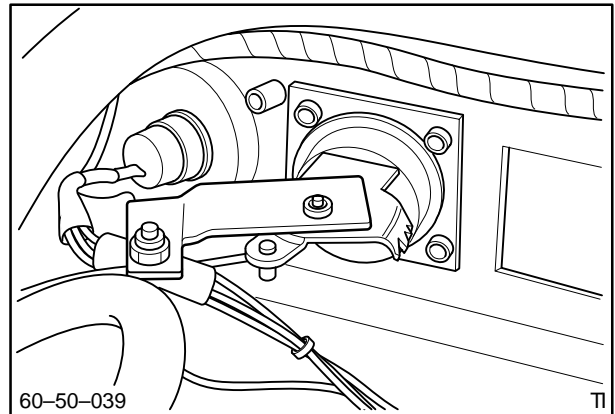


2. Remove the 3 head lining studs situated close to the air louvre vents inside the front of the cab.
3. Raise the cab roof and withdraw the heater control mechanism, Figure 48, from the control panel.
4. Remove the visible screws which attach the motor to the plastic air conditioning housing in the cab roof.
5. Remove the 2 retaining bolts from the plate which covers the evaporator and then remove the 2 bolts securing the plastic evaporator housing to the cab roof.

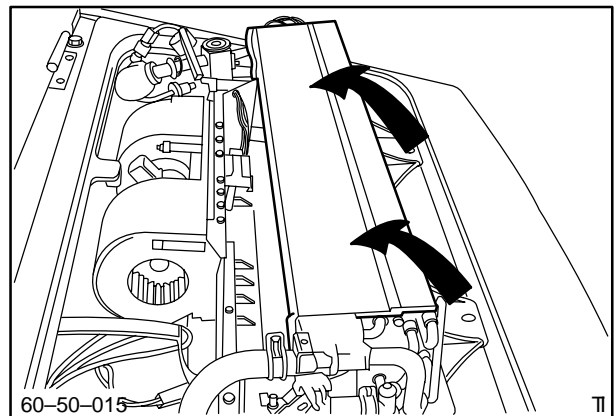


48

6. Carefully lift the front of the plastic evaporator housing and turn the complete assembly over towards the rear of the cab. Refer to Figure 49 and Figure 50.

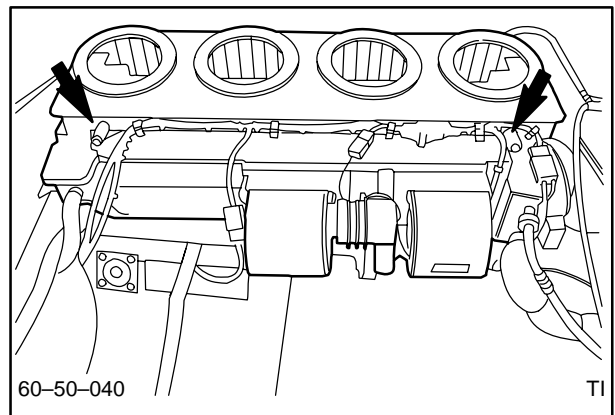
NOTE: Take care not to damage hoses during this operation or spill any water onto the cab roof. If the cab heater hoses restrict movement of the housing drain the heater assembly and disconnect the hoses.

7. Disconnect the motor wiring connector block.
8. Remove the remaining motor securing screws and withdraw motor.



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9. Re-assembly follows the disassembly procedure in reverse. During re-assembly ensure the 4 drain hoses are reconnected to the plastic air conditioning housing, Figure 50.



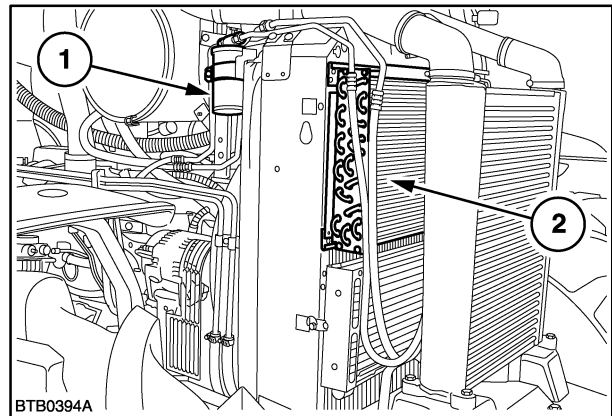
50

RECEIVER DRYER and CONDENSER

The receiver/dryer, (1) Figure 51, cannot be overhauled and must be replaced as an assembly. The receiver/dryer assembly should be replaced if it is suspected that moisture is in the system.

