

"DOCUMENT UNCONTROLLED IF PRINTED"

DOC #	PROCESS NAME	PAGE	REVISION	STATION	BY	DATE
AR891	V-Drive Mount Install	1	-	SERVICE	Brad Fisher	4/8/2024

Read process before beginning. If you do not understand any part please contact: Brad Fisher, Service Manager at 1-866-953-5555 or by e-mail at bfisher@ARBOCsv.com

Good Mechanics safety practice must be followed on any repairs.

Safety practices should include but not be limited to properly supporting the chassis, axles, blocking tires, and a work area free of clutter.

Vehicles Affected: Equest Model year 2021- 2023

Labor Operation Code: 524448

Labor Time Allowance: 2 hours per unit

Tools Needed:

¾" socket/wrench

¾" wrench

Welder

15/16" socket

15/16" wrench

½"-13 tap (may not be needed)

Grinder (something to grind paint away for welding)

Clamp to hold engine cage, wall mount (1318275) in place

Torque wrench



Parts Needed:

V-drive mount kit:

- (1) 1318279: ISOLATOR MOUNT, ENGINE CAGE
- (1) 1318155: ISOLATOR MOUNT, V-DRIVE SUPPORT
- (1) 1318154: SUPPORT ASSY, V-DRIVE
- (1) 1318275: MOUNT, WALL ENGINE CAGE 6" X 7"
- (8) 465470: NUT, LOCKING FLANGE - 1/2-13
- (8) 1406486: SCREW, CAP HEX TRU-TORQ 1/2-13 X 1-1/2
- (10) 1202090: WASHER, FLAT 1/2 SAE 33/64 TRU-TORQ 1-1/16
- (3) 2013383: MOTOR MOUNT, WHITE DOT
- (1) 1172608: SCREW, CAP HEX HEAD TRU-TORQ 5/8-11X5
- (2) 1314880: WASHER, TRANSMISSION ISOLATORS SUPPORT
- (1) 1193763: NUT, HEX 1/2-13
- (1) 485719: LOCKNUT, HEX FLANGE 5/8-11
- (1) 2014979: BOLT, 1/2"-13 X 2-1/2"
- (2) 1406484: SCREW, CAP HEX TRU-TORQ 1/2-13 X 2
- (1) 2011409: CLAMP, STAINLESS 7/8" I.D.

Repair Instruction

Step 1: Inspect front and rear transmission mount isolator BRACKETS for cracking/proper welding.

Note cracking in first picture below-repair or replace as needed



Step 2: Replace both front and rear transmission mount isolators regardless of condition. (Isolators should have the molding ridge on the bottom, when installing you should be pushing them up).

Step 3: Remove the v-drive pump intake hose from the bracket/clamp that it sits in.



Step 4: Remove and discard the bracket from previous step.

Step 5: Remove and discard the 2 bolts from the current v-drive mount as picture below with a 3/4" socket or ratcheting wrench.



Step 6: Using the two 1/2"-13 x 2" grade 8, tap bolts (1406484) and two 1/2" washers (1202090), attach the v-drive support assembly (1318154) to the v-drive. Torque to 70 ft/lbs.
You may need to use the 1/2"-13 tap to clean up the threads in the v-drive



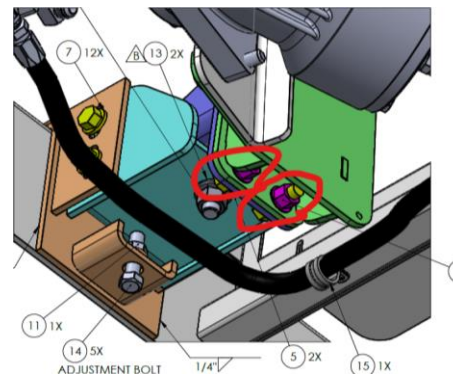
Step 7: Be sure to grind off the paint from edges of the 3-piece assembly as shown on picture. This 3-piece assembly will be supplied preassembled.



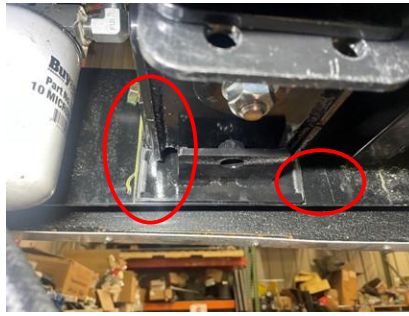
Step 8: Turn the assembly sideways to be able to maneuver it through the battery door into position to line up the 4 open holes in the assembly, line it up with the four holes in the previously installed v-drive support assembly (1318154).



