

PRODUCT- TJM SINGLE COMPRESSOR MOUNTING BRACKET (NO TANK)

VEHICLE- 200 SERIES LANDCRUISER 2007+

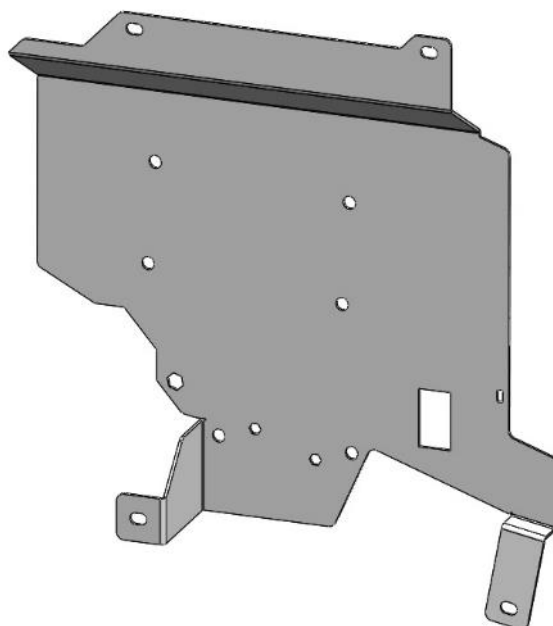
PART NUMBER- JBA-CB200, JBA-CB200KIT1

ESTIMATED FIT TIME

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| - REMOVAL AND REFITMENT OF SEAT AND INTERIOR PANELS | 60 MINS |
| - REMOVAL OF DRAWER SYSTEM (IF REQUIRED) | 60-90 MINS |
| - PREPERATION AND MOUNTING OF COMPRESSOR AND BRACKET | 60 MINS |
| - ELECTRICAL WIRING AND PLUMBING OF AIR OUTLETS | 90-120MINS |

IMPORTANT NOTES

- READ INSTRUCTIONS CAREFULLY PRIOR TO FITMENT
- ENSURE 567 THREAD SEALANT IS APPLIED TO ALL AIR THREADS INSTALLED
- REFER TO TJM COMPRESSOR INSTALLATION INSTRUCTIONS FOR WIRING SPECIFICATIONS



KIT CONTENTS

ITEM	DESCRIPTION	PART NO.	QTY
1	200 SERIES SINGLE COMPRESSOR BRACKET (NO TANK)	10-CB200A	1
2	JBA 45 DEGREE STAINLESS STEEL ELBOW	JB-CB105	1
3	M6 HEX SERR FLANGE NUT ZY	N24 06ZY	2
4	M6 x 20MM SEMS ASSMEMBLY Z/Y	B48 0620ZY	3
5	M8 X 16MM HEX HEAD SET SCREW GR 8.8 316 S/S	X07 80168.8316	4
6	5/16 X 3/4 X 18G FLAT WASHER GR 304 S/S	X79 082018G304	8
7	M8 NYLON INSERT LOCK NUT GR 304S/S	X53 8304	4
8	10MM2 6MM STUD FLARED ENTRY CABLE LUG	57120	2
9	20MM HEAT SHRINK RED 6.4MM	ACX1275	2

1. PREPARING THE VEHICLE



STEP 1.1 REMOVE THE FRONT AND REAR PLASTIC COVERS AND REMOVE CAPTIVE BOLTS USING 14MM SOCKET. RELEASE SEAT AND REMOVE FROM VEHICLE.



STEP 1.2 REMOVE REAR PLASTIC TRIM. LEVER FROM REAR OF PART AND PULL UP FROM EITHER LEFT OR RIGHT SIDE AND WORK ACROSS THE PART.



STEP 1.3 REMOVE REAR RETAINING PIN. PRESS THE CENTRE DOWN AND LEVER CLIP OUT.



STEP 1.4 REMOVE 3RD ROW SEAT BELT. REMOVE PLASTIC COVER ON SEAT BELT BOLT AND REMOVE BOLT USING 14MM.



