



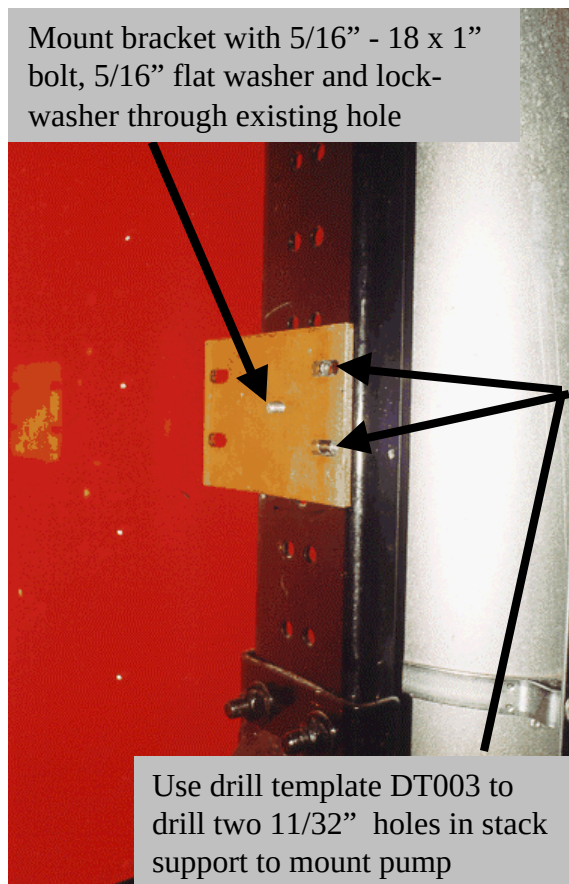
FREIGHTLINER FLD 120

**CPL SYSTEMS / GROENEVELD
AUTOMATIC GREASING SYSTEM**

**INSTALLATION MANUAL FOR
CUSTOMER SERVICE TECHNICIANS**



PUMP MOUNTING - FLD 120

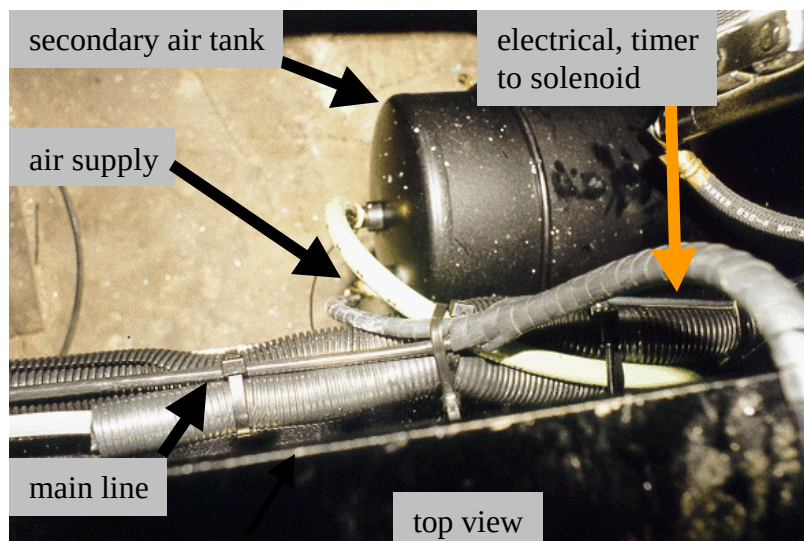


Pump mounted on the exhaust stack support using 'FREIGHT' bracket, 5/16" - 18 x 1 1/2" bolts, nuts & washers

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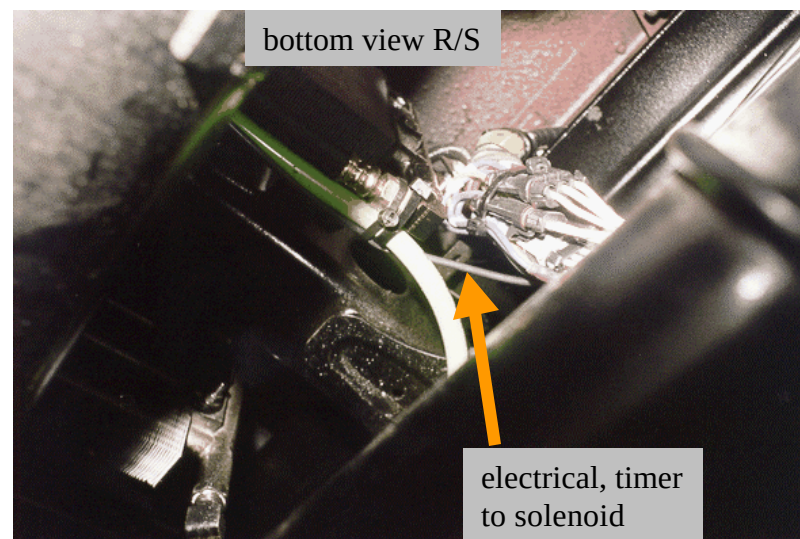
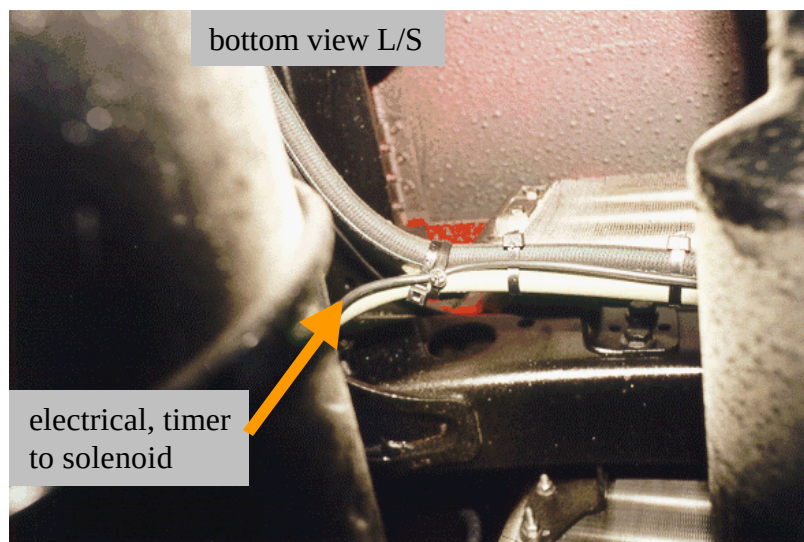
AIR & ELECTRICAL - FLD 120



Air Supply: take it from the highest outlet available in a 'secondary' air tank (i.e.. Top, end or side). Never connect to the bottom, never connect to a 'wet' tank, never connect to a 'primary' tank

Electrical - Timer to Solenoid: route with existing hoses etc. where possible - do not crush any air lines or wiring with tyraps

General: avoid sharp bends and corners, protect with spirap where necessary

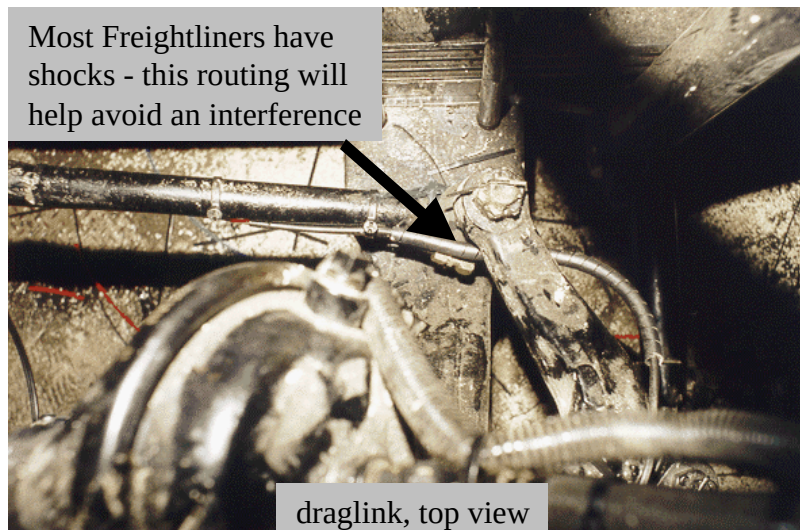


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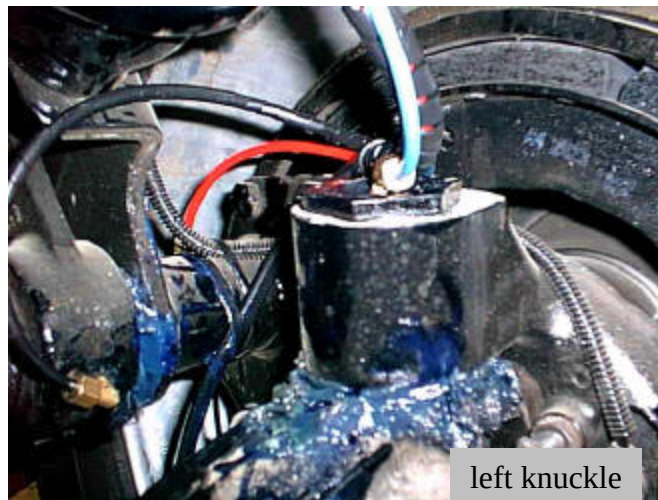
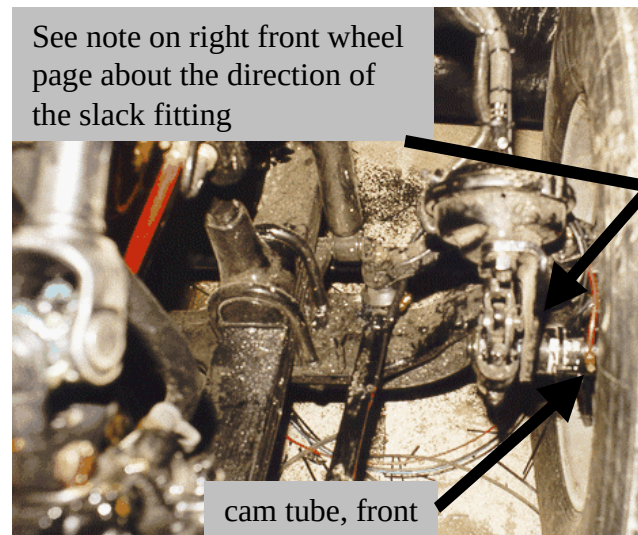


LEFT FRONT WHEEL - FLD 120

Most Freightliners have shocks - this routing will help avoid an interference



See note on right front wheel page about the direction of the slack fitting

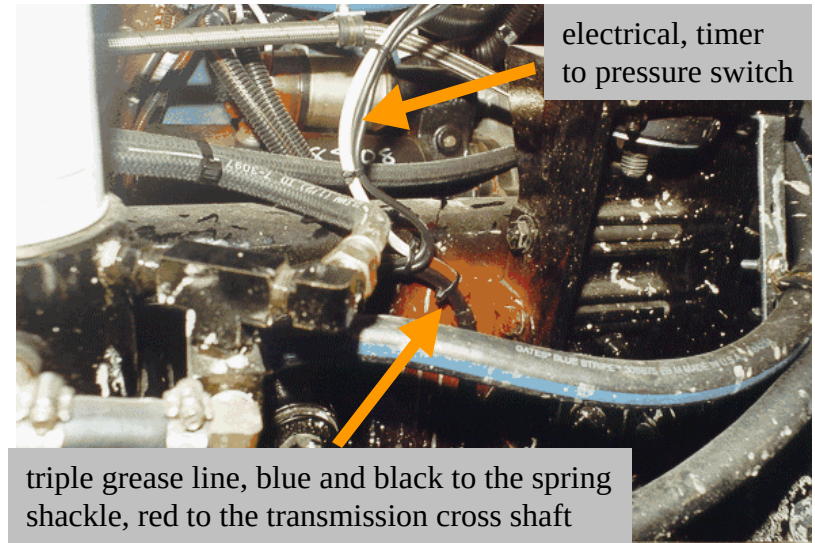
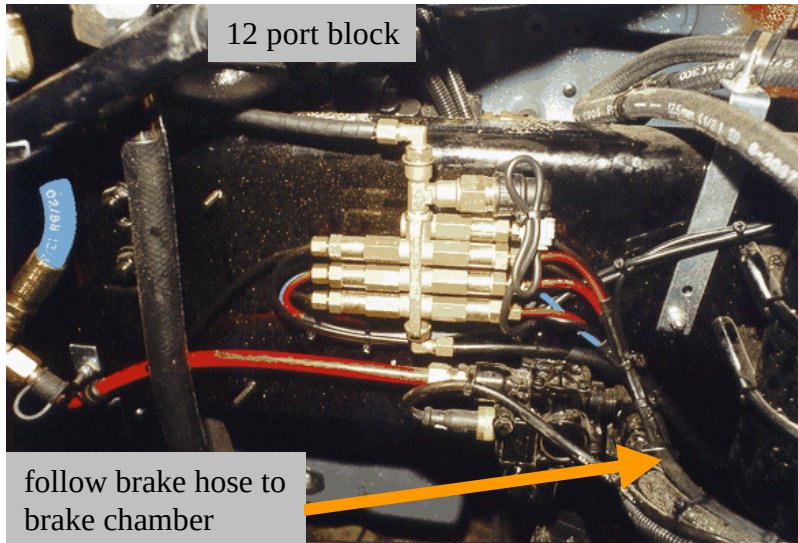


Important: fill cam tube with grease before removing the zerk fitting. Fill until grease can be seen squeezing out between the cam tube bushing and the slack adjuster. **Do Not** assume it has been done already even if someone says it has. **Make sure!** Always cycle the steering from 'lock to lock' to make sure sufficient clearance is available between fittings and lines to all components

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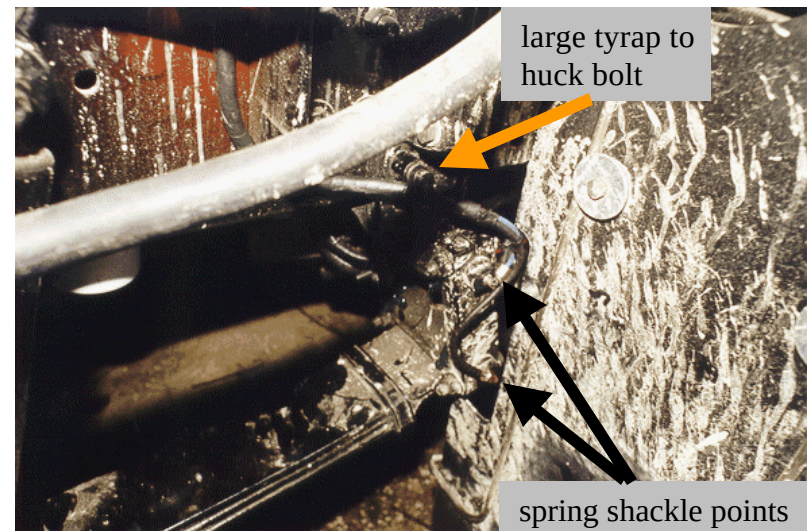


LEFT FRONT FRAME RAIL - FLD120



Electrical - timer to pressure switch: coil some extra wire at the manifold so the pressure switch and waterproof connector can be serviced easily.

General: grease lines are to be routed along the brake hose from end to end. Install a large tyrap on the brake hose fitting at the frame end, small tyrap every 3 or 4" along the brake hose and a large tyrap, double wrapped, on the brake hose fitting at the brake chamber end. Tyrap to the brake hose only, do not include any ABS wiring in CPL tyrap.

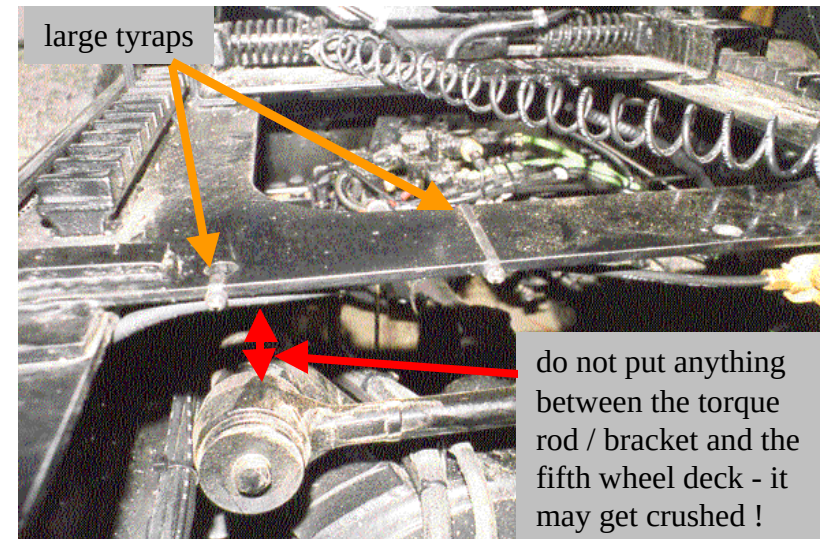
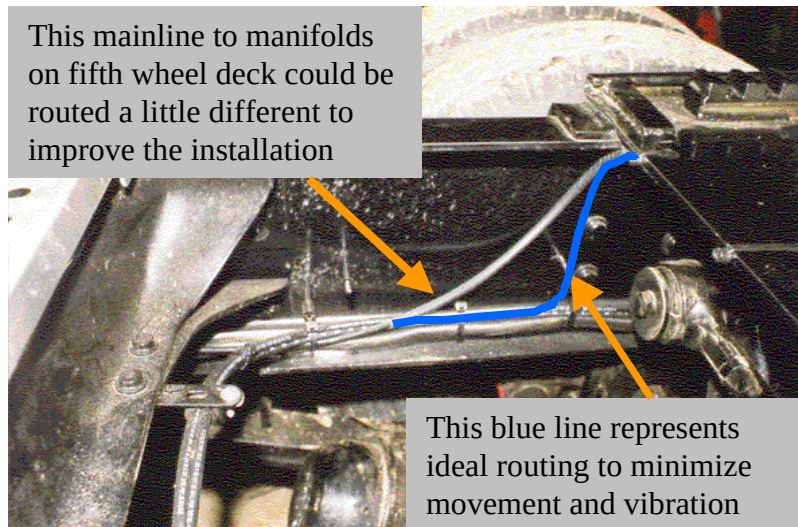
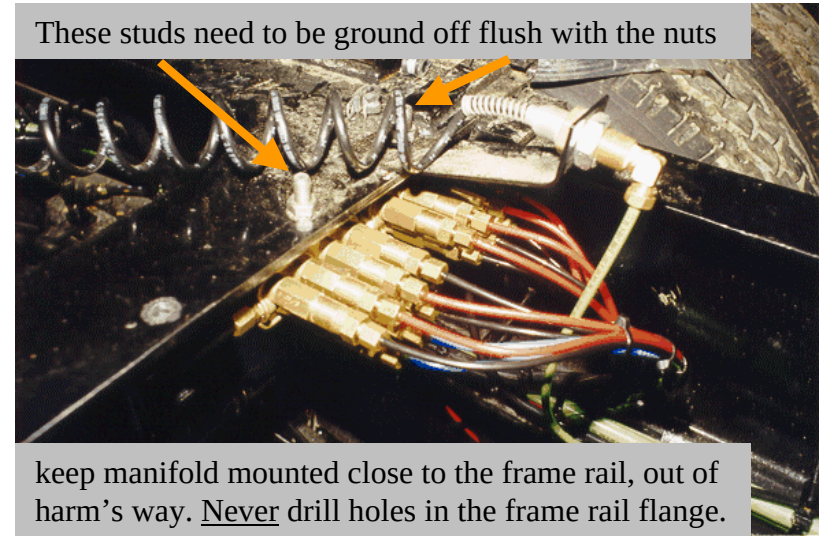
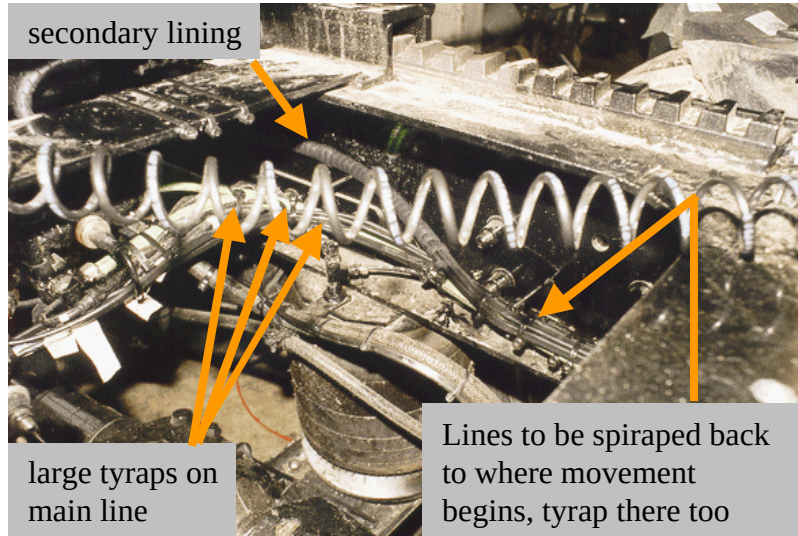


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FIFTH WHEEL

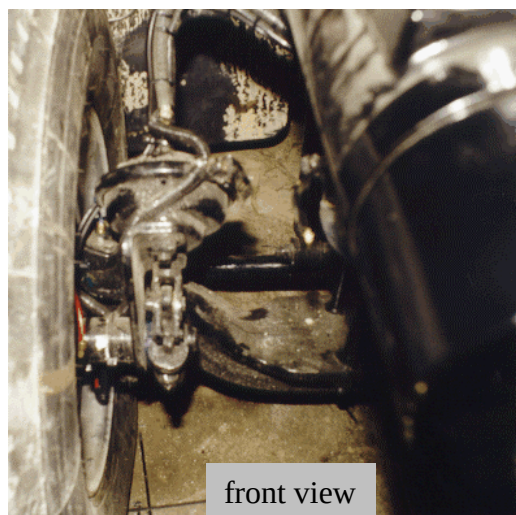
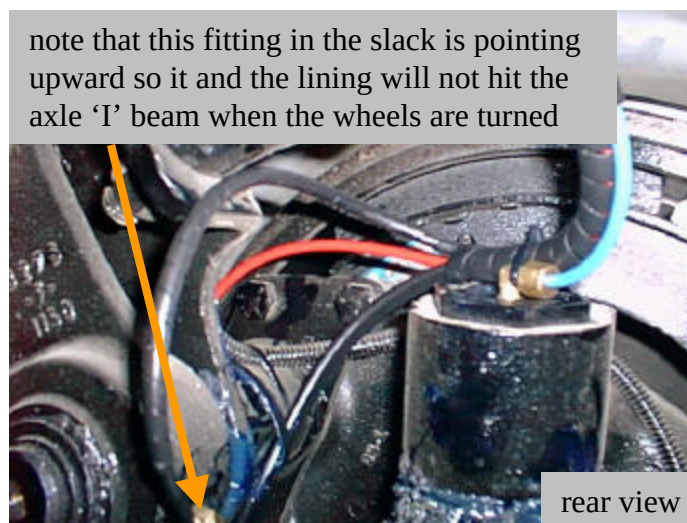
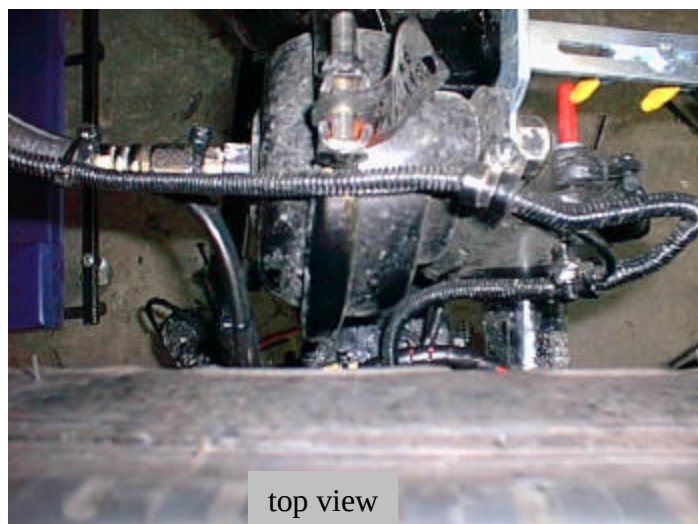
(3500 series on a Freightliner FLD 120, manifold mounted at the front of the slide plate)



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RIGHT FRONT WHEEL - FLD 120



Important !

Fill the cam tube with grease before removing the zerk fitting. Fill until grease can be seen squeezing out between the cam tube bushing and the slack adjuster.

Do Not assume it has been done already even if someone says it has.

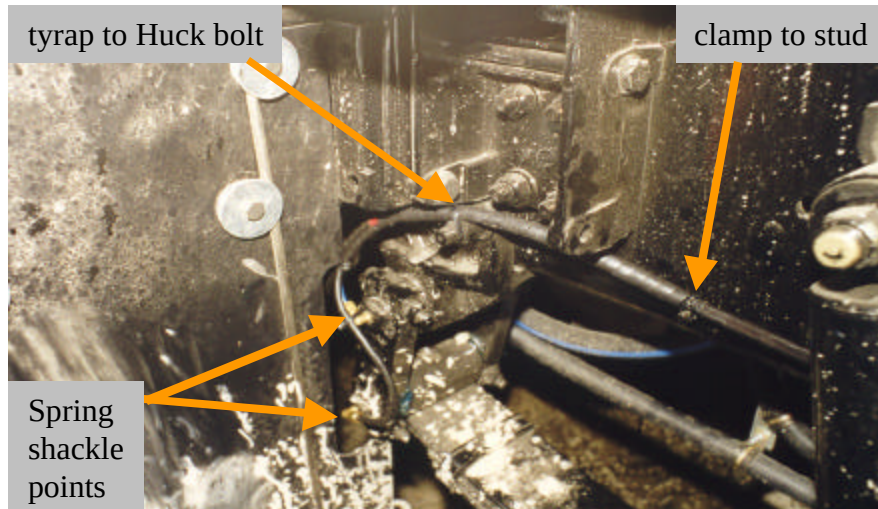
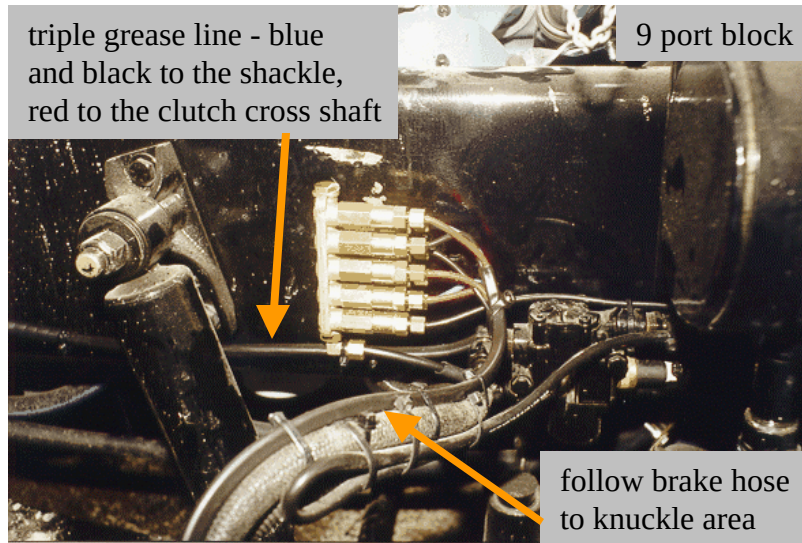
Make sure!

Always cycle the steering from 'lock to lock' to make sure sufficient clearance is available between fittings and lines to all components.

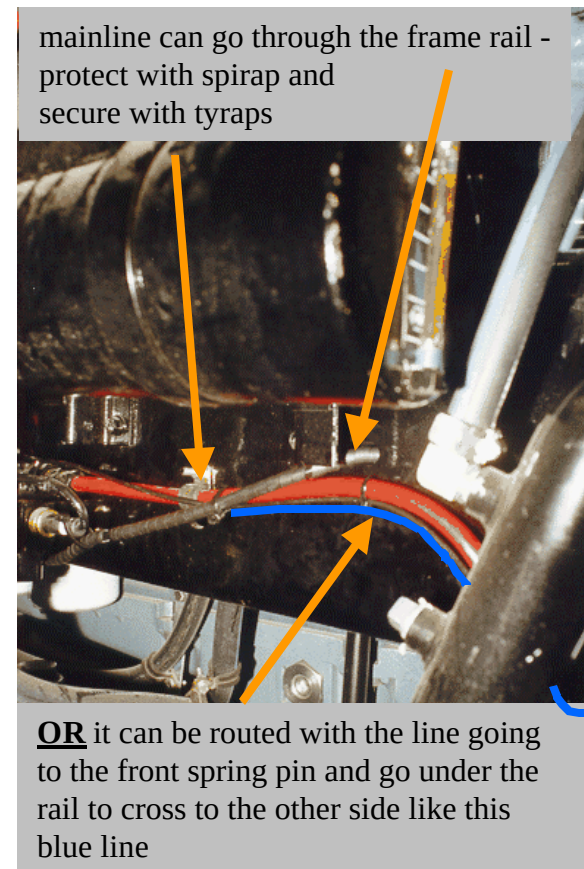
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RIGHT FRONT FRAME RAIL - FLD 120



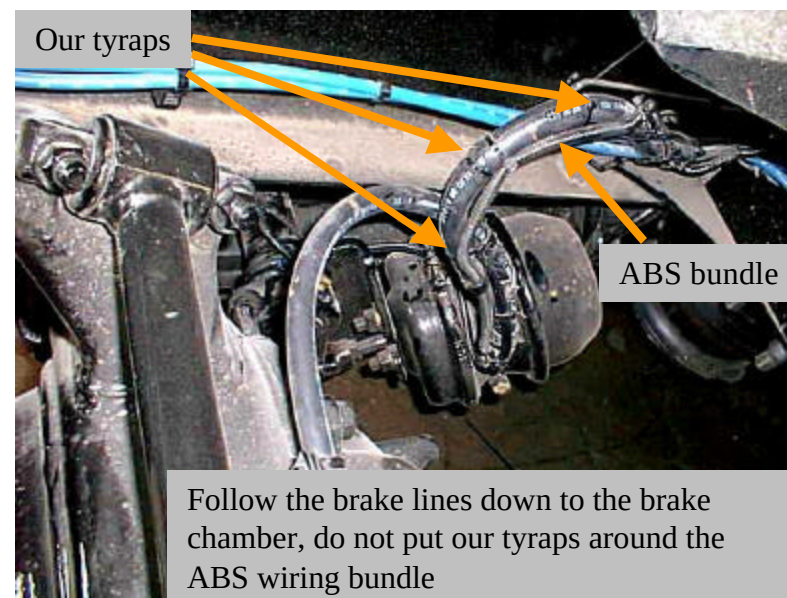
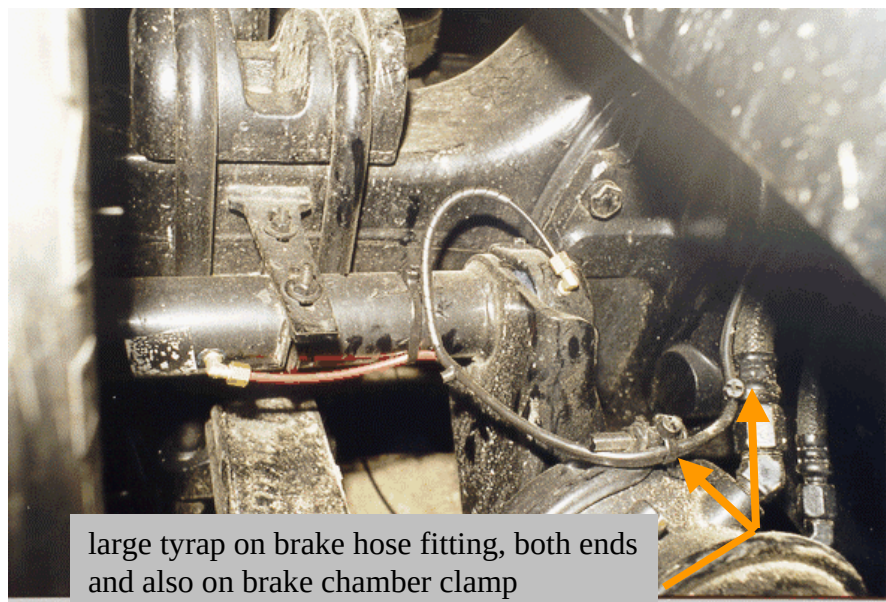
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General: grease lines to the knuckle area are to be routed along the brake hose from end to end. Install a large tyrap on the brake hose fitting at the frame end, small tyrap every 3 or 4" along the brake hose and a large tyrap on the hose fitting at the brake chamber end. Tyrap to the brake hose only, do not include any ABS wiring in CPL tyrap.



DRIVE AXLE - FLD 120



Important !

Fill cam tubes with grease before removing zerk fittings.

**Fill until grease can be seen squeezing out between
the cam tube bushing and the slack adjuster.**

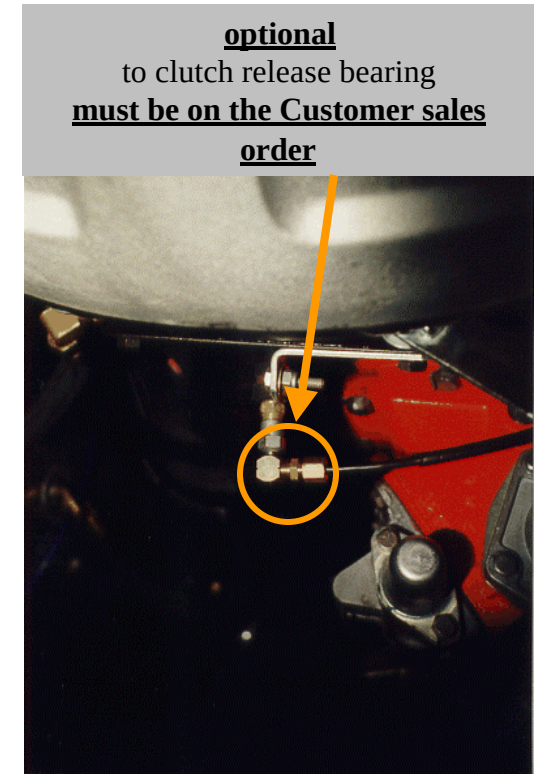
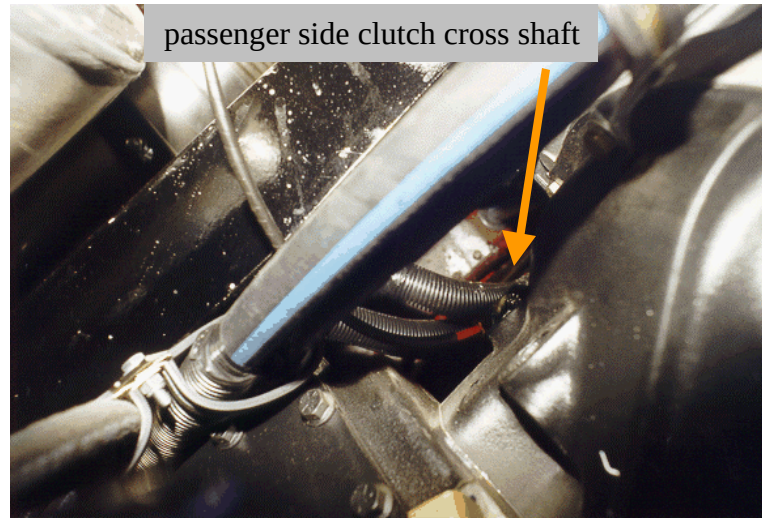
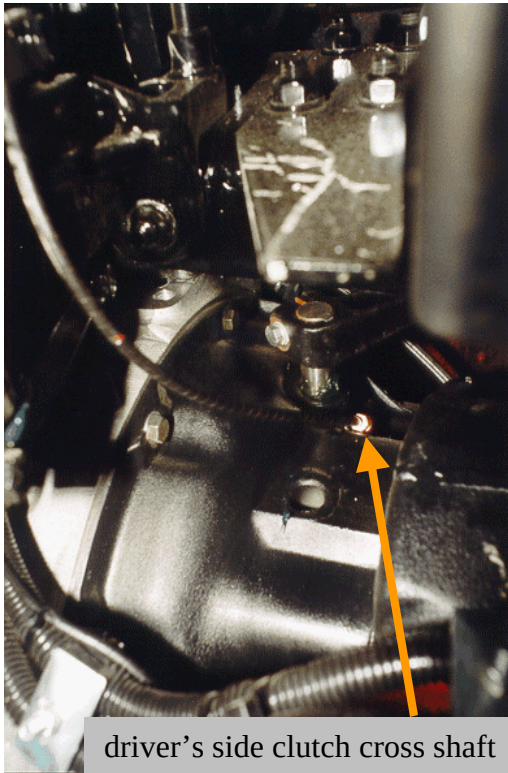
**Do Not assume it has been done
already even if someone says it has.**

Make sure!

General: grease lines are to be routed along the brake hoses
from end to end. Install a large tyrap, double wrapped, on the
brake hose fitting at the frame end, small tyraps every 3 or 4"
along the brake hose and a large tyrap, double wrapped, on the
brake hose fitting at the brake chamber end. Tyrap to the