

TRUCK MEDIUM MC2 UNIMOG - ALL VARIANTS
ENGINE WARNING DEVICE

MODIFICATION INSTRUCTION

Issue of this instruction is authorized by the CONMEA

Introduction

1. This instruction details the fitting of an engine warning device to detect low oil pressure, low water level or high engine temperature conditions.

Note:

1. NSN and Designation used in this instruction were current at the date of issue. If twelve months or more have expired since issue, the NSN should be checked for supersession.

General

2. Estimated Manhours to Perform. 1.0 (Initial planning only)
3. Priority. Group 2.
4. Modification to be Applied to. All subject vehicles.
5. Action Required. By RAEME units authorized to carry out unit, field and base repairs.

TABLE 1 - STORES REQUIRED (To be demanded through normal supply channels)

Item	NSN	Designation	Qty per Equip
(a)	(b)	(c)	(d)
1.	2540-66-132-6398	Installation Kit, Engine Warning Alarm, Coolant Level	1
2.	5975-00-156-3253	Strap, Line Supporting, Nylon Strap, Nylon Buckle	3

Detail

6. To fit the alarm unit proceed as follows:
 - a. Disconnect the battery supply to the vehicle.
 - b. Remove the four screws that secure the dash panel.
 - c. Remove the three blanking plugs to the right of the turn indicator light, see Fig 1.

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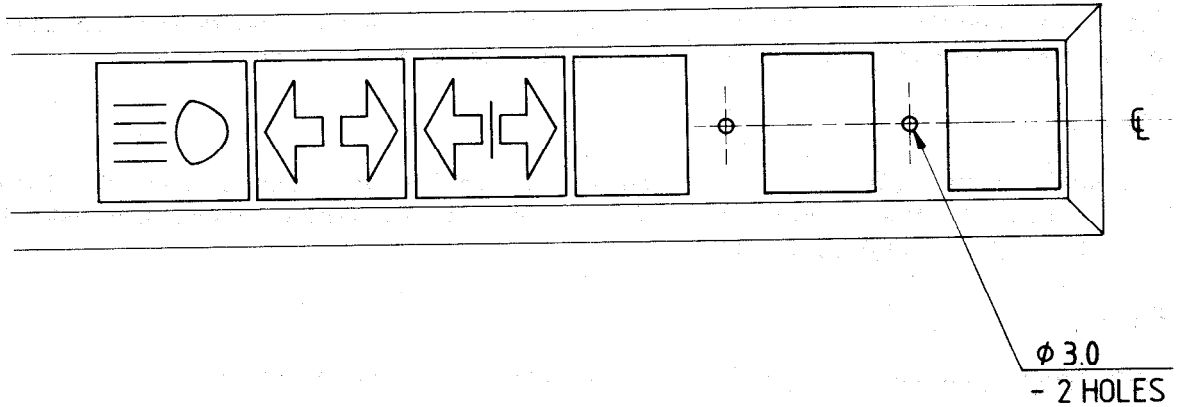
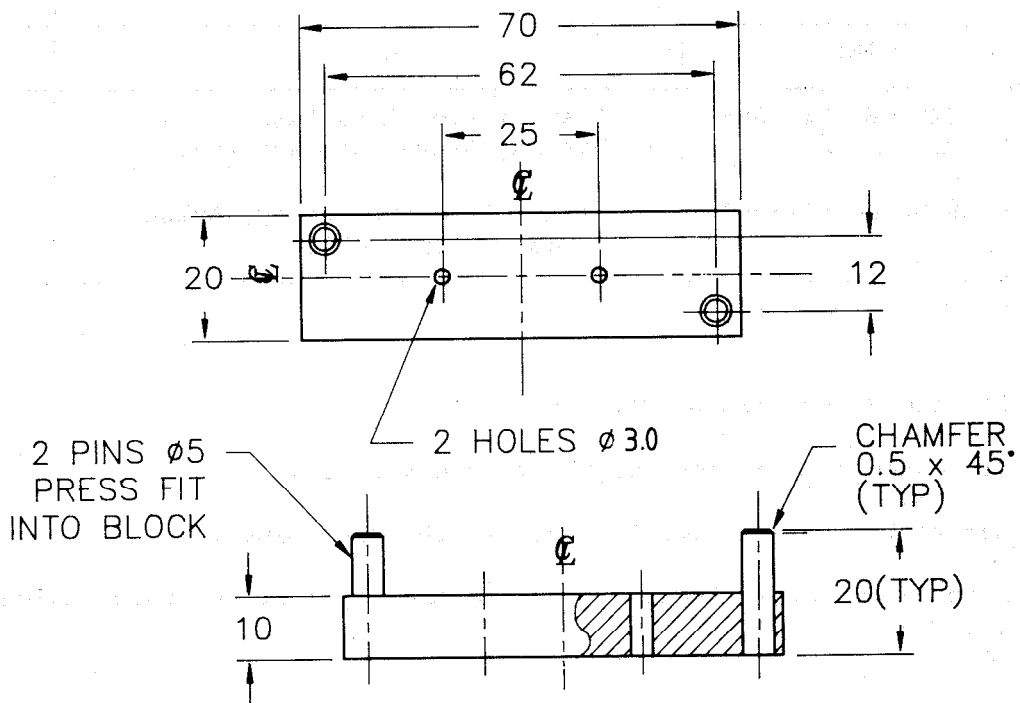


FIG 1 - DASHBOARD LAYOUT AND DRILLING DETAIL

- d. Drill two holes of 3.0mm diameter in the dash panel to the dimensions shown at Fig 1, or alternatively, manufacture and use the template shown at Fig 2.



MATERIAL : MILD STEEL
DIMENSIONS ARE IN mm
REMOVE ALL SHARP EDGES

FIG 2 - DRILLING TEMPLATE

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- e. Fit the alarm unit behind the dash panel using the two mounting screws provided, ensuring that the piezo buzzer faces downwards.
- f. Fit the alarm unit fascia plate with the four screws provided.
- g. Remove the existing wiring loom plug from the instrument cluster.
- h. Fit the existing plug into the socket of the alarm unit wiring loom.
- i. Fit the plug of the alarm unit into the socket of the instrument cluster.
- j. Feed the blue (low coolant) wire of the alarm unit through the grommet, located in the firewall, below and to the right of the clutch master cylinder.
- k. Using item 2 of Table 1 secure the wire to the air cleaner to engine hose as shown at Fig 3, ensuring that the wire does not lay on the engine valve cover.

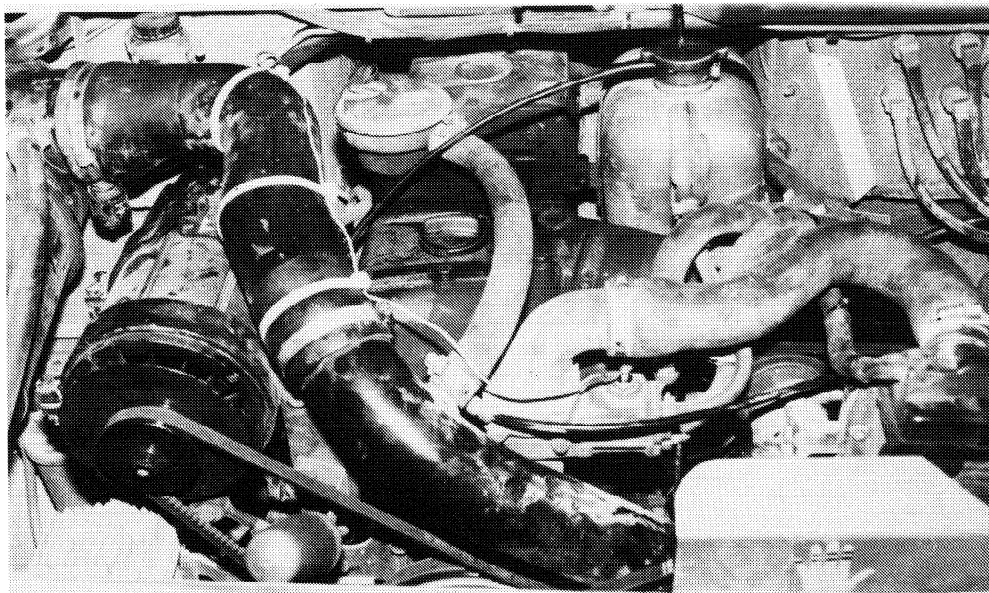


FIG 3 - SENSOR WIRE ROUTING DETAIL

- l. Drain enough coolant from the radiator to allow the removal of the blanking plug located in the top of the thermostat housing.
- m. Remove the plug and fit the sensor unit into the thermostat housing, connect the wire and replenish the coolant.
- n. Refit the dash panel.
- o. Reconnect the battery supply.
- p. Test the operation of the alarm unit by turning the ignition key to the 'ON' position. The low oil pressure indicator should illuminate and the buzzer should sound. Start the engine. The low oil pressure lamp should now extinguish and the buzzer cease. Remove the blue (low coolant) wire from the sensor unit at the thermostat housing. The low coolant indicator should now illuminate and the buzzer should sound after a brief delay. Reconnect the sensor wire. To test high engine temperature operation, remove the wire from the sensor unit and earth the wire. The high engine temperature lamp should illuminate and the buzzer should sound. (Note: The temperature gauge needle should read full scale.) Reconnect the sensor wire, the indicator light should extinguish and the buzzer should cease. Stop the engine.

7. Modification Record Plate. On completion of the modification deface the numeral 23 on the modification record plate situated on the right hand side of the drivers seat base.

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