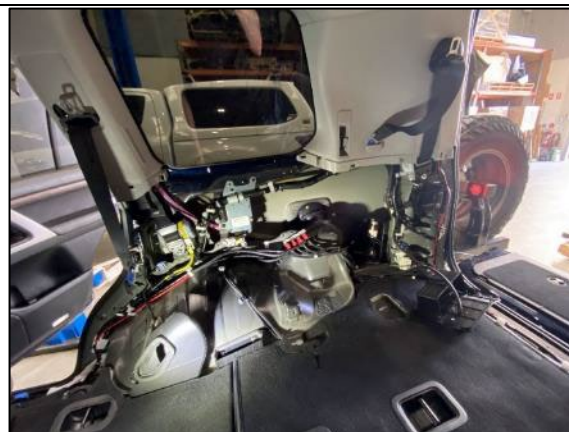
STEP 1.5 FOLD DOWN SECOND ROW OF SEATS AND REMOVE SEAT BELT BOLT USING SAME TECHNIQUE AS STEP 4.



STEP 1.6 REMOVE THE PLASTIC COVER USING A SMALL FLAT BLADE SCREWDRIVER EXPOSING 10MM BOLT. REMOVE BOLT AND COVER.



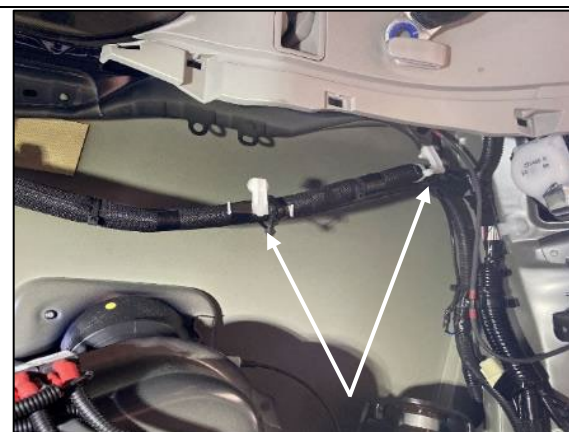
STEP 1.7 REMOVE TRIM PULLING UP FROM FRONT TO REAR.



STEP 1.8 REMOVE PANEL. START AT THE REAR OF THE VEHICLE PULLING AWAY THE RUBBER TRIM (BE CAREFUL OF THE BLACK GREASE). GENTLY POP CLIPS BY PULLING AND MOVE FROM FRONT TO REAR OF VEHICLE. CHECK FOR ANY CLIPS THAT MIGHT HAVE REMAINED IN VEHICLE, PRY LOOSE AND PUT BACK IN PLASTIC PANEL FOR RE-INSTALLATION LATER.

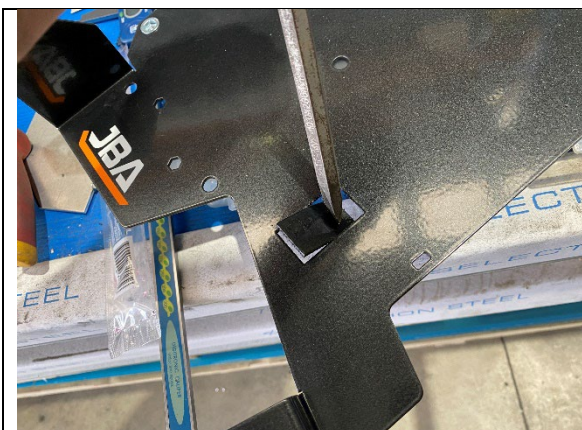


STEP 1.9 REMOVE PLASTIC PANEL FROM VEHICLE, FLIP OVER AND REMOVE THE STORAGE PANEL USING PHILLIPS HEAD DRIVER.



STEP 1.10 REMOVE X 2 PLASTIC LOOM RETAINERS. SQUEEZE FROM BEHIND (FRONT TO BACK) AND PULL AT THE SAME TIME TO REMOVE. THESE CLIPS CAN BE DIFFICULT TO GET OUT AND WONT BE USED LATER SO USE APPROPRIATE FORCE AS REQUIRED, JUST ENSURE STEEL BODY HOLES ARENT BENT.

