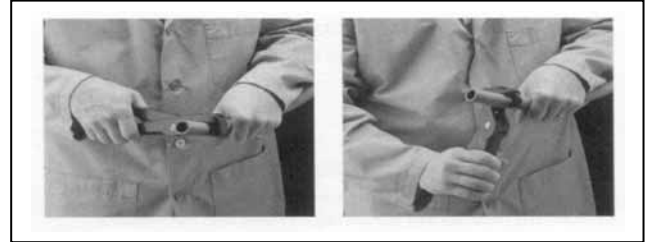
By looking at all these different factors, the area of an evaporator coil most likely to be the coldest can be determined.

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.

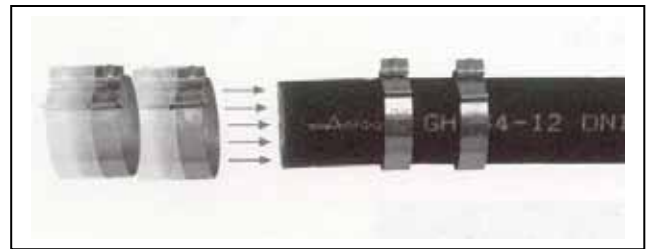
If the thermostat doesn't cycle off after a reasonable cool down period, and the air outlet temperature has dropped below 40° F, the cut in and cut out settings should be adjusted until the compressor is cycling on and off regularly. Let the system run for a decent time period (at least 15 min) and then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

## Aeroquip E-Z Clip Assembly Instructions

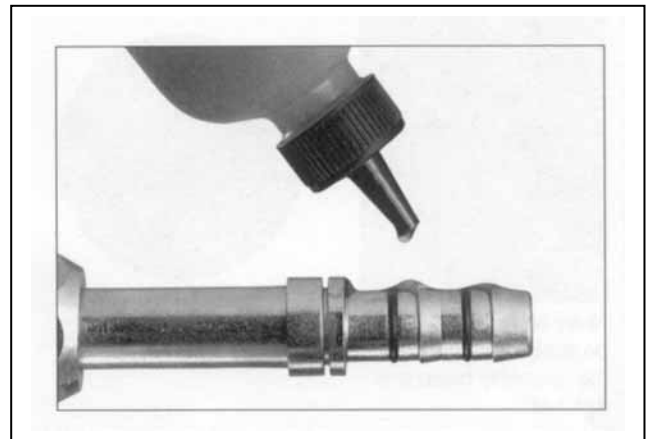
Step 1. Cut the hose to proper length with an appropriate cutting tool. Aeroquip's hand held hose cutter has been specially designed for cutting all non-wire reinforced hose, such as GH-134 Multi-Refrigerant hose. Be sure the cut is made square to the hose length.



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.

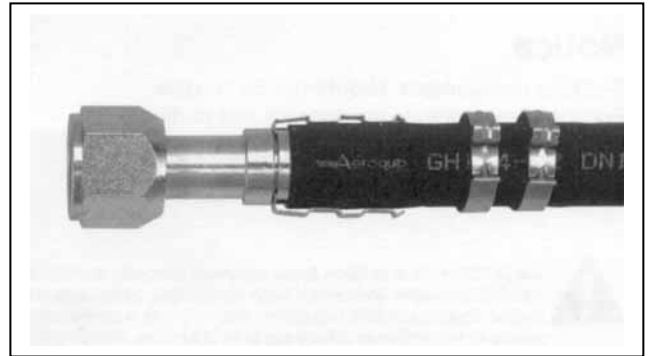


Step 4. Insert the nipple into the hose. To ensure that the nipple is fully inserted, check the gap between the cut end of the hose and the shoulder on the nipple. Care should be taken to avoid kinking or other damage to the hose during nipple insertion. NOTE: Be sure to wipe excess oil from the nipple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

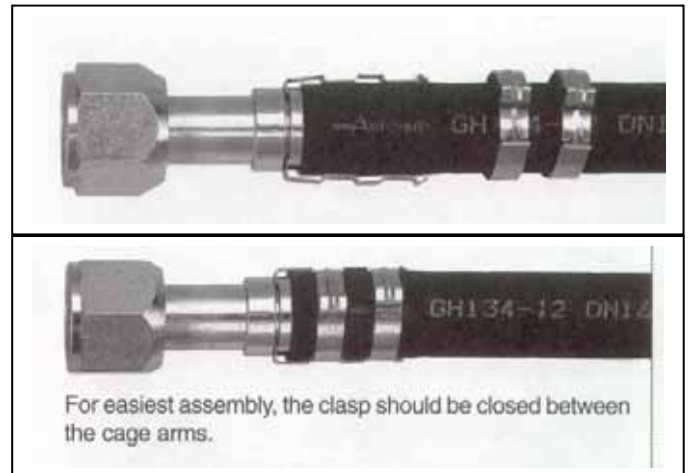


Step 5. Snap the cage into the groove on the nipple. The arms should extend over the hose length. When the cage has been correctly installed in the cage groove, the cage will be able to rotate in the groove. This step **MUST** be performed to ensure:

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.

