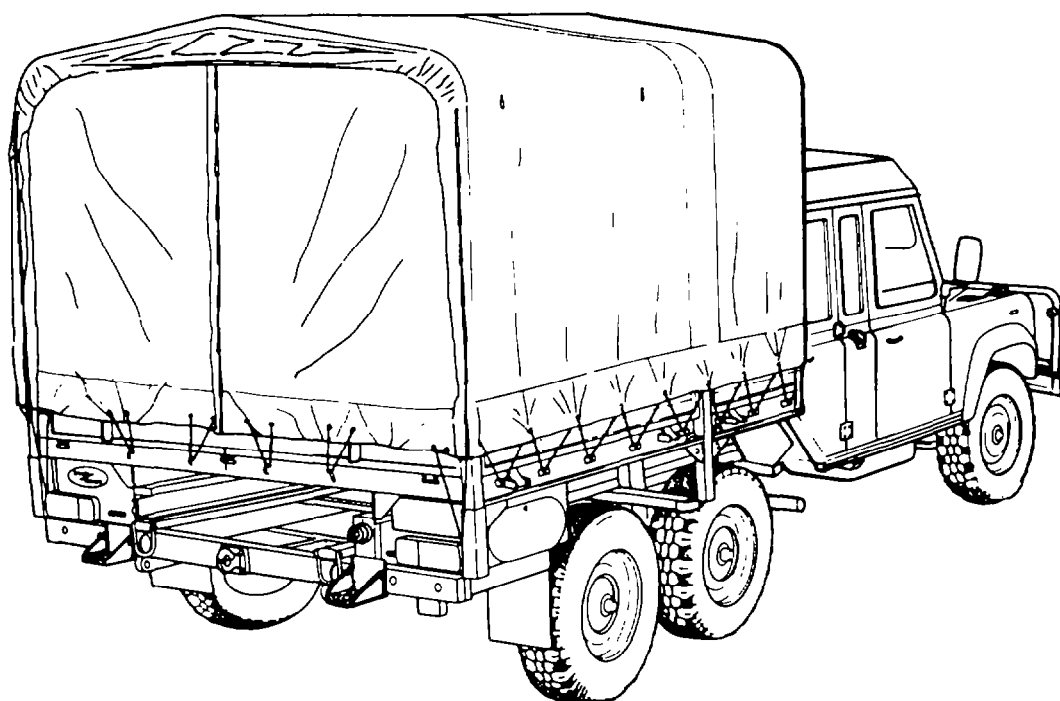
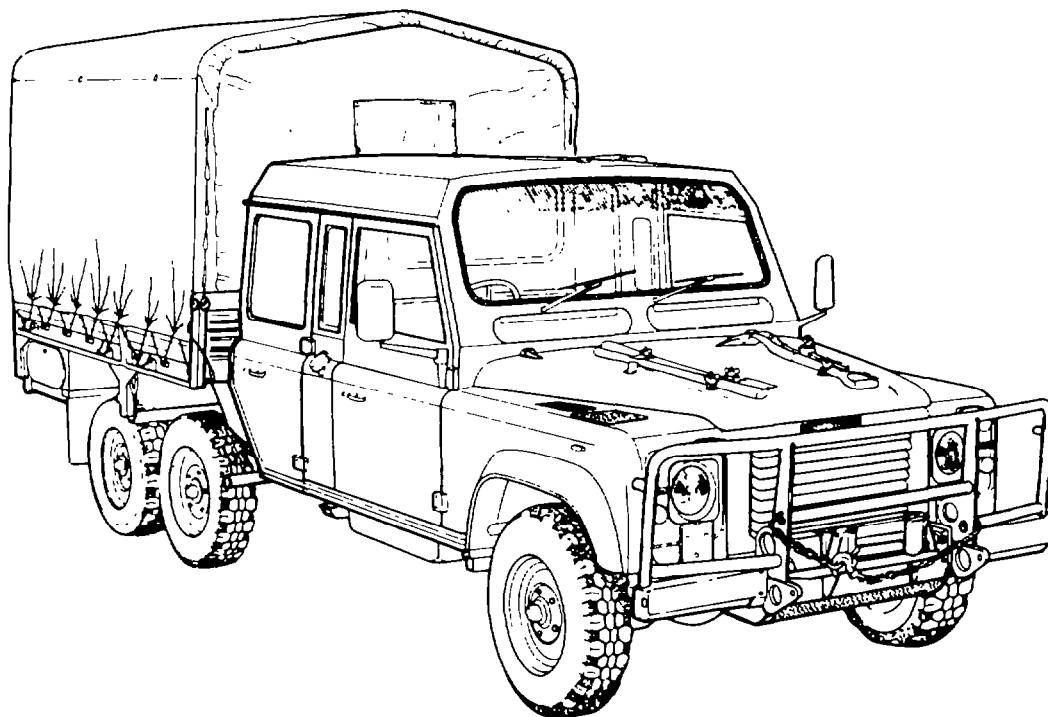


TRUCK, CARGO, LIGHT, CREW CAB, WINCH, MC2 — LAND ROVER 110 6 x 6

FIELD AND BASE REPAIR

This EMEI is authorised for issue by the CGS. It provides direction, mandatory controls and procedures for the operation, maintenance and support of equipment. Personnel are to obey the instructions and follow the procedures contained in this publication.



AMENDMENT CERTIFICATE

It is certified that the amendments promulgated in the undermentioned Amendment Lists have been incorporated in this copy of the Publication:

Amendment List		Topic/Section Affected	*Amendment Effect	Amended By (Print Name)	Date
No.	Date of Issue				
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***Note:** Insert EMEI amendment number and page number OR brief details of page(s) amended, inserted or cancelled.

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AMENDMENT CERTIFICATE (Continued)

Amendment List		Topic/Section Affected	*Amendment Effect	Amended By (Print Name)	Date
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ASSOCIATED PUBLICATIONS

1. Standing Orders for Vehicle Operation and Servicing (Vol. 2 — B Vehicles)
2. MEMA Vol. 3
3. Australian Army Books:
TGM 120 Record Book for Service Equipment — Army
4. Complete Equipment Schedules (CES):
(a) SCES 12046 } Truck, Cargo, Light, Crew Cab,
(b) Equipment Kit SCES 12045 } Winch, MC2
5. Block Scale 2406/31 Issue 1 — Special Tools for RAEME — B Vehicles — Truck, Cargo, Light, MC2 (Land Rover Model 110)
6. EMEI VEH A 029 — Servicing of B Vehicles
7. EMEI VEH A 119-22 — Repair of Vehicles Under Warranty Agreement — Policy Instruction
8. EMEI VEH G 202 — Technical Description (Truck, Cargo, Light, MC2)
9. EMEI VEH G 203 — Unit Repair (Truck, Cargo, Light, MC2)
10. EMEI VEH G 204 — Field Repair (Truck, Cargo, Light, MC2)
11. EMEI VEH G 204-1 — Base Repair (Truck, Cargo, Light, MC2)
12. EMEI VEH G 209 — Servicing instruction
13. EMEI VEH G 260 — Data Summary (Truck, Cargo, Light, Crew Cab, Winch, MC2)
14. EMEI VEH G 262 — Technical Description (Truck, Cargo, Light, Crew Cab, Winch, MC2)
15. EMEI VEH G 263 — Unit Repair (Truck, Cargo, Light, Crew Cab, Winch, MC2)
16. EMEI WKSP E 652 — Occupational Health and Safety (Polyurethane Paint)
17. Repair Parts Scale 02219