2. PREPARE THE WIRING HARNESS, FUSE AND COMPRESSOR



STEP 2.1 KNOCK OUT THE SWITCH PLATE AS SHOWN IF SWITCHING COMPRESSOR FROM REAR OF CAR.



STEP 2.2 FILE ANY TABS LEFT TO ENSURE GOOD FIT FOR SWITCH AND PRESS TJM CARLING SWITCH INTO BRACKET.



STEP 2.3 ATTACH THE RELAY TO THE M6 NUTSERT ON THE BRACKET USING M6 X 20MM SEMS ASSMSEMBLY.



STEP 2.4 CUT OUT THE MAXI BLADE FUSE HOLDER OF THE LOOM. CUT AS CLOSE AS POSSIBLE TO THE FUSE.



STEP 2.5 FEED THE TRIMMED WIRES THROUGH THE GROMMET FROM THE UNDER SIDE OF THE BRACKET AS SHOWN.



STEP 2.6 STRIP THE ENDS OF EACH WIRE AND SLIDE THE 2 PIECES OF RED HEAT SHRINK OVER THE ENDS



STEP 2.7 CRIMP THE CABLE LUGS ON TO THE WIRE ENDS AND HEAT THE HEAT SHRINK AS SHOWN.



STEP 2.8 ROTATE THE COMPRESSOR 90 DEGREES ENSURING THE POWER WIRES ARE AT THE BOTTOM OF THE COMPRESSOR AS SHOWN



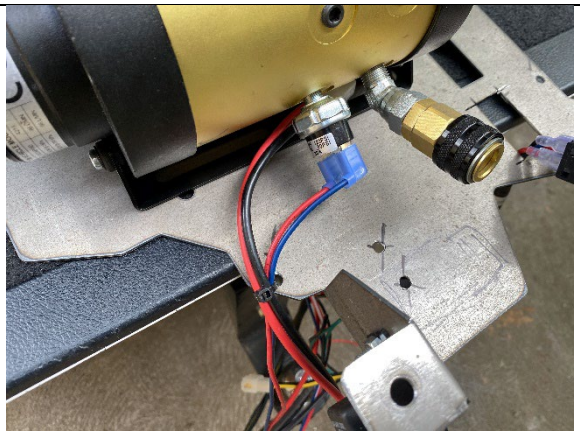
STEP 2.9 APPLY 567 THREAD SEALANT TO THE NITTO FITTING.



STEP 2.10 FIX THE NITTO FITTING TO THE 45 DEGREE ELBOW SUPPLIED AND APPLY 567 THREAD SEALANT TO THE ELBOW.



STEP 2.11 FIX THE 45 DEGREE ELBOW AND NITTO COUPLING TO THE 1/4" OUTLET IN THE TJM COMPRESSOR AS SHOWN ENSURING THE FITTING FACES FORWARD.



STEP 2.12 INSTALL THE TJM COMPRESSOR PRESSURE SWITCH AS SHOWN (USE 567 THREAD SEALANT)



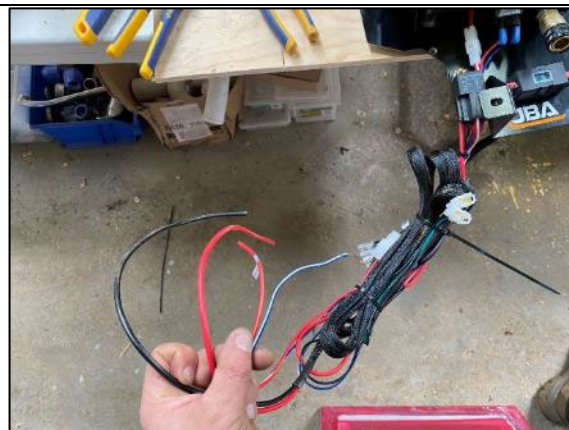
STEP 2.13 ATTACH THE COMPRESSOR TO THE BRACKET USING THE M8 X 16 HEX SET SCREWS ENSURING A WASHER IS UNDER THE HEAD OF EACH SET SCREW.



