TRUCK, HEAVY, MC3 – MACK – ALL TYPES
IN-CABIN NOISE REDUCTION

MODIFICATION INSTRUCTION

This instruction is authorised for use by command of the Chief of Army. It provides direction, mandatory controls and procedures for the operation, maintenance and support of equipment. Personnel are to carry out any action required by this instruction in accordance with EMEI General A 001.

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INTRODUCTION

1. This instruction details the fitting of the Mack noise reduction kits to the Mack fleet of vehicles. This noise reduction kit is the result of investigations into the OH&S issues of excessive noise within the cabin of the Mack truck fleet as operated by the Army.

2. This modification instruction is applicable to those vehicles undergoing MNR retrofit and full MNR installation.

3. Associated Publications. Reference may be necessary to the latest issue of the following documents:
   b. EMEI Vehicle G 703 – Truck, Cargo, Heavy, MC3, Mack, Light Grade Repair;
   c. EMEI Misc Equip E 402-3 – Compressed Gas Cylinders, Refrigeration Gases - Identification;
   d. SAFETYMAN Volume 1, Part 7, Chapter 11 – Personal Protective Equipment;
   e. Chem Alert Intranet - Product Search – MSDS;
      (1) for 134a refrigerant,
      (2) for refrigerant compressor Polyalkylene Glycol (PAG) oil,
      (3) Loctite 243; and
   f. ESCM, Volume 7, Section 3, Chapter 12 – Management of Repairable Items.

4. Authority. ECO numbers OVR002/02 and OVR001/03, Mack Noise Reduction, are the authority to carry out this modification.

GENERAL

Modification Application

5. This modification is to be applied to all Truck, Heavy, MC3, Mack ‘R’ series FOV. This modification instruction is not intended for Truck, Heavy, MC3, Mack ‘R’ series fitted with Hardened Cabin.

   a. Priority – Group 1. All applicable equipment is to be modified under the control of the Overlander Program Phase 2A Project Office. Prior to initiating action on this modification, actioning agencies are to contact the Project Office for authorisation. Equipment may still be used without this modification under the restrictions imposed by the National Fleet Manager.

   NOTE
   Where modification would delay priority issues of depot or pool stock, equipment may be issued unmodified providing GM 120 – Record Book of Service Equipment (GM 120) is endorsed appropriately.

6. Action Required. Actions detailed in this instruction are to be performed by RAEME workshops or authorised civilian agencies that conduct Heavy Grade repairs to the Mack Vehicle Fleet. This modification can be conducted by the following base trades and/or their civilian equivalent:

   a. ECN 229 Mechanic Vehicle,
   b. ECN 146 Fitter Armament, and
   c. ECN 418 Technician Electrical.

7. Task Recording. All tasks relating to this modification are to be against MMM standard Job (SJ) 7818.

   NOTE
   On receipt of this instruction, enter all relevant information other than date completed in the modifications section of the relevant vehicle GM 120. ECN 418 Refrigeration qualified or civilian equivalent is to complete all refrigeration installation.

8. Estimated Workhours. For initial planning purposes only, it is estimated that this modification will take 140 workhours to perform.
9. **Stores Required.** The stores required are listed in Table 1. Stores have been identified by vehicle types and are only to be ordered for the specific type of Mack variant: kits 1 and 2 for the General Service vehicle and kits 3 and 4 for the Split Cabin variants. All stores are restricted and are to be demanded through normal supply channels. The Project Officer will release each kit after confirming the end user requirement. The National Fleet Manager will be responsible after Project completion.

10. **Items to be Removed.** The items to be removed are listed in Table 2. All stores removed are to be processed in accordance with the Electronic Supply Chain Manual (ESCM), Volume 7, Section 3, Chapter 12.

11. **Special Equipment Required.** Refrigeration re-gas equipment including vacuum pump, charging gauge set, Compressor Oil Sanden SP-20 (135 mL) (already in the compressor), R134a Refrigerant (1.2 kg +/-50 g);and Nitrogen gas.

**DETAIL**

**WARNING**

Disconnect vehicle batteries or turn isolation switch to off.

**CAUTION**

Use appropriate stud lock on all engine mount bolts (Loctite 243).

Use two spanners when tightening hose and pipe fittings.

Apply refrigerant oil to all air-conditioning fittings and 'o' rings.

**CAUTION**

Route all air conditioner fittings, pipes and wiring as per this instruction and ensure that they do not rub on surrounding parts.

Do not remove any caps fitted to air-conditioning equipment until ready for connection, especially receiver drier and compressor as they are susceptible to moisture ingress.

**NOTE**

Large diagrams for the installation of the air-conditioning system have been placed to the rear of this instruction. During the installation process specific parts are identified by (Common) for a multi use/fit part, by (Split Cab Variant) for the Split Cab or by (General Service Variant) for General Service Vehicle where there are differences between the two parts/processes.