MAINTENANCE SUPPLY ITEM (MSI) IDENTIFICATION

**Table 1 — Location of Identification Numbers on
Maintenance Supply Items**

Chassis No. — Right hand side of the chassis, forward of the
spring mounting turret

Chassis nameplate — Left hand seat box, in the cab

Engine No. — Left hand side of the engine block

Injection pump identification — Side of the pump

Transmission and transfer case — Rear of the transfer case

Torque limiter — On rear end of the drive plate

Front axle No. — Adjacent to the axle breather

Intermediate axle No. — Adjacent to the axle breather

Rear axle No. — Adjacent to the axle breather

Air compressor — Front outer mounting point

LIST OF LUBRICANTS

Table 2 — List of Lubricants

Equipment	Lubricant	Capacity (Litres)
Engine (including filter)	OMD-115	8.5
Transmission	OMD-115	2.7
Transfer Case (with PTO)	OMD-115	5.8
Front Axle	OEP-220	1.7
Intermediate Axle	OEP-220	2.6
Rear Axle	OEP-220	2.3
Swivel Pin Housings	OEP-220	0.35 (each)
Brake Master Cylinder	OX (Aust) 8	Fill to level
Clutch Master Cylinder	OX (Aust) 8	Fill to level
Power Steering System Reservoir	OX46	1.25
Fanbelt Jockey Pulley	XG-274	As required
Wheel Bearings	XG-274	As required
Winch Cable	ZX8	As required
Radiator Inhibitor	ALFLOC 2001	0.65
Clutch Pedal Trunion	XG-274	As required
Speedometer Cable	XG-274	As required
Propeller Shaft	XG-274	As required
Winch Drive Line	XG-274	As required
Parking Brake Adjuster	XG-274	As required
Windscreen Wiper Drive Cable	XG-274	As required
Winch	OEP-220	2.1
Air Compressor	XG-274	As required

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TRUCK, CARGO, LIGHT, CREW CAB, WINCH, MC2 — LAND ROVER 110 6 x 6

FIELD AND BASE REPAIR

INTRODUCTION

1. This EMEI contains procedures for removing, dismantling, repairing, assembling and installing various components of the Truck, Cargo, Light, Crew Cab, Winch shown in Fig. 1. Where applicable, instructions for the adjustment, lubrication and minor servicing of these items are included. This EMEI should be read in conjunction with EMEI VEH G 204 and VEH G 204-1.
2. Prevent dirt and foreign objects from entering any component by placing clean temporary coverings over all exposed openings, including hoses, tubes and lines.

CAUTION

Do not use adhesive tapes to seal fuel or oil openings. The adhesive tape is soluble in fuel or oil and can cause contamination. Remove temporary covers before assembling.

3. When disconnecting electrical connectors, hoses and fittings, remove clamps as required to gain slack and avoid damage to connectors and fittings.

CAUTION

Before removing any electrical system components, disconnect the battery leads.

4. Discard all used gaskets, seals, cotter pins, tab washers, lock pins, key washers and lock washers. Discard all contaminated fuel and lubricants drained from the vehicle.
5. Use only those fuels and lubricants specified in the Servicing Instruction, EMEI VEH G 209 and the User Handbook when replenishing fuel or lubricants.
6. Any fastenings or fittings being tightened to prescribed torques are to have dry, clean threads unless otherwise specified. When specified, thread sealants are to be applied to dry, clean, oil-free threads.
7. The engine cooling system contains Alfloc 2001 corrosion inhibitor at a concentration of 5% total volume.
8. This vehicle is painted in polyurethane paint.

WARNING

Precautions should be taken prior to carrying out repairs which include painting, sanding, scraping or welding. For safety precautions refer to Introduction Into Service Instruction, Materiel Management Policy Statement, Painting Policy for Vehicles and Equipment or relevant EMEI.