STEP 2.14 FIX FROM THE REAR USING THE TWO RE-ENFORCING STRAPS PROVIDED IN THE TJM COMPRESSOR THEN A WASHER AND NYLOC NUT ON EACH SET SCREW AS SHOWN.



STEP 2.9 ATTACH THE POWER WIRE AND PRESSURE SENSOR WIRES. FEED THE LOOM DOWN BESIDE THE RELAY AND CABLE TIE 4-5CM BELOW THE BRACKET AS SHOWN.



STEP 2.10 NEATLY FOLD THE LOOM AND CABLE TIE AS SHOWN LEAVING ABOUT 30-40CM OF THE MAIN POWER/NEG WIRE AND THE RED/YELLOW ACC POWER/BLUE WHITE DASH WIRES OUT AS SHOWN.

3. INSTALLING THE BRACKET AND COMPRESSOR INTO THE VEHICLE



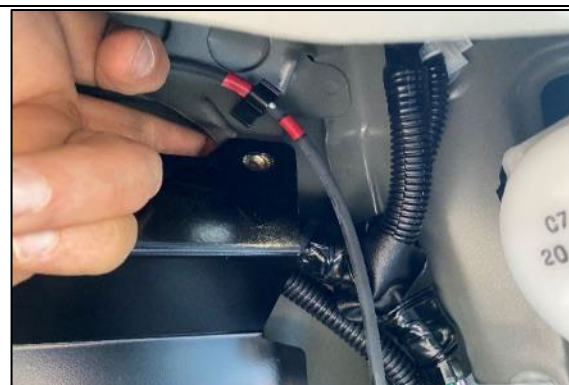
STEP 3.1 REMOVE TOP SCREW FROM RIGHT HAND SIDE OF VEHICLE JACK AND KEEP ASIDE FOR NEXT STEP.



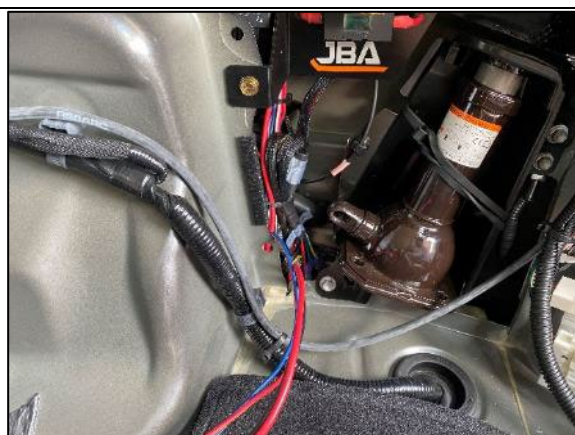
STEP 3.2 LIFT THE BRACKET INTO PLACE AND LOOSELY REFIT THE TOP JACK SCREW REMOVED IN STEP 3.1 AND FIT SUPPLIED M6 X 20 SEMS ASSEMBLY BOTTOM LEFT AS SHOWN. DO NOT FULLY TIGHTEN AT THIS STAGE.



STEP 3.3 FIT THE TOP TWO SCREWS USING M6 X 20 SEMS ASSEMBLY AND M6 HEX SERR FLANGE NUT.



STEP 3.4 IT CAN BE EASIER TO FEED THE M6 HEX SERR FLANGE NUT IN FROM BEHIND FIRST, LINE UP CENTRALLY AND HAND SCREW M6 X 20 SEMS TO GET STARTED THEN FULLY TIGHTEN.



STEP 3.5 FEED THE WIRING LOOM NEATLY DOWN BESIDE THE JACK AS SHOWN. LEAVE 4 WIRES OUT FROM STEP 2.10 AND WIRE AS PER TJM COMPRESSOR INSTRUCTIONS.



STEP 3.6 FULLY TIGHTEN BOTTOM TWO SCREWS AND COMPLETE WIRING. TEST COMPRESSOR AND CHECK FOR ANY LEAKS. RE-ASSEMBLE VEHICLE AND WIPE DOWN.