The receiver dryer must also be replaced if the system has been discharged and the air conditioning joints disconnected.

1. Discharge and reclaim refrigerant gas using certified recovery systems.
2. Slide condenser, (2) Figure 51, to side of tractor.
3. Separate the air conditioning tube spring lock couplings to the receiver dryer.
4. Remove the dryer from the tractor.
5. Disconnect the connections to the condenser.
6. Cap and plug all fittings to prevent any dirt entering the system.
7. Remove condenser from tractor.
8. Inspect the condenser assembly fins for damage and be sure they are not plugged.
9. Check the condenser for signs of leakage. If the condenser is damaged or leaking, install a new condenser assembly.
10. Drain the refrigerant oil from the receiver dryer into a clean calibrated container. Measure the quantity of oil obtained and add the same quantity of new refrigerant oil directly into the new item.
11. If the condenser is to be replaced, drain the refrigerant oil from the condenser into a clean calibrated container. Measure the quantity of oil obtained and add the same quantity of new refrigerant oil directly into the new condenser.
12. Soak new tubing connector 'O' rings in clean refrigerant lubrication oil and install onto tubing
13. Install condenser and a new receiver dryer.
14. Evacuate, leak test and recharge the system.



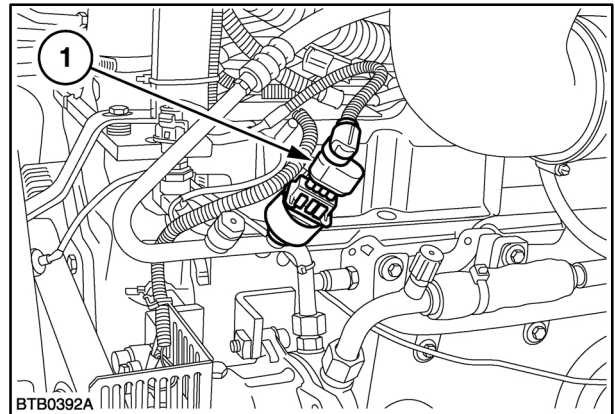
51

COMPRESSOR HIGH LOW CUT-OUT SWITCH

1. With the engine 'Off' check continuity across the switch contacts, (1), Figure 52. If the switch shows 'Open Circuit' replace as detailed below.

NOTE: *The switch can be replaced without discharging the system.*

2. Remove switch by unscrewing from self sealing schrader valve.
3. Replace with new switch and connect the harness.



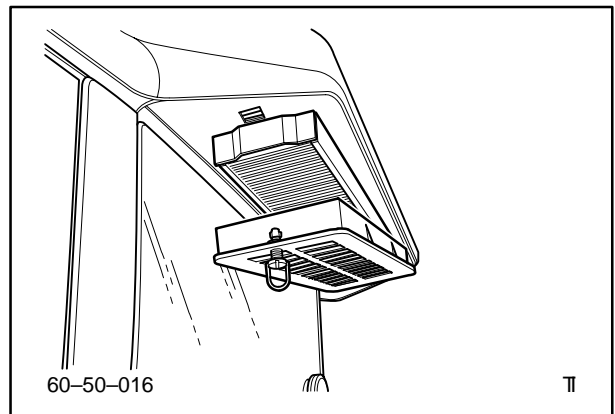
52

CAB AIR FILTERS

1. Before servicing the filters, switch off the blower and close the roof hatch, all windows and one door. Slam the final door closed and the resulting back pressure will dislodge most of the loose dirt from the underside of the filters.
2. Remove filter element(s), Figure 53 and clean by blowing with compressed air not exceeding 2 bar (30 lbf/in²).

Blow the dust from the upper surface through the element to the underside. Hold the nozzle at least 12 in (300 mm) from the element to prevent damage to the paper pleats.

3. Clean both filter chambers with a damp, lint free cloth.
4. Replace the filter elements with the rubber seal uppermost and re-install the covers.



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