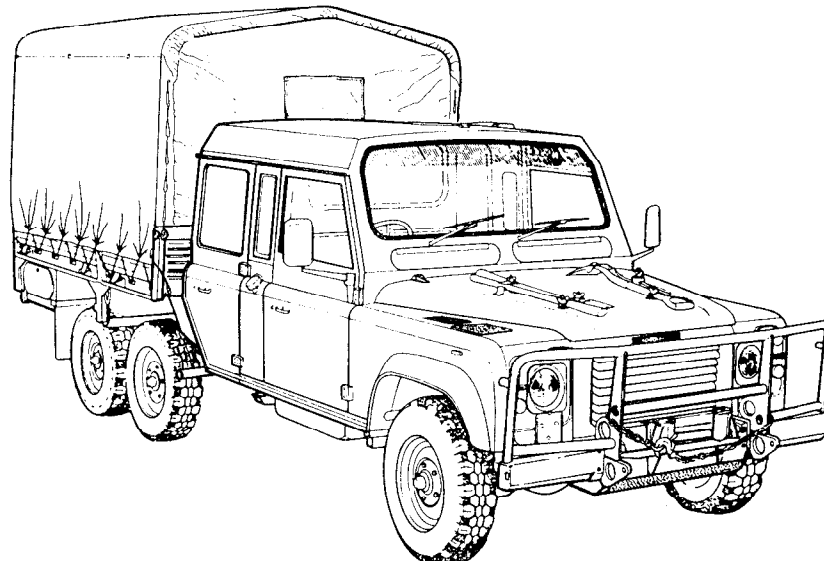


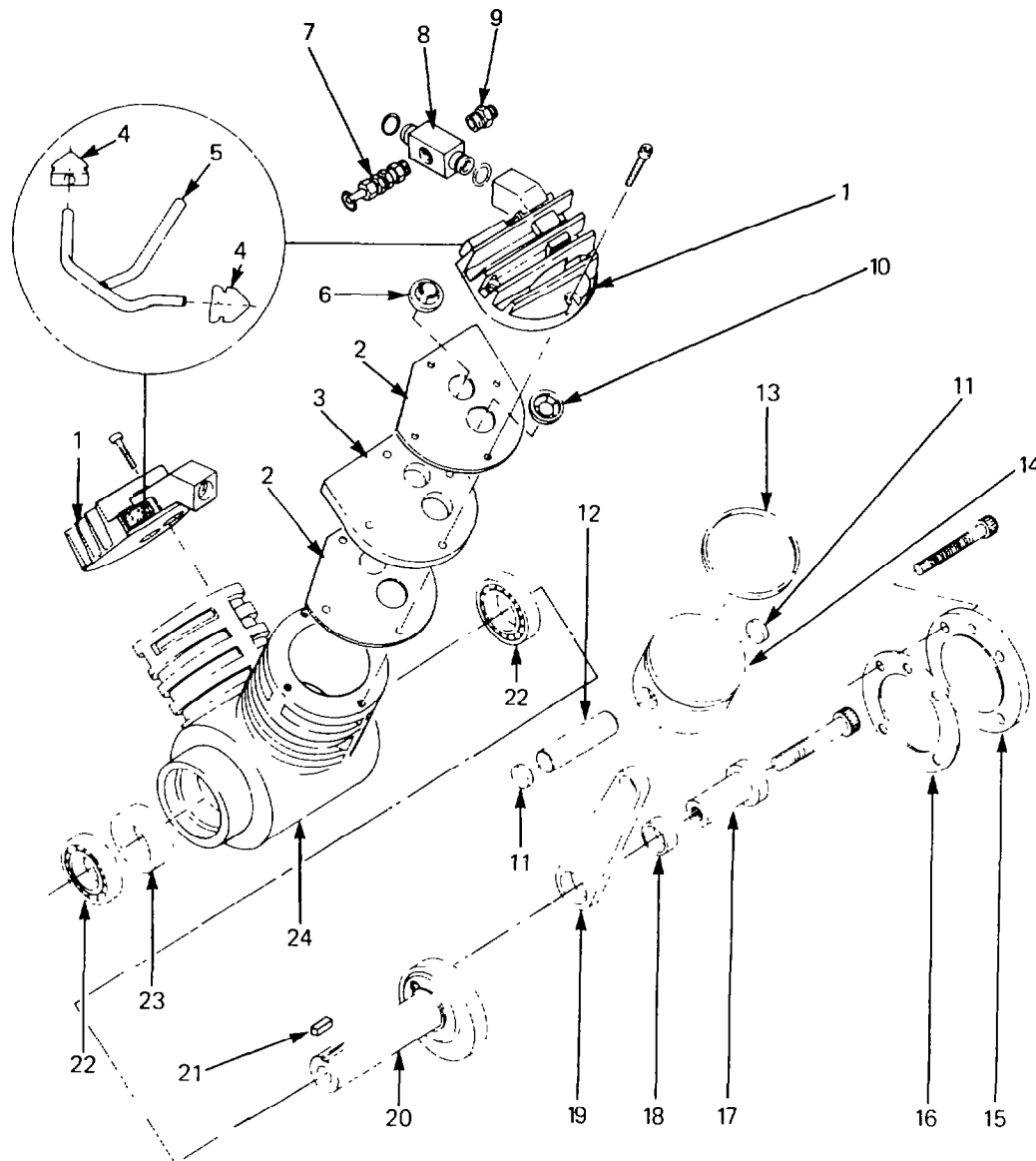
Figure 1 — Truck, Cargo, Light, Crew Cab, Winch, MC2

ENGINE — GROUP 1

Air Compressor

1. Disassembly (Field and Base Repair)

- a. Remove the air compressor (refer to EMEI VEH G 263 — GROUP 1).
- b. Remove the remote breather pipe and the sealing blocks from the cylinder heads.
- c. Remove the Allen screws securing the cylinder heads (see Fig. 2), then remove the cylinder heads, valve plates and gaskets. Separate the cylinder heads from the outlet manifold, and discard the O-rings.



- | | | | | | |
|---|----------------------|----|--------------------|----|---------------------|
| 1 | Cylinder head | 9 | Air line connector | 17 | Crank-pin |
| 2 | Gasket | 10 | Outlet valve | 18 | Connecting rod bush |
| 3 | Valve plate | 11 | Teflon plug | 19 | Connecting rod |
| 4 | Sealing block | 12 | Gudgeon pin | 20 | Crankshaft |
| 5 | Remote breather pipe | 13 | Piston ring | 21 | Key |
| 6 | Inlet valve | 14 | Piston | 22 | Crankshaft bearing |
| 7 | Relief valve | 15 | End plate | 23 | Spacer |
| 8 | Outlet manifold | 16 | End plate gasket | 24 | Cylinder block |

Figure 2 — Air Compressor — Exploded View

- d. Remove the four Allen screws securing the end cap to the crankcase, remove the cap and all excess lubricant.
- e. Suitably clamp the crankshaft in a vice fitted with soft jaw clamps, and remove the Allen screw securing the crank-pin (see Fig. 3). Using suitable pliers, remove the crank-pin.

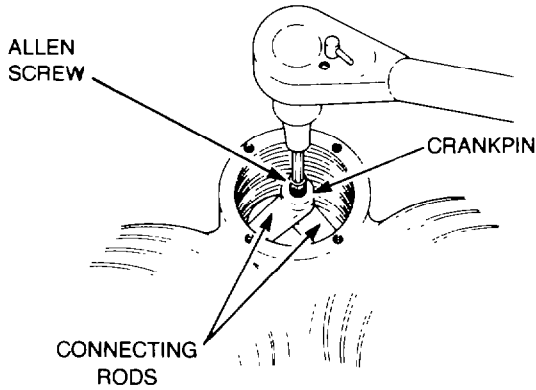


Figure 3 — Crank-pin — Removal

- f. Remove each piston and connecting rod out through the cylinder bores. Remove the teflon pads from the gudgeon pin bore of the piston and press the gudgeon pin out, using a suitable arbor and press.
- g. Using a suitable press, remove the crankshaft out of the crankcase (see Fig. 4).

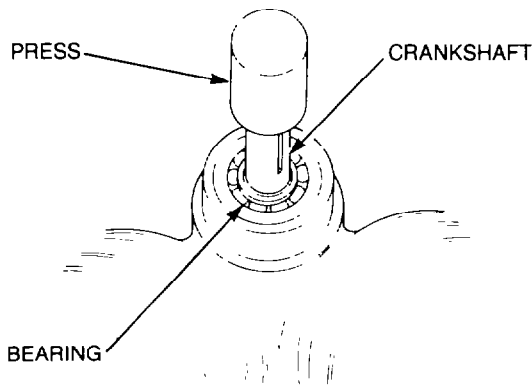


Figure 4 — Crankshaft — Removal

NOTE

The crankshaft, inner bearing and spacer will be removed as one assembly.

- h. Using a suitable press, remove the bearing from the crankshaft.
- i. Using a suitable arbor, press the outer bearing from the crankcase.
- j. Using a suitable arbor, press out the bush from the connecting rod (see Fig. 5).

