

TRUCK, UTILITY, LIGHTWEIGHT, MC2 LANDROVER 110 - ALL TYPES

RELOCATION OF THE ENGINE STOP CONTROL

MODIFICATION INSTRUCTION

Issue of this instruction is authorized by CONMEA

Introduction

1. This instruction details the repositioning of the engine stop control inboard to alleviate potential water entry from the bulkhead drain.

Note:

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

General

2. Estimated Modification Time. 1.0 hr (initial planning only).
3. Priority. Group 2.
4. Modification to be applied to. All subject vehicles.
5. Items Affected. Engine Stop Control.
6. Action Required. By RAEME units authorized to carry out unit, field or base repairs.

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

Item	MPN/NSN	Designation	Qty per Equip
1.	5305-99-122-5365	SCREW	2
2.	5310-99-122-6475	FLAT WASHER	4
3.	5310-99-138-9227	SPRING WASHER	2
4.	5310-99-122-5296	NUT	2

Detail

7. The modification is to be carried out as described below:
 - a. Remove the air inlet hose from the air filter and inlet manifold.
 - b. Plug the air filter and inlet manifold with clean rag to prevent the ingress of dust and swarf.

- c. Mark and drill the two holes on the top of the right hand toolbox to the dimensions shown in Fig 1.

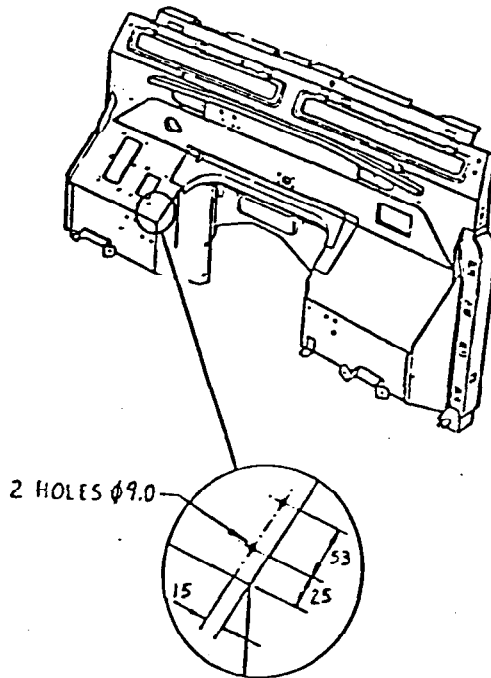


FIG 1 - TOOLBOX

- d. Remove the two M4 screws securing the stop/start motor cable bracket to the inlet manifold elbow. Slip the cable end out of fuel rack lever.

Note:

1. There is no requirement to undo the cable adjusting nuts.
- e. From inside the vehicle, undo the two M8 nuts securing the stop/start motor to the toolbox.
- f. Disconnect the connector block from the stop/start motor control relay (located on front of the scuttle, out board of brake pedal box). Locate the light green wire leading from the relay connector block and disconnect this wire from eight-way moulded connector of the main harness (Refer Fig 2). Disconnect the blue/red wire with the inline fuse.

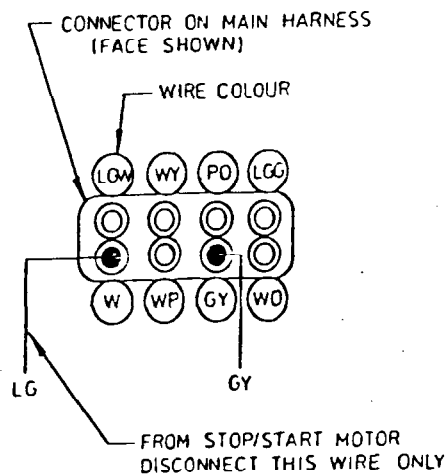


FIG 2 - WIRING CONNECTIONS

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- g. Remove the motor and cable and move to the new position. Run the cable as shown in Fig 3.

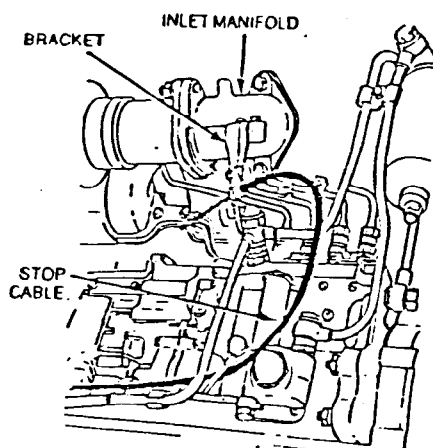


FIG 3 - CABLE ROUTING

- h. Inside the vehicle, secure the motor to the toebox using the existing M8 nuts and washers. Plug the two redundant mounting holes with M8 screws, washers and nuts (items 1, 2, 3 and 4 from Table 1).
- i. Connect the cable end to the fuel rack lever and secure the cable mounting bracket to the inlet manifold elbow using the existing M4 screws.
- j. Reconnect the connector block to the motor control relay, ensuring that the five terminals in the connector block align with the five tabs of the relay.

Note:

1. Run the harness under the vacuum lines and harnesses exiting the scuttle and behind the clutch master cylinder.
- k. Reconnect the light green wire from the relay connector to the eight-way moulded connector of the main harness. (Refer Fig 2). Reconnect the blue/red wire with the inline fuse.
- l. Remove the rags plugging the air cleaner and inlet manifold and install the air inlet hose.
- m. Start and stop engine to ensure start/stop motor functions correctly. Also ensure that there are no air leaks on the air inlet hose.

8. Modification Record Plate. Deface the numeral 8 on the modification plate located on the driver's seat base.

9. Recording. Enter the details of the modification in Part Three of the TGM 120, Record Book for Service Equipment, of the subject vehicles.

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