Step 9: Loosely install two bottom bolts attaching part number 1318154 to part number 1318155.



Step 10: Mark where the three piece assembly will sit on the frame as seen on picture.



Step 11: Remove the 3-piece assembly and grind away paint in the marked areas to prep for welding.



Step 12:*** First Gen Equess units may need some modifications for clearance of the door. See picture below.

a. Cut part number 1318275 to fit inside "door lip" picture shows lip cut.



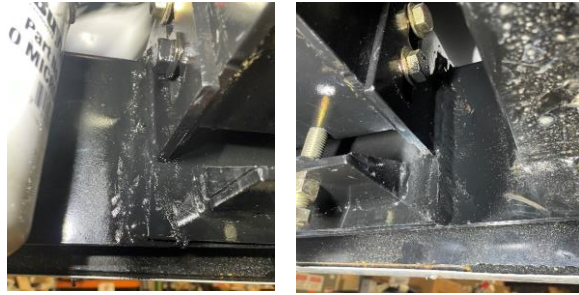
b. Cut part number 1318279 on the side that goes closest to the v-drive for clearance of the bolts when sliding part into place.



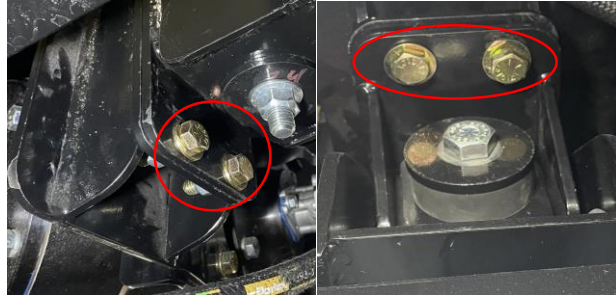
13. Reinsert the 3-piece assembly clamp it in place and reinstall two bottom bolts loosely and weld engine cage wall mount P# (1318275) to the frame. (Be sure to have the input hose that comes from the v-drive into the pump underneath all the brackets)



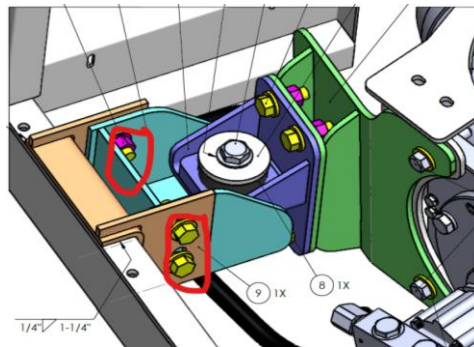
Step 14: Allow the metal to cool down after welding and use black spray paint to cover the exposed metal parts and welds.



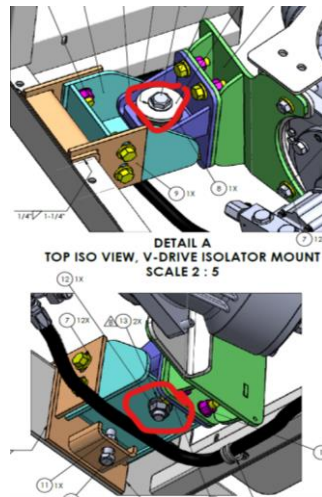
Step 15: Install top two bolts Through the holes of v-drive support assembly (1318154) and isolator mount, v-drive support (1318155) where they meet. (Torque all 4 bolts to 70 ft/lbs)



Step 16: Hand tighten four bolts connecting the engine cage wall isolator mount and the engine cage wall mount.



Step 17: Tighten Vdrive isolator mount through bolt to 120 ft/lbs



Step 18: Thread the 1/2\"-13 SAE grade 8, steel jam nut plain finish (Fastenal_0169639) onto the 1/2\"-13 x 2 1/2\" grade 8, tap bolt (2014979) thread it all the way until it bottoms out on the head of the screw.

Step 19: Insert the ½"-13 x 2 1/2" grade 8, tap bolt (2014979) into the bottom of the engine cage, wall mount (1318275), thread the screw in until its snug against the engine cage wall iso mount (1318279), then make two full turns of the screw.



Step 20: Lock the nut into place against the bracket.

Step 21: Tighten the remaining 4 screw, caps ½"-13 x 1-1/2" (1406486) to 70ft/lbs.



Step 22: Secure the bottom v-drive hose with clamp, stainless 7/8" I.D. EPDM cushion (2011409), and a screw, ¼-14 x 1" U/S HWH SDS (2005064) self-tapping screw as shown below.

**Note in photo below, the black washer that is circled is in the incorrect position. **

Step 23: Check v-drive hose routings for rubbing on metal brackets or the potential to rub and apply protective covers as needed.