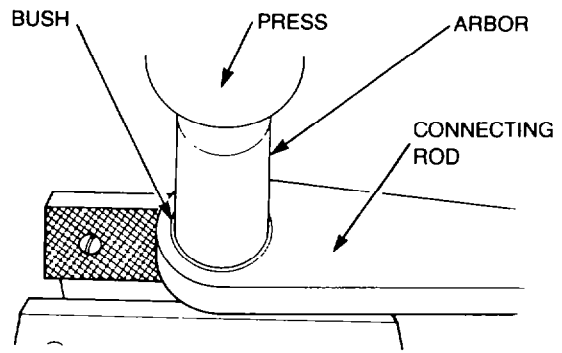


Figure 5 — Connecting Rod Bush — Removal

2. Cleaning and Inspection (Field and Base Repair)
 - a. Clean all parts in a suitable cleaning agent and inspect for excessive wear (refer to Table 3). Replace worn or defective parts as necessary.

Table 3 — Compressor Wear Limits

Crankcase bore maximum diameter.....	40.060mm
Piston minimum diameter.....	39.875mm
Connecting rod bush maximum internal diameter	12.731mm
Crank-pin minimum diameter.....	12.598mm

3. Reassembly (Field and Base Repair)

- a. Using a suitable press, install the inner bearing on the crankshaft (see Fig. 6), ensuring that the bearing is hard against the crankshaft web.

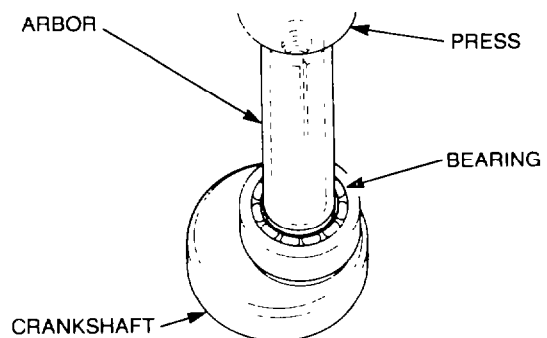


Figure 6 — Crankshaft Inner Bearing — Installation

- b. Suitably support the compressor, and press the crankshaft and bearing into the crankcase, ensuring that the bearing is installed correctly (see Fig. 7). Install the spacer and press in the outer bearing.

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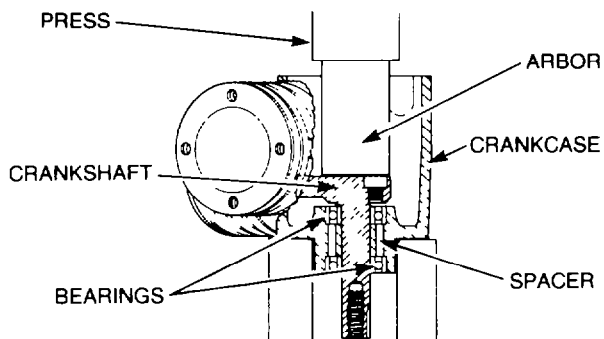


Figure 7 — Crankshaft — Installation

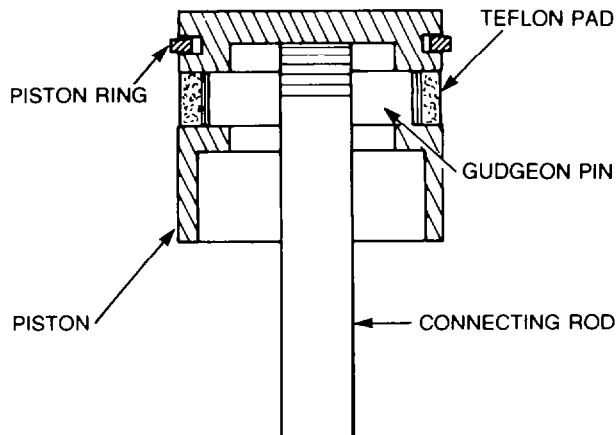


Figure 8 — Connecting Rod — Installation

- c. Press in the connecting rod bushes, then using the oil supply hole in the connecting rods as a guide, **drill a 3 mm hole** through the wall of the bushes. Clean the connecting rods, then install the connecting rods, gudgeon pins and Teflon pads in the pistons (see Fig. 8).

- d. Lightly smear the cylinder bores and gudgeon pins with a suitable grease, then insert the pistons in the bores.
- e. Align both connecting rod pin holes with the crankshaft pin hole. Apply Loctite 222 to the threads of the Allen screw then insert the