**Preparation**

12. **Exterior Preparation – Condenser (Common).** Refer to Figure 47:
   a. Raise and secure the engine covers.
   b. Raise the driver side mudguard.
   c. Remove the five grille protection bars (Figure 47, Item 3) and retain.
   d. Remove the four bolts behind the bars (Figure 47, Item 4) and retain.
   e. Remove the five bolts from the driver side radiator surround (Figure 47, Item 5) and retain.

13. **Exterior Preparation – Compressor (Common).** Refer to Figure 47:
   a. Remove the two bolts from the water pump housing see Figure 1.
   b. Remove fitting from fuel line as indicated in Figure 2.
   c. Remove the fan belts.
d. Remove top two (2) ⅜ inch bolts from the timing cover.

![Remove bolts](image1.jpg)

**Figure 1** Water Pump Housing

Remove fitting

![Remove fitting](image2.jpg)

**Figure 2** Fuel Line Fitting

14. **Interior Preparation** *(Common).* Remove the following equipment from the vehicle cabin:

   a. RH seat assembly is to be fully removed. The passenger’s seat is to be removed from the mounting frame leaving the frame in the vehicle at this time (removed later). Note the position and type of fasteners used and retain for use in reassembly.

   **NOTE**

   The mounting frame of the passenger seat is used to locate mounting brackets.

   b. Remove LH and RH seat belt assemblies. Note the position and type of fasteners used and retain for use in reassembly.

   c. Remove the vehicle accessories from the roof lining and retain.

   d. Remove existing roof lining and discard.

   e. Remove the old sun visors and discard. Retain sun visor bracket and centre rod. Attach new warning labels to new sun visors. See Figure 3.
f. Remove existing fresh air vent and rubber seal from roof.
g. Remove the four ‘C’ section roof trim mounts located on the underside of the roof.
h. Remove the electrical panel cover located in the passenger foot-well and discard. Replace the mounting bolts for later use.
i. Remove the floor mat, gear lever boots and underlay and discard these items.
j. Remove the rear wall trim and accessories, discarding the rear wall trim.
k. Using Figure 48 as a guide (this Figure is not to scale), position the cutting jig (Part No – TEMA 0602) on the floor, as indicated, and mark the locations for the three holes. The edge of the jig, when placed against the outer seat rail, is approx 240 mm from the side of the cabin. Drill these holes to the sizes indicated on the jig.
l. Position the evaporator installation jig (Part No – TEMA 0601) through the fresh air hatch opening in the roof and clamp to the rail inside the cabin. Drill four pilot holes through the points indicated. Remove the jig and redrill each of the holes to a diameter of 9/32 inch.
m. Remove the top cover/ash tray from the dash panel and remove the screws from the RH front panel and the power divider lever as shown in Figure 4.

n. Pull out the hand throttle control to maximum and undo the nut as shown in Figure 5.
Carefully pull out the front panel and turn anti-clockwise to access the position for the drain tube hole (see Figure 6).

Hold template through the top cover opening to face as indicated in Figure 7.

Working from inside the dash, place marking template (Part No TEMA - 0603) against the inner surface adjacent to the windscreen and mark the location of the hole. Remove the template and drill to 5/8 inch (see Figure 7).
Installation – Air-conditioning and Cabin Floor Sound Proofing Kit

15. **Air Conditioner Exterior Installation (Common).** Refer to Figures 49, 50 and 51:
   
   a. Lay the condenser coil on a flat surface with the fittings to the left-hand side.
   
   b. Attach (two) brackets BCMA 0601 to the LHS (fittings side) of the condenser coil using one M6 × 20 mm bolt, flat washers and a Nyloc nut each.
   
   c. Attach (two) brackets BCMA 0603 using one M6 × 20 mm bolt, flat and a spring washer each.
   
   d. Attach (two) brackets BCMA 0602 and (two) BCMA 0603 brackets to the right-hand side using one M6 × 20 mm bolt, flat washers and Nyloc nut through both brackets. Leave loose at this stage.
   
   e. Attach two grille bars to the condenser assembly, as indicated in Step 3, Figure 51, using four BU 0600 ‘U’ bolts, flat washers and nuts. Position the outer edge of the ‘U’ bolt 120 mm from the end of the bar.
   
   f. Carefully install the condenser assembly to the vehicle, inserting the grille bars and loosely securing the support brackets to the shroud using existing bolts on both sides.
   
   g. Attach pipes PDMA 0602 and PLMA 0604 to the condenser coil.
   
   h. Reposition the surround, adjust the condenser assembly to a neat fit and tighten the side support bolts, then tighten the ‘U’ bolts previously fitted.
   
   i. Attach the support bracket BHMA 0601 to the inner face of the surround using one 10G × 22 mm Tek screw (see Figure 51 and Table 3).
   
   j. Fit two pipe clamps to each pipe as indicated using one M6 × 20 mm bolt, flat washer and Nyloc nut each.

   **CAUTION**

   Check the clearance of the condenser pipes where they pass behind the lower grille bar. If in doubt, protect the pipes with a suitable insulation material to prevent rubbing. See Figure 8.