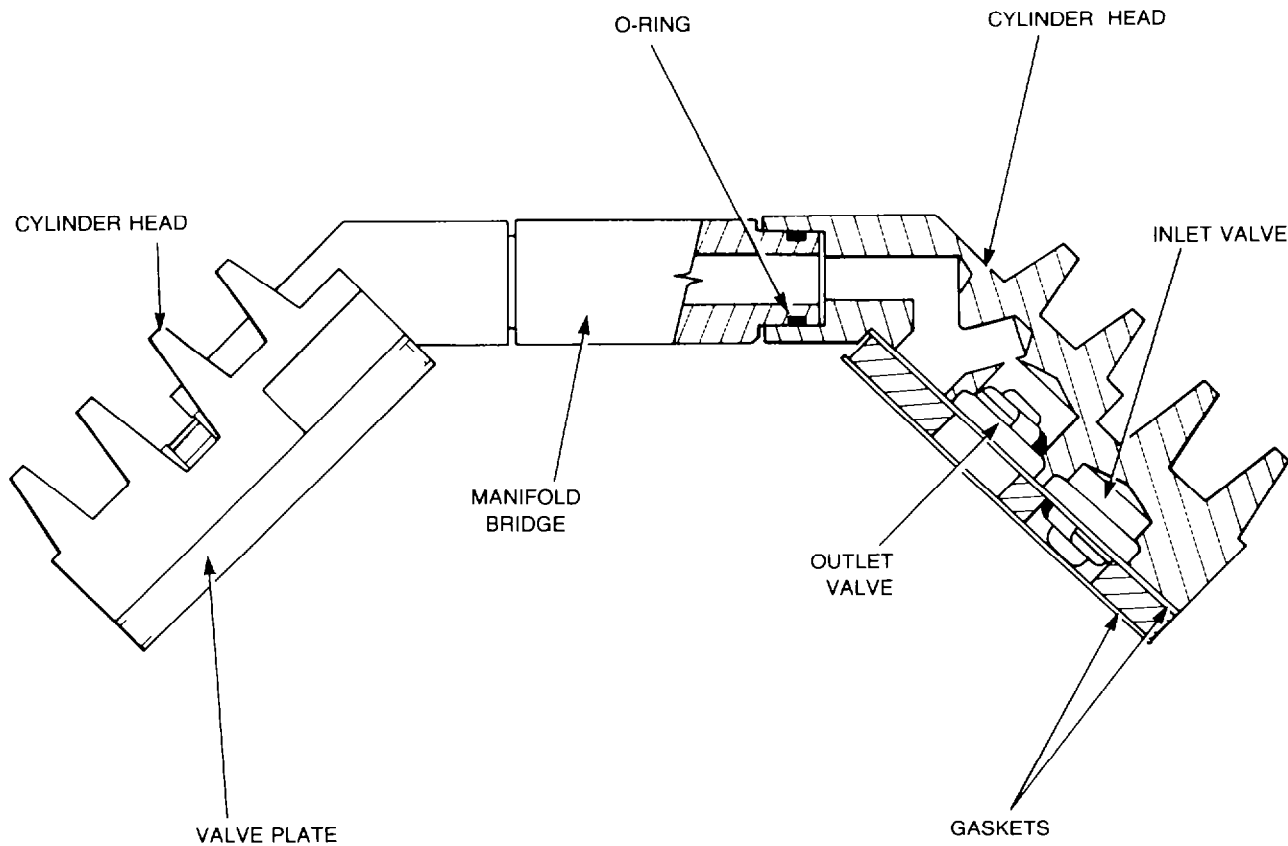


Figure 9 — Manifold Bridge — Installation

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- crank-pin and Allen screw into the crankshaft. Tighten the Allen screw securely.
- f. Install two new O-rings onto the manifold bridge and fit the cylinder heads to the ends (see Fig. 9). Fit the inlet and exhaust valves in the head and retain in position by the new gaskets and valve plate. Install the cylinder heads complete with the manifold bridge.
 - g. Install the eight cylinder head screws and tighten them securely.
 - h. Fill the crankcase to approximately two thirds full with a suitable grease, install a new gasket on the crankcase then fit the end cover. Install the four Allen screws and tighten securely.
 - i. Install the sealing blocks in the cylinder heads, then install the remote breather pipe.
 - j. Install the compressor (refer to EMEI VEH G 263 — GROUP 1).

ELECTRICAL — GROUP 15

Wiring Harness

4. General Precautions

- a. Use suitable testing meters or circuit tester to trace or locate faults or check circuits. The practice of arcing wires to earth to determine if the wire is live, will destroy solid state components, and must not be used.
- b. After tracing electrical faults, and before carrying out any electrical repairs, disconnect the battery, negative terminal first, then disconnect the positive terminal.
- c. Before carrying out any electrical arc welding on the vehicle, disconnect the battery and the alternator. Failure to disconnect the alternator will cause the transistors and diodes to fail as a result of current flow throughout the chassis when arc welding.
- d. When installing the battery, ensure that the terminals are connected to the correct

posts. Reversing battery polarity will cause serious damage.

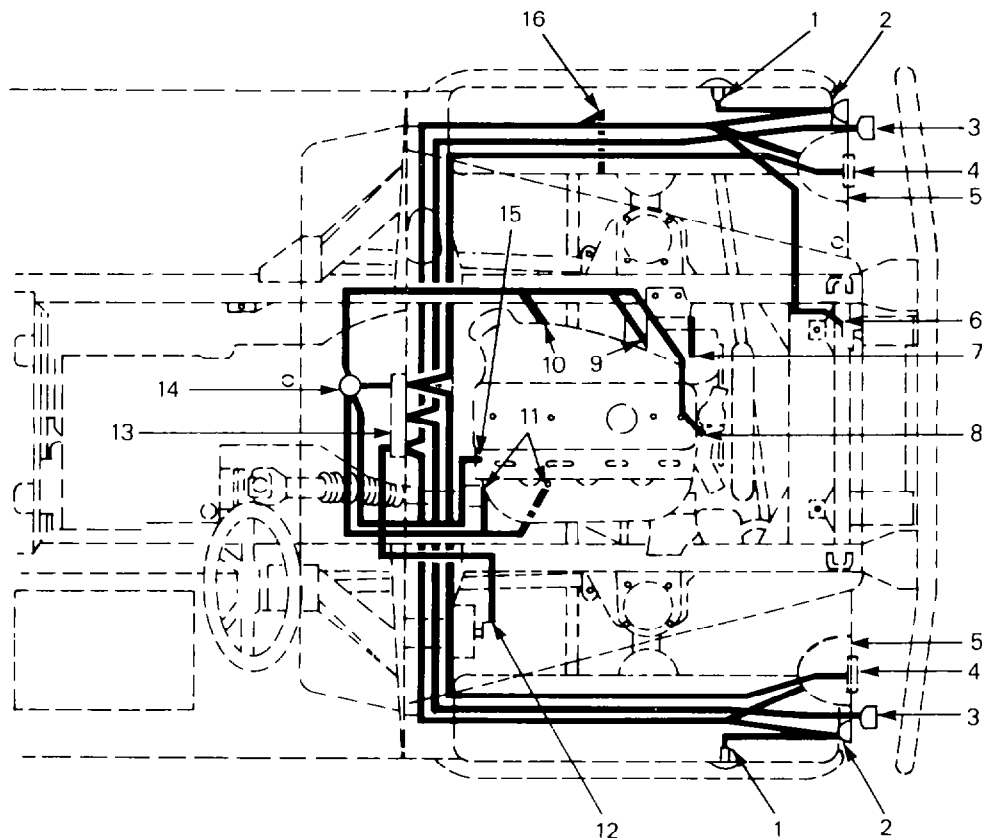
5. Replacement (Field and Base Repair)

- a. Disconnect the battery, negative terminal first, then disconnect the positive terminal.

NOTE

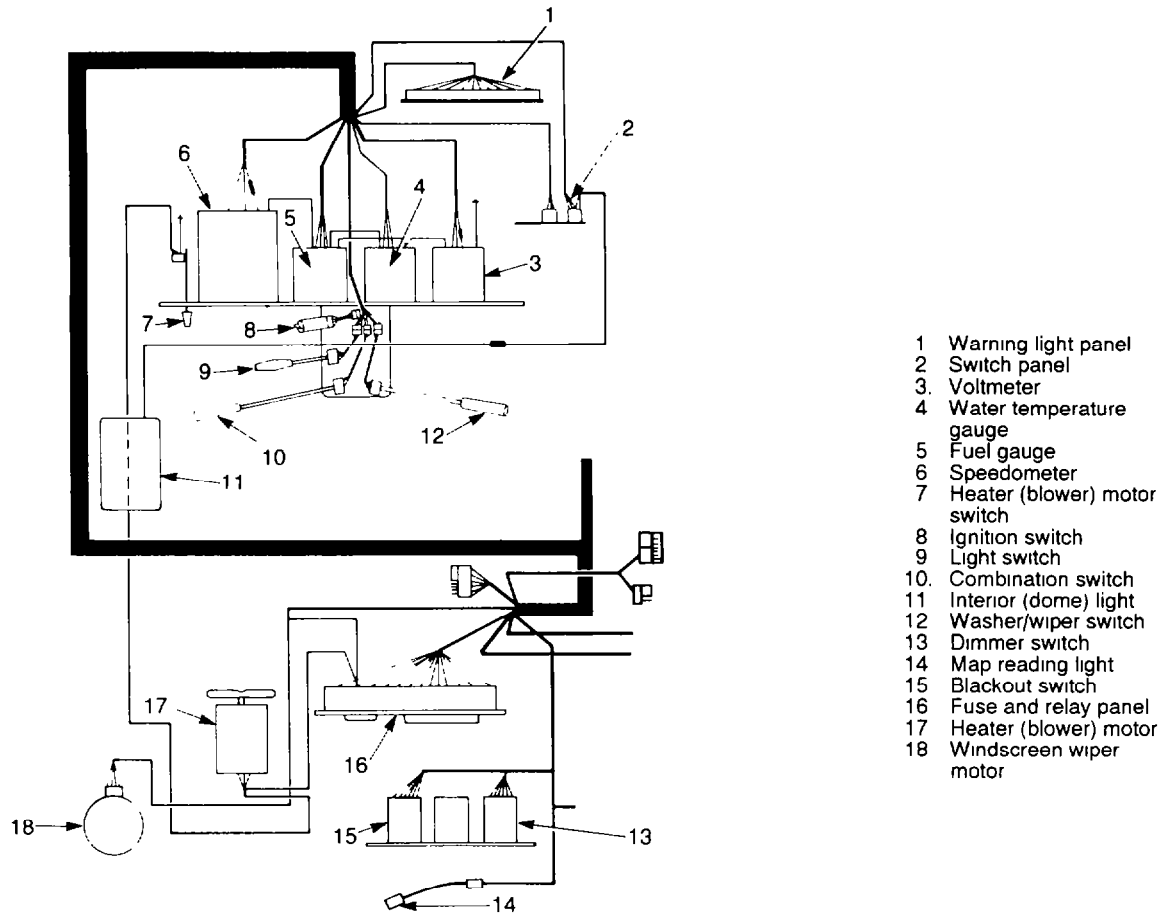
All electrical wiring in the vehicle is colour coded for identification and reference. If necessary, refer to the wiring diagram (EMEI VEH G 263), in conjunction with the relevant illustration, when replacing a wiring harness.

- b. After determining which harness is to be replaced (see Figs. 10, 11 and 12), disconnect the harness. As an added precaution and to assist in the installation of the replacement harness, tag each wire and terminal in turn as the wire is disconnected.



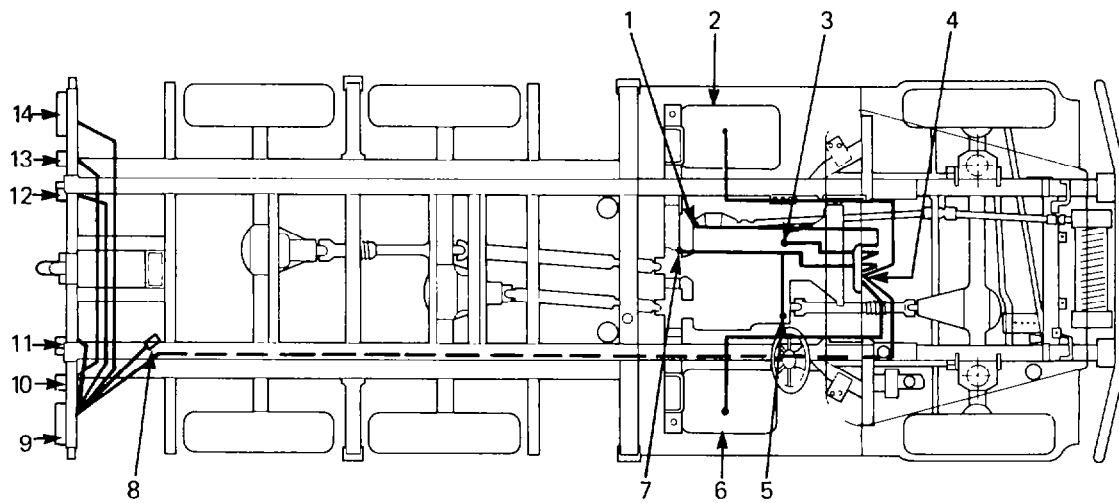
- | | | |
|------------------------|---------------------------------|--------------------------|
| 1 Repeater light | 6 Horn | 11 Oil pressure switches |
| 2 Indicator/park light | 7 Earth strap | 12 Brake master cylinder |
| 3 Reduced head lights | 8 Water temperature sender unit | 13 Fuse and relay panel |
| 4 Blackout lights | 9 Alternator | 14 Multi-pin connector |
| 5 Headlights | 10 Starter motor | 15 Glow plugs |
| | | 16 Pad wear indicator |

Figure 10 — Front Wiring Harness



- 1 Warning light panel
- 2 Switch panel
- 3 Voltmeter
- 4 Water temperature gauge
- 5 Fuel gauge
- 6 Speedometer
- 7 Heater (blower) motor switch
- 8 Ignition switch
- 9 Light switch
- 10 Combination switch
- 11 Interior (dome) light
- 12 Washer/wiper switch
- 13 Dimmer switch
- 14 Map reading light
- 15 Blackout switch
- 16 Fuse and relay panel
- 17 Heater (blower) motor
- 18 Windscreen wiper motor

Figure 11 — Cab Wiring



- 1 PTO warning light switch
- 2 Fuel tank
- 3 Reverse light switch
- 4 Fuse and relay panel
- 5 Diff lock warning light switch
- 6 Fuel tank
- 7 6WD warning light switch
- 8 Convoy light
- 9 Tail light assembly right hand side
- 10 Blackout light right hand side
- 11 Power outlet socket
- 12 NATO secret
- 13 Blackout light left hand side
- 14 Tail light assembly left hand side

Figure 12 — Rear Wiring Harnesses

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- Disconnect the zip clamps and brackets, then remove the harness from the vehicle.
- c. Ensure that the replacement harness is of the correct capacity and that the wires are correctly colour coded. Using the old harness and tags as a guide, connect the wires to the appropriate terminals.
 - d. Install and tighten the zip clamps and brackets, then connect the battery. Connect the positive terminal first, then connect the negative terminal
 - e. Test the function of the components associated with the wiring harness that has been replaced to ensure correct function.

FRAME — GROUP 16

Frame

6. Inspection (Base Repair)

- a. Inspect the frame assembly for cracks and corrosion, and replace the frame if the repairs are beyond standard workshop procedures.

7. Alignment (Base Repair)

- a. Place the assembled vehicle on a level floor and hold a plumb line against one of the points shown in Fig. 13. Mark the point with chalk directly below the plumb bob. Repeat the procedure for the remaining points to determine the frame squareness.

NOTE

When measuring the diagonals, ensure that the exact opposite plumb line positions are used on both frame side rails.

- b. Move the vehicle forward away from the chalk marks, then take the dimensions

between the related diagonal. Each dimension must be within 9.5 mm.

- c. Using a suitable measuring device, measure the distance between the front axle centre line and the spring equalizer centre line (dimension Y).

NOTE

When checking the frame for misalignment using the datum line, not all dimensions can be determined with the body and engine in position.

- d. Side rail checks can be made while referring to Fig. 13.
- e. If the frame dimensions are not within the specification listed in Table 4, and cannot be aligned using standard workshop procedures, the frame assembly must be replaced.