16. **Compressor and Mount Installation (Common).** Refer to Table 4 and Figures 52 and 53 for identification of the steps:

   a. **Step 1.** Attach the 45° brass elbow 50-0010 to the fuel line fitting using white (single density) thread tape and reattach the fuel line (see Figure 9).
b. **Step 2.** Insert two studs 40-0003 into the water pump housing in the location of the bolts removed in Paragraph a, and use the appropriate Loctite 243 (see Figure 9).

![Figure 9 Elbow and Bracket Position](image)

**CAUTION**

When fitting the compressor mounting bracket, ensure the fuel lines are not pinched. See Figure 10.

![Figure 10 Fuel Lines](image)

c. **Step 3.** Attach the main bracket BMMA 0601 to the studs using flat washers, spring washers and nuts. Torque these to 75 N.m.

d. **Step 4.** Attach the front support bracket BMMA 0604 to the two fixed ⅜ inch bolts on the main bracket using flat washers, spring washers and ½ inch Nyloc nuts.

e. **Step 5.** Insert two ⅜ inch × 1½ inch bolts, flat washers and spring washers through the lower holes in the front support bracket and in the location of the two bolts removed from the timing cover in Paragraph 12.d.

f. **Step 6.** Attach the compressor adjuster bracket BMMA 0602 to the compressor, as indicated, using three M10 × 40 mm bolts, flat washers and 10 mm Nyloc nuts.

g. **Step 7.** Attach the rear support bracket to the compressor using two M10 × 40 mm bolts, flat washers and 10 mm Nyloc nuts.

h. **Step 8.** Attach the compressor assembly to the main bracket using one ½ inch × 2½ inch UNF bolt in the rear and one ½ inch × 2 inch UNF bolt in the front and secure with ½ inch Nyloc nuts (see Figure 11 for the compressor assembled view).
i. **Steps 9 and 10.** Assemble the bolt adjuster, as shown in Figure 53, and fit to the main bracket using a ½ inch × 2¾ inch bolt, flat washer, spring washer and nut.

j. Ensure the appropriate clearance is maintained between the elbow and the rear compressor bolt (see Figure 12), adjusting the position of the elbow as required.

k. Fit the compressor belt over the fan assembly, and locate onto the spare groove on the fan hub assembly and the inner groove on the compressor pulley. Check the compressor alignment and adjust if required. Replace the other ‘V’ belts removed at Paragraph c. Adjust the belt tension of all belts to 12 mm depression at the longest span and tighten the bolts (refer Paragraph b).

### CAUTION
Compressor belt must be in alignment with the groove on the fan hub assembly. MISALIGNMENT will cause premature wear of the drive belt.

17. **Exterior Installation – Drier Assembly (Common).** Refer to Figure 54:

a. Mount the drier bracket BDMA 0601 to the holes, indicated in Figure 54, using the original bolts.

b. Attach pressure switch SW 0086 to the outer plug. Position the drier (RD 2015) with the 'In-Port' to the front of the vehicle and secure to the bracket using two CK 9052 (2 and 3/16 inch – 3 and ¾ inch) worm drive clamps.

c. Remove and retain the original bolt located in the lower portion of the fan shroud. Attach the hose support bracket BHMA 0603 to this point using the original bolt (see Figure 13).
18. **Interior Installation – Evaporator (Mixed).** Refer to Figures 55 and 56:

   a. Install the fresh air vent assembly AIMA 0601 to the hatch opening using the supplied rubber seal and lock bead (if the composite roof rack is fitted, ignore this step). Use the checker plate cover.

   **NOTE**
   
   When installing vent, ensure the arrow and the single bolt is to the front of the vehicle.

   b. Install the driver’s side mount bracket BEMA 0601 to the upper mounting points on the trim rail using two M6 × 20 mm bolts, flat washers and Nyloc nuts.

   c. Install the passenger’s side ‘S’ bend bracket BEMA 0602 to the upper mounting points on the trim rail using two M6 × 20 mm bolts, flat washers and Nyloc nuts. Match the drill hole in the rear of the passenger’s side mounting bracket to the trim rail and bolt.

   **NOTE**
   
   Before inserting the front bolt on the passenger’s side, secure the earth wire of the evaporator harness under the bolt.

   d. Adhere 50mm X 25mm form tape supplied around the vent opening.

   e. Mount the evaporator assembly EAMA 0701 to the frames using four M6 × 20 mm bolts, flat washers and spring washers (see Figure 55, Item 5). Do not fully tighten.

   f. Push up on the rear corners of the evaporator to square the unit with the cabin while positioning the evaporator to the rear of the cab as far as possible and tighten the bolts.

   g. Fit the rubber grommet to the 32 mm hole drilled earlier, then fit the bulkhead fittings with a loose securing nut to the underside of the floor and seal using the polyurethane sealer supplied. (See Figure 55, Item 7).

   h. Remove the passenger’s seat frame from the vehicle.

   i. **C20 Floor Insulation (Common).** Fit item ensuring that seat and seatbelt mounting points are not obstructed.

   j. **C40 Floor Mat (Common).** Next, fit mat over the insulation, again ensuring the seat and the seatbelt mounting points are not obstructed. Place the air-conditioning hose gasket (triangular in shape with three holes matching the drill template) between the floor mat and the floor insulation.

   k. **C44 (Common).** Locate entry step plates forward on doorsills, and secure using 8G × 20 mm c/s self-tapping screws.

   l. Replace the passenger’s seat frame - this assists in alignment of the air conditioner hoses.

   m. Attach liquid pipe PLMA 0602 and the suction pipe PSMA 0601 to the block valve. Adjust the pipes to ensure that clearance is maintained between the cover and the route around the passenger side of the cabin. Attach the Stauff clamp bracket BHMA 0604 with the clamps, top plate and bolt the pipes at the...
corner of the cabin. Push the pipes and bracket against the wall as close as possible to the trim rail and mark the three holes, drill 3/16 inch holes to accommodate a pop rivet of the same size. Rivet the bracket to the wall using three pop rivets and tighten the clamp to the pipes. Lag the entire block valve and suction pipe end (see Figure 55, Item 8).

**NOTE**

The next steps, Paragraph 18 n to Paragraph 1.p, refer to the Split Cab Variant. Skip to Paragraph 1.q for base variant.

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**CAUTION**

To avoid refrigerant leakage through the threading on the adapter, use yellow (Gas/Double Density PTFE (Teflon) thread tape on the threads of the adapter while fitting into the Quick Couplers.

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n. **Split Cab Variant.** Assemble the quick coupling as per Figures 14, 15 and 16. Attach the liquid and suction pipes to the bulkhead (leave finger tight at this point). Square the assembly between the seats using the pipes fitted above to locate the position (see Figure 17), and mark the floor for the two mounting holes. Remove the assembly and drill two 8.5 mm holes.
o. **Split Cab Variant.** Refit the unit and secure with two M8 × 30 mm bolts from the cabin side, flat washers and Nyloc nuts on the under side of the cabin. Tighten the connections to the bulkhead.

p. **Split Cab Variant.** Attach liquid hose HLMA 0604 to the liquid pipe and to the quick coupling. Attach suction hose HSMA 0603 to the evaporator pipe and to the quick coupling.

**NOTE**

The connections to the quick coupling are flared, ensure the joins are well oiled and tighten firmly.

q. **General Service Variant.** Attach the liquid hose HLMA 0603 to the liquid pipe.

r. **Common.** Position the pipe down the wall and under the side of the passenger seat frame to the bulkhead fitting or the quick coupler. Ensure that the hoses and wiring harness are kept clear of the butt block and are not in contact with the seat frame. (See Figure 18.)
s. **Common.** Connect the wiring harness WLMA 0605 to the plug on the evaporator and run the wiring along side the pipes and hoses down through the 32 mm floor grommet to the outside of the vehicle.

**NOTE**

Evaporator fitting instructions are now common for all vehicle variants.

t. Adjust the hose fittings to achieve the desired clearance and tighten the fitting. Remove the seat frame from the cabin and reattach it to the seat using the original hardware. Retain the seat mounting hardware for use in reinstallation.

u. Attach the drainpipe PXMA 0601, push the pipe end through the hole made in the dash at Paragraph p (see Figure 19). Secure the pipe to the centre division of the windscreen using special ‘J’ clamp CL 1613. (See Figure 20.)
v. Attach the remainder of the drain tube and route the drain through the firewall to the outside of the vehicle through the existing grommet located near the centre of firewall. Secure the drain in the engine bay using a cable tie to secure the drain pipe to the heater hoses so the discharging fluid will clear the pipe and is not obstructed, then seal around the drain pipe using the sealant.

19. Exterior Installation – Plumbing (Common). Refer to Figures 57 and 58:

a. Attach the discharge hose assembly HDMA 0602 to the compressor and to the condenser pipe PDMA 0602. Attach the liquid hose assembly HLMA 0605 from the condenser pipe PLMA 0604 to the receiver drier. (See Figure 57, Step 1).

b. Secure the hoses to the bracket previously fitted to the radiator at Paragraph 17 c using two hose clamps, one M6 × 20 mm bolt, flat washer and Nyloc nut. (See Figure 57, Step 2).

c. Attach the liquid hose assembly HLMA 0602 to the outlet port of the receiver drier. Position along the radiator support bars, down the firewall, behind the air intake tube and under the cabin with the existing wiring harness. Attach to the bulkhead fitting previously fitted to the floor of the cabin. (See Figure 57, Step 3).

d. Attach the suction hose assembly HSMA 0602 to the other outer bulkhead fitting and run to the front of the vehicle alongside the liquid hose and attach to the compressor.

NOTE

The system is now sealed and ready to be evacuated. Ensure any moisture is removed as soon as possible as this will ensure maximum life of the receiver drier.

e. Pressure test system with Nitrogen and check for leaks and rectify the leaks as appropriate.

f. Attach the vacuum pump and evacuate the system.

20. Wiring Installation. (Mixed). Refer to the wiring diagram Figure 59:

a. Common. At the main electrical panel, located in the passenger foot-well, mount the two relays supplied using the two existing screws on the panel (see Figure 21). Connect the earth terminal of the main harness WLMA 0602 to the screw holding the top relay. Connect the two 4-pin connectors to the relays.

b. Common. Connect the power wire (RED) terminal to the solenoid. (See Figure 21.)
c. **Common.** Connect the wiring harness WLMA 0603 to the single pin connector on the main loom and feed the remainder of the loom through the rubber grommet located on the firewall. Position the loom with the A/C hoses along the radiator support rod to the pressure switch and the compressor.

d. **Common.** Connect the harness WLMA 0604 to the two pin connector on the main harness and out through the firewall grommet. Position this harness with the A/C hoses under the cabin and to the connector of the interior evaporator harness, which exits through the grommet near the bulkhead fitting, previously mounted.

e. **Common.** Dress the hoses and wiring loom to the existing harness and secure with cable ties.

f. **Common.** Secure the hoses and wiring loom along the existing wiring loom and the radiator support rod using one ⅜ inch clamp attached to a double hose clamp using a M6 × 20 mm bolt, flat washer and Nyloc nut (See Figure 57, Step 6).

21. **Reconditioning.** A partial reconditioning of the vehicle is to be completed:

a. Replace the dash panel by rotating in a clockwise direction. Secure the hand throttle control nut and release the throttle control to the rest position. Replace the power divider lever and front right hand panel retaining screws and replace the top cover/ash tray.

b. Refurbish the radiator surround.

22. **Evacuation and Charging of the A/C System:**

a. Reconnect power to the vehicle system.

b. Evacuate the system for a further 40 minutes and examine the integrity of the system.

c. Charge the system with R134a refrigerant (1.2 kg +/- 50 g), observing the pressures and general operation of the system.

d. Thoroughly check the system for leaks at all fittings.

e. Allow the system to operate and ensure the system cycles at a vent temperature of +2°C to +4°C. Adjust the air-conditioning system to operate within this range.

f. Re-tension the ‘V’ belts (refer Paragraph b).

g. Attach the specification/serial number identity plate and attach to the driver’s door, as shown in Figure 22. This plate is to be riveted to the door by the use of four pop-rivets.

**NOTE**

Missing or removed identity plates will render the warranty void.
23. **Refurbishment.** Once the system has been checked for leaks, refurbish the mudguard to the original position, reconnect the release spring and the connector.

**Installation – Cabin Sound Proofing Kit**

![Figure 22 Specification/Identity Plate](image)

**WARNING**

Before proceeding, isolate the vehicle battery by use of the battery isolator switch.

**NOTE**

The C (XX) denotes the part number of the kit section to be installed.

24. Dismantle the doors for access to the internal cavity by removing all identification and vehicle specification plates from internal door faces. Care should be taken when removing these items as they are to be reused (See Figure 23). Remove all handles from the door assemblies and then remove LH and RH door access panels and retain the fasteners. Then remove the door locks and window assemblies.

![Figure 23 Identification Plates](image)

25. **Surface Preparation.** The internal surfaces of the cabin are to be clean prior to installation of the soundproofing. A suitable cleaner or chemical agent is to be used to remove any grease or dust from the cabin roof, rear wall, and internal vertical door skin surfaces. When cleaning the surfaces, suitable protective equipment is to be worn to prevent chemical contamination of the skin or eyes and the cabin is to be well ventilated. The Materiel Safety Data Sheet for the chemical agent being used is to be consulted for appropriate safety precautions prior to use.

26. **Sound Proofing Kit Installation Sequence.** Roof Section:

**NOTE**

Each panel is supplied with a fastener kit, which is to be used in the installation of the panel.
a. **Part C1 (Common).** Remove the protective film from the rear of the dampening pad. Locate centrally between and at the rear of the air conditioner mounting rails. Use a suitable squeegee to apply an even pressure to the entire surface and remove all air bubbles.

b. **Parts C2 & C3 (General Service Variant).** Remove the adhesive protective film from the dampening pads. Align the rear of the pads with C1, previous placed into position, and locate centrally on the roof panel. Use a suitable squeegee to apply an even pressure to the entire surface and remove all air bubbles.

c. **Parts C2DR & C3DR (Split Cab Variant).** Remove the adhesive protective film from the dampening pads. Align the rear of the pads with C1, previous placed into position, and locate centrally on the roof panel. Use a suitable squeegee to apply an even pressure to the entire surface and remove all air bubbles.

27. **Sound Proofing Kit Installation Sequence.** Door Section:

a. **Parts C4 & C5 (Common).** The internal door dampeners have been supplied as two parts to assist in the fitting of the pads. Mark a vertical centre line on the internal door skin (see Figure 24).

![Figure 24 Inner Door Surface](image)

**WARNING**

When using Contact adhesive the area is to be well ventilated.

Excessive adhesive may melt the coating on the door skin. If this occurs, allow 72 hours for the skin to dry before reattempting adhesive coating.

b. Apply a thin coat of contact adhesive to the inner door surface (see Figure 24) and allow to touch dry.
c. Apply a coat of contact adhesive to the foam surface of the dampening pads, and while the adhesive is still tacky, position the pads vertically on either side of the centre line and align the hole in the pad with the bolt (see Figure 25). Use a suitable squeegee to apply an even pressure to the entire surface to remove all air bubbles.

d. Once the insulation is positioned, replace the window and door lock assemblies.

28. Sound Proofing Kit Installation Sequence. Dash Section:

a. Parts C6 & C7 (Common). Remove the Dash access Panels. Locate the pads centrally in the relevant dash cavities ensuring that the insulation does not foul the wiper arms (see Figure 26).

Ensure the electrical connections are not disturbed.

b. Secure the insulation to the dash mounting bolts using the pre positioned holes and secure with the cable ties supplied (see Figures 27 and 28). Adjust the placement of the insulation to seal the cavity (see Figures 29 and 30).
Figure 27    Pad Fitting

Figure 28    Cable Tie Adjustment

Figure 29    Final Fitment (1)
29. **Sound Proofing Kit Installation Sequence.** Firewall and Rear Wall:
   
   a. **Part C9 (Common).** Place the dampening insulation centrally on the firewall (see Figure 31). The lower edge of this panel is to be fitted under the floor mat (not shown in Figure 31).
   
   b. Locate the four 5 mm diameter holes in the dampening insulation and mark their location on the firewall. With a 3 mm drill bit, drill locating holes in the firewall of the vehicle, replace the dampening insulation and secure with four 6G × 30 mm pan head screws fitted with plastic washers.
   
   c. **Part C10 and C11 (Common).** Remove the adhesive protective film from the back of the insulation and locate the pad centrally on the flat vertical surface of the upper LH and RH corners of the rear wall. Use a suitable squeegee to apply an even pressure to the entire surface to remove all air bubbles.
   
   d. **Part C12 and C13 (General Service Variant only), and C14 (Common).** These sections are to be located, as per Figure 32, on the vertical surfaces of the rear wall of the cabin. Attach each section as indicated.
e. **C16 and C17 (Common).** Locate C16, as per Figure 33, remove the protective adhesive covering and, starting at floor level, insert the foam into the cavity behind the LH door pillar. Repeat for section C17 behind the RH door pillar cavity.

f. **C18 and C19 (Common).** Locate C18, as per Figure 33. Remove the protective adhesive covering and starting at the edge closest to the outside of the vehicle; insert the foam into the horizontal cavity between the floor reinforcement rail and the rear cabin wall. Repeat for C19 for the RH side cavity.

**NOTE**

Skip to Paragraph 1.j for the Split Cabin.

**g. C32 (General Service Variant).** Locate the rear trim section (C32). Place the trim face down on a suitable flat surface. Fold corners, bottom and sides as indicated on the panel. Place the sill gaskets around the sills. Position the trim panel on the rear wall. Ensure the fold line indicated on the bottom of the panel is seated on the floor cross rail and the window aperture is centrally located to the window opening.
Drill is only to penetrate the inner skin of the cabin wall and not the outer skin.

With a 3 mm drill bit, drill a 3 mm diameter hole at each of the 5 mm diameter holes located in the panel, penetrating the inner skin of the cabin only. There should be 26 holes in total.

h. Secure the panel, using four 6G × 30 mm pan head self-tapping screws and domed plastic washers, at the vertical positions either side of the rear window aperture and 22 6G × 20 mm pan head self-tapping screws and domed plastic washers in the remaining positions.

i. **C46 (General Service Variant).** Fold the covering around the air-conditioning hoses to encapsulate them. Position the trim as to correspond with the holes in the rear wall trim panel. Secure the panel using five 6G × 25 mm pan head self-tapping screws and domed plastic washers in the positions shown in Figures 34 and 35.
j. **C32DR1 (Split Cab Variant).** Locate the rear trim section (C32DR1). Place the trim face down on a suitable flat surface. Fold corners bottom and sides as indicated on the panel. Place the sill gaskets around the sills. Position the trim panel on the rear wall. Ensure the fold line indicated on the bottom of the panel is seated on the floor cross rail.

![Figure 36 Rear Trim C32](image)

**CAUTION**

Drill is only to penetrate the inner skin of the cabin wall and not the outer skin.

With a 3 mm drill bit, drill a 3 mm diameter hole at each of the 5 mm diameter holes located in the panel, penetrating the inner skin of the cabin only.

k. Secure the panel, using 16 6G × 20 mm pan head self-tapping screws and domed plastic washers (see Figure 36).

l. **C32DR2 and C32DR3 (Split Cab Variant).** Position the C32DR2 trim on the LH upper rear wall. Drill 3 mm diameter holes corresponding to the 5 mm holes located in the trim panel.

m. Secure the panel using five 6G × 30 mm pan head self-tapping screws and domed plastic washers. Repeat procedure for RH side using panel C32DR3.

n. **C46DR1 (Split Cab Variant).** Fold the covering around the air-conditioning hoses to encapsulate them. Position the panel as to correspond with the holes in the rear wall trim panel. Secure the panel using three 6G × 25 mm pan head self-tapping screws and domed plastic washers in the positions shown in Figure 38.
Figure 37  C46 DR1 and DR2

Figure 38  C46 Upper View

o. **C46DR2 (Split Cab Variant)**. Fold covering over the lower section of the air-conditioning hoses so as to enclose them and secure using the tape attached (see Figure 37).

30. **Sound Proofing Kit Installation Sequence.** Roof:

a. **C31 (General Service Variant).** Place the roof trim on a suitable flat surface. Fold the sides and corners as indicated on the panel, using the touch tape supplied to create the folded shape. The tape should hold the shape of the roof lining until fitted. Install the C31-A fixing brackets in the rear corner of the trim panel Figure 35. Place the trim panel in the cabin roof, install the new sun visors and reinstall the room light.

**NOTE**

Variations may exist in the length of the cabin. Extension plates have been provided for this purpose.

b. If the distance between the front and rear of the header panel trim mounting points exceeds the length of the trim panel, fit extension panels C31-B and C31-C as required.
Drill is only to penetrate the inner skin of the cabin wall and not the outer skin.

c. With a 3 mm drill bit, drill a 3 mm diameter hole at each of the 5 mm diameter holes located in the panel, penetrating the inner skin of the cabin only (16 holes in total).


e. **C68DR (Split Cab Variant).** Fit padding to aperture with touch tape starting at the front centre (see Figures 39 and 40).

![Figure 39 C68DR View 1](image1)

![Figure 40 C68DR View 2](image2)

**f. C31DR (Split Cab Variant).** Place the roof trim on a suitable flat surface. Fold the sides and corners as indicated on the panel, using the touch tape supplied to create the folded shape. The tape should hold the shape of the roof lining until fitted. Install the C31-A fixing brackets in the rear corner of the trim panel (see Figure 35). Place the trim panel in the cabin roof, install the new sun visors and reinstall the room light.

**NOTE**

Variations may exist in the length of the cabin. Extension plates have been provided for this purpose.

g. If the distance between the front and rear of the header panel trim mounting points exceeds the length of the trim panel, fit extension panels C31-B and C31-C as required. With a 3 mm drill bit, drill a 3 mm diameter hole at each of the 5 mm diameter holes located in the panel, penetrating the inner skin of the cabin only (16 holes in total).
Drill is only to penetrate the inner skin of the cabin wall and not the outer skin.

h. Secure the panel using 16 6G × 25 mm pan head self-tapping screws and domed plastic washers.

i. **The Air Conditioner Trim Cover.** This should now be fixed over the air conditioner header to the roof lining assembly, as shown in Figure 41, using nine 6G × 25 mm pan head self-tapping screws and domed plastic washers (supplied with the roof panel).

![Figure 41 Air-conditioning Trim Cover](image)

31. **Sound Proofing Kit Installation Sequence.** Doors outer sections:

   **NOTE**

   Centralise the door lock and winder controls.

   a. **C33 (RH Door) (Common).** Locate the door trim into the raised pressing on the RH door shell, taking care to centralise the remote door lock and the window winder controls.

   **CAUTION**

   Drill is only to penetrate the inner skin of the cabin wall and not the outer skin.

   When drilling the 5.5 mm holes, ensure the drill does not penetrate the water storage bottle located in the Bottom RH corner.

   b. Drill seven 3 mm holes in the door trim corresponding with the 5 mm holes in the trim panel and drill three 5.5 mm holes in the door trim to correspond with the 7 mm holes in the trim panel.

   c. Secure the trim in the area of the water bottle with three Christmas tree clips and the remaining area with seven 6G × 20 mm pan head self-tapping screws and domed plastic washers.

   d. **C34 (LH Door) (Common).** Locate the door trim into the raised pressing on the LH door shell, taking care to centralise the remote door lock and the window winder controls.

   **NOTE**

   Centralise the door lock and winder controls.
The drill is only to penetrate the inner skin of the cabin wall and not the outer skin.

e. Drill 10 × 3 mm diameter holes corresponding to the 5 mm diameter holes in the trim (see Figure 42).

f. Secure the trim with 10 6G × 20 mm pan head self-tapping screws and domed plastic washers. Reattach the previously removed identification and specification plates on the lower LH face of the inner door panel, as shown in Figure 42.

g. C35 (Common). Centralise the armrest in the window aperture on the LH doorsill. Drill two 2 × 3 mm holes corresponding to the two holes in the arm rest. Secure the trim with two 6G × 25 mm pan head self-tapping screws and domed plastic washers. Repeat for the RH door. (See Figure 42.)

h. C41 (Gearshift and PTO boot) (Common). Locate the boot bases over the gear shift lever and PTO lever if required and centralise on the floor around the assembly. Check that the bases of the boots do not interfere with the lever movement. Drill 3.5 mm holes in the cabin floor to correspond with the 6 mm holes located in the surround. Secure each trim with four 8G × 25 mm pan head self-tapping screws and secure the top of the boot to the gear shift lever with a cable tie.

32. Sound Proofing Kit Installation Sequence. General sections:

a. C25 (Common). Insert the foam seal into the aperture at the base of the steering column adjacent to the firewall, to seal this cavity.

b. C26 (Common). Position the foam seal around the steering column shaft against the firewall.

c. C38 and C39 (Common). Position C38 on the panel on the cabin cowl and secure with 6G × 25 mm self-tapping screws fitted with plastic washers (see Figure 43). Repeat for C39, Figure 44.
d. **C36 (Common).** With the original cover removed in Paragraph h, position the new fuse panel on the fire wall locating it over the original two RH mounting bolts. Ensure the panel is fitted hard up against the LH side cowl and secure with the original mounting bolts and washers and $6G \times 20$ mm pan head self-tapping screws fitted with plastic washers. (See Figure 45 and 46.).
Care is to be taken not to damage electrical harness when INSTALLING the panel.

e. C37A and C37B (Common). Position panel C37A to the left of the steering column. Position Panel C37B to the right of the steering column to overlap panel C37A then secure with 6G × 15 mm pan head self-tapping screws fitted with plastic washers. (See Figure 43.)

33. Cabin Refurbishment. Replace the following equipment removed from the vehicle cabin in Paragraph 0.e(0)( ) :

a. LH and RH seat belt assemblies – reattach using original fasteners.

b. LH and RH seat assemblies – position seats and bolt into position using original fasteners.

34. Reconnect the vehicle batteries or return the battery isolator switch to the ‘ON’ Position.

Recording Action

35. On completion of the modification, the following action is to be taken in accordance with TRAMM, Volume 3, Section 2, Chapter 2, Annex D:

a. Deface the number 37 on the modification record plate.

b. Complete the modification details in the vehicle’s GM 120 – Record Book for Service Equipment.
c. Forward the modification completion details using form GM 119 – Advice of Change in Build State (TRAMM, Volume 3, Section 2, Chapter 3, Annex C) to:

MNR Project Officer
Overlander Program
DPM 7 (North)
661 Bourke St
MELBOURNE VIC 3000

d. The return should include the following information:

(1) Modification No: EMEI Vehicle G 797-19, Mod Strike 37;
(2) Unit: e.g. 2 CER;
(3) Major Equip ARN;
(4) Completion Date;
(5) Inspected by (Rank/Name);
(6) GM 120 Completed by (Rank/Name);
(7) Air conditioner Serial Number; and
(8) Insulation Batch Number (if known).

### Table 1 Stores Required

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<th>Qty per Equip</th>
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<td>Water Jacket Mounting Bolts</td>
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Figure 47   Exterior Preparation

NOTE

Figure 48 below is not to scale.

---

Figure 48   Position for Bulkhead Fittings

PUSH ROOF TEMPLATE INTO AIR VENT OPENING, LINE UP JIG WITH TRIM RAIL THEN DRILL PILOT HOLES

PUSH BULKHEAD MARKING TEMPLATE INTO CORNER OF OUTER SEAT RAIL

SEE INSET FOR DETAIL

APPROX.
240mm

32mm

22mm

16mm
### Table: Air-conditioning System Layout

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<td>Fresh Air Inlet</td>
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<td>3</td>
<td>1</td>
<td>KPMA 0600</td>
<td>Plumbing Kit</td>
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<td>4</td>
<td>1</td>
<td>61-0033 + SK 601</td>
<td>Condenser Kit</td>
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<td>BEMA 0601 + BEMA 602</td>
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**Figure 49**  Air-conditioning System Layout
Figure 50  Condenser Components

NOTE
Refer to Table 3 for index numbers.

Table 3  Condenser Components

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<td>BCMA 0601</td>
<td>Condenser Bracket (driver side)</td>
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<td>2</td>
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<td>Condenser Support Bracket</td>
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<td>Nyloc Nut M6</td>
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### Table 3  Condenser Components (continued)

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**NOTE**
Refer to Table 4 for index numbers.
### Table 4  Compressor Mount Components

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<td>1</td>
<td>40-0006</td>
<td>Bolt ½ inch UNF x 2¼ inch ZnPl GD5</td>
</tr>
<tr>
<td>22</td>
<td>2</td>
<td>NUC 0010</td>
<td>Nut Nylock 3/8” UNC Hex Zinc Cd5</td>
</tr>
</tbody>
</table>

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**Figure 53  Exterior Installation (Compressor and Mount)**
Figure 54  Drier Installation

Figure 55  Evaporator Installation
Figure 56  Split Cabin Quick Disconnect Position

Figure 57  Evaporator Installation (View 2)
Figure 58   Evaporator Installation – Quick Disconnect
Figure 59  Wiring Diagram