Table 4 — Frame Dimensions

Check Point and Dimension	Check Point and Dimension
A — 1701.8 mm	Q — 5028 mm
B — 197 mm	R — 424 mm
C — 878 mm	S — 424 mm
D — 835 mm	T — 5734 mm
E — 417.5 mm	U — 134 mm
F — 458.5 mm	V — 16 mm
G — 458.5 mm	W — 372 mm
H — 555 mm	X — 32 mm
I — 2547 mm	Y — 3490 mm
J — 3099 mm	Z — 2175 mm
K — 3344.5 mm	AA — 1052 mm
L — 108 mm	AB — 878 mm
M — 89 mm	AC — 173 mm
N — 453 mm	AD — 98 mm
O — 1538 mm	AE — 791 mm
P — 2623 mm	AF — 268 mm

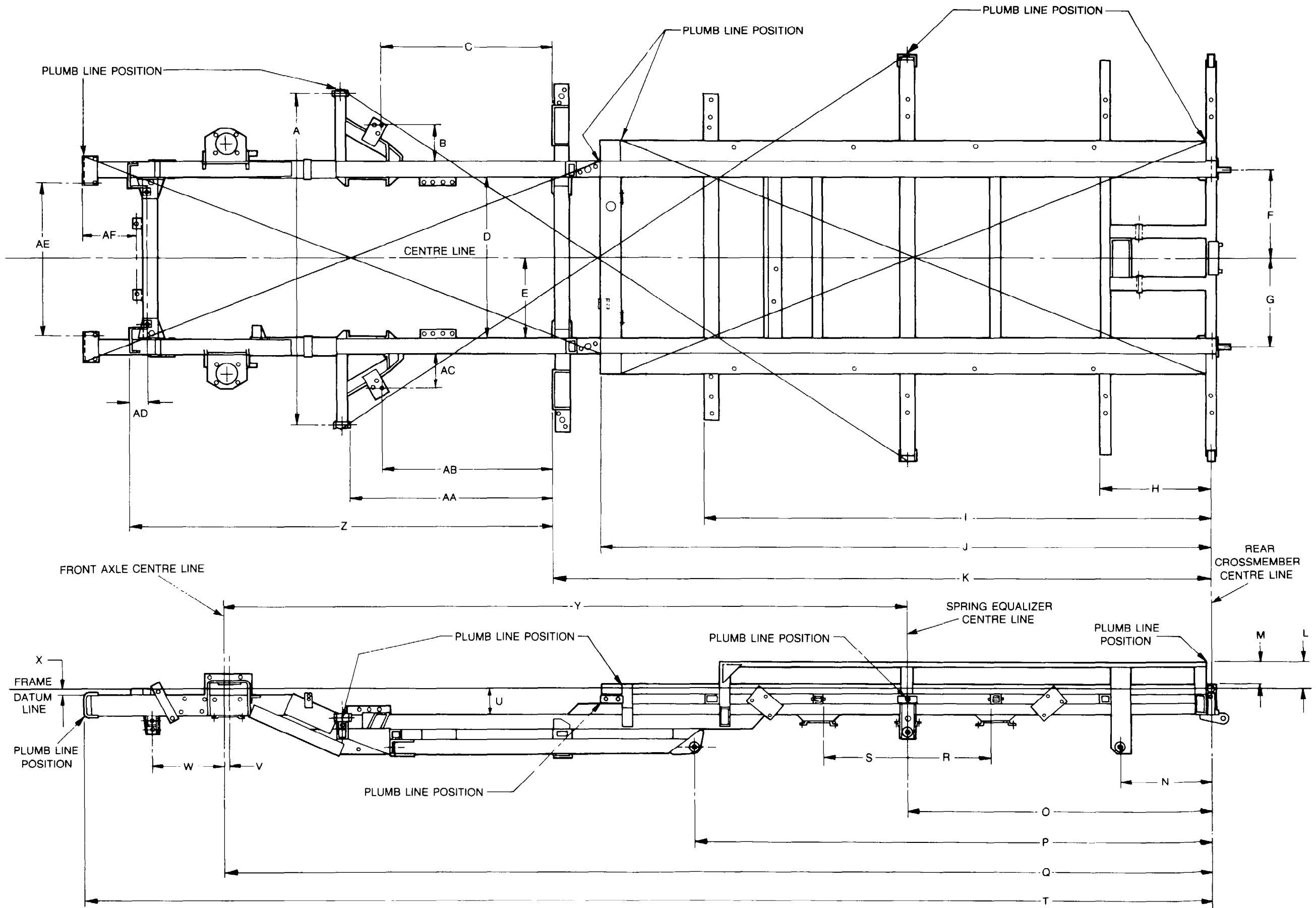


Figure 13 — Frame Alignment

BODY — GROUP 17

Cab

8. Removal (Field and Base Repair)

- a. Chock the vehicle's wheels to prevent movement in either direction.
- b. Remove the clip and pin securing the bonnet stay-bar to the bonnet, then remove the bonnet from the vehicle.
- c. Remove the mudguards (refer to EMEI VEH G 204 — GROUP 17).
- d. Disconnect the earth lead from the battery.
- e. Disconnect the bottom radiator hose and drain the engine coolant/inhibitor into a suitable clean receptacle. Retain the coolant/inhibitor for reuse if not contaminated.
- f. Loosen the heater hose clamps and disconnect the hoses from the engine.
- g. Disconnect the accelerator linkage and the throttle cable from the injector pump.
- h. Disconnect the brake pipes, which run from the proportioning valve to the wheels, at the proportioning valve.
- i. Remove the air cleaner assembly from the engine, then disconnect the chassis wiring harness at the connectors on the firewall.
- j. Disconnect the wiring from the alternator, the starter motor, the temperature sensor, the oil pressure sensor and the glow plugs and secure the ends to the cab.
- k. Tag and disconnect the differential and the output shaft lock vacuum hoses at the vacuum chambers and disconnect the vacuum supply hose from the engine.
- l. Disconnect the windscreen washer hose from the washer reservoir.
- m. Disconnect the speedometer cable from the transmission, together with the wiring from the reverse light switch, the differential lock and the output shaft lock indicator switches.
- n. Remove the bolts securing the clutch slave cylinder to the transmission bell housing, then remove the slave cylinder from the bell housing and secure the cylinder to the fire-wall.
- o. Ensure that the fuel level in the tanks is below the filler neck opening in the tanks, then slacken the clamps and remove the filler necks and the fuel tank breathers from the tanks. Plug all the openings in the fuel tanks.
- p. Turn the steering wheel to the straight ahead position, match mark the upper

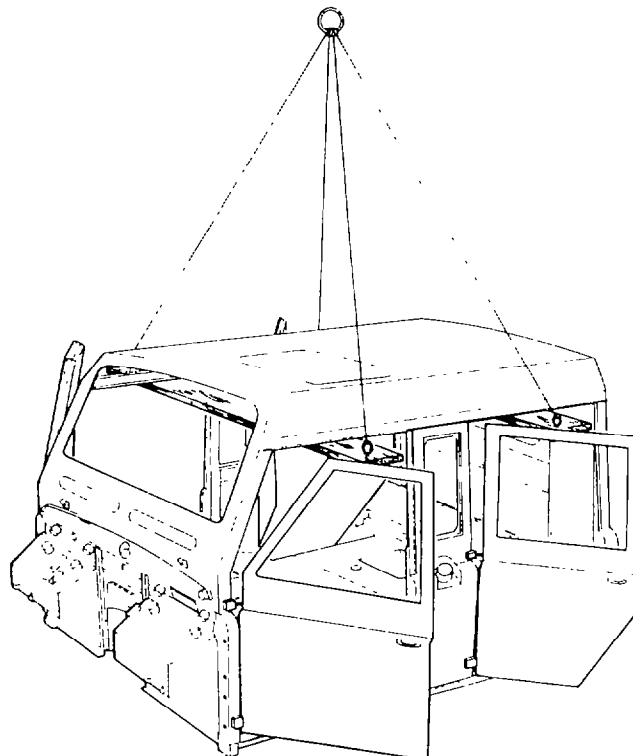


Figure 14 — Cab Removal

steering shaft to the upper universal joint, then disconnect the universal joint from the upper steering shaft.

- q. Disconnect the parking brake cable at the draw link on the brake shoe expander and secure the end to the cab.
 - r. Disconnect the winch control cable from the power take-off (if fitted), and secure the end of the cable to the cab.
 - s. Remove the transmission tunnel cover, then remove the knobs from the transmission and transfer case shift levers and remove the rubber boot from the tunnel.
 - t. Connect suitable lifting slings to the cab and attach the ends of the slings to suitable overhead lifting equipment and take-up the slack (see Fig. 14).
 - u. Remove the two self tapping screws securing the left hand and right hand mudshields to the rear of the cabin.
 - v. Remove the bolts, nuts and washers securing the cab mounting brackets to the chassis outriggers.
 - w. Remove the bolts, nuts and washers securing the cab front mountings to the chassis brackets.
 - x. Remove the bolts, nuts and washers securing the cab front support brace to the chassis.
 - y. Remove the bolts, nuts and washers securing the cab rear support brace to the chassis.
 - z. Carefully raise the cab approximately 200 mm and check that all wiring, piping/hoses and cables have been disconnected and are not caught up. Continue to raise the cab while guiding the transmission and transfer case shift levers through the opening in the transmission tunnel and ensuring that cab does not swing against the engine. Lift the cab clear of the vehicle, then lower the cab to the ground and remove the lifting equipment.
9. Inspection (Field and Base Repair)
- a. Inspect the cab for corrosion, dents, cracks and loose rivets. Repair or replace panels as necessary, using standard workshop procedures.
10. Installation (Field and Base Repair)
- a. Connect suitable lifting slings to the cab, then attach the slings to suitable overhead lifting equipment.
 - b. Using the overhead lifting equipment, raise the cab above the chassis mounting points,

ensuring that wiring, piping, hoses and linkages are clear and will not foul or jam when positioning the cab on the mounting points.

- c. Manoeuvre, then lower the cab until it sits square on the mounting points, then install the nuts, washers and bolts securing the cab mounting brackets to the chassis mountings.
- d. Tighten securely the nuts and bolts at all mounting points.
- e. Remove the lifting slings from the cab body, then retighten the nuts and bolts at all mounting points.
- f. Install the two self tapping screws securing the left and right hand mudshields to the rear of the vehicle.
- g. Connect the windscreen washer hose to the reservoir.
- h. Remove the tags and connect the differential lock and output shaft vacuum hoses to the vacuum chambers, then connect the vacuum supply hose to the engine.
- i. Install the transmission tunnel cover, the transmission and transfer case shift lever knobs, then the rubber boot to the tunnel.
- j. Connect the winch control cable to the power take-off (if fitted).
- k. Connect the parking brake cable to the draw link on the brake shoe expanders.
- l. Turn the steering wheel to the straight ahead position, then align the match marks and connect the steering shaft to the upper universal joint.
- m. Install the filler necks and breather to the fuel tanks and securely tighten the clamps.
- n. Connect the speedometer cable to the transmission, then connect the wiring to the reverse light switch, the differential lock switch and the output shaft lock indicator switch.
- o. Connect the wiring to the alternator, the starter motor, the temperature sensor, the oil pressure sensor and the glow plugs.
- p. Position the air cleaner in the bracket and tighten the wing nuts firmly, then tighten the clamps securing the hoses to the air cleaner.
- q. Connect the brake pipes from the wheels to the proportioning valve body.
- r. Connect the accelerator linkage and the throttle cable to the injector pump.
- s. Connect the heater hoses to the engine.

- t. Install the bottom radiator hose and fill the coolant system with the recommended mixture of coolant/inhibitor.
- u. Connect the earth lead to the battery.
- v. Install the mudguards (refer to EMEI VEH G 204 — GROUP 17).
- w. Correctly position and install the bonnet, then install the clip and pin securing the bonnet stay bar to the bonnet.
- x. Remove the chocks from the vehicle wheels, then check that all items disturbed during remove and installation are fully functional.

Cargo Body

11. Removal (Field and Base Repair)

- a. release the canopy straps and lashings, then remove and stow the canopy.
- b. Position suitable overhead lifting equipment above the cargo body and attach suitable slings to the galvanized body support brackets and to the lifting equipment, then take-up the slack in the slings.
- c. Remove the bolts, nuts and washers securing the galvanized body support brackets to the vehicle's chassis outriggers and discard the nuts.
- d. Remove the twelve bolts, nuts and washers securing the longitudinal body runners to the vehicle's chassis and discard the nuts.
- e. Remove the two bolts securing the left and right hand tail light bracket to the cargo body.
- f. Lift the cargo body from the vehicle, then

place the body on suitable stands and remove the lifting equipment.

12. Inspection (Field and Base Repair)

- a. Inspect the cargo body for corrosion, dents, cracks and loose rivets. Repair or replace panels and fixtures as necessary, using standard workshop procedures.

13. Installation (Field and Base Repair)

- a. Position suitable overhead lifting equipment above the cargo body, then attach suitable slings to the galvanized body support brackets and to the lift equipment.
- b. Lift the cargo body into position on the vehicle's chassis, ensuring the cargo body head-board is positioned toward the front of the vehicle. Align the bolt holes in the cargo body longitudinal runners with the bolt holes in the vehicle's chassis, then install the bolts, washers and new nuts, but do not tighten at this stage.
- c. Align the bolt holes in the galvanized body support brackets with the bolt holes in the vehicle's chassis outriggers, then install the bolts and washers together with new nuts, but do not tighten at this stage.
- d. Ensure that the cargo body is square with the vehicle's chassis, then tighten all of the retaining bolts and nuts securely and remove the lifting equipment.
- e. Install the two bolts securing the left and right hand tail light bracket to the cargo body.
- f. Install the canopy and secure with the straps and lashings.

END

List VEH G 26.0 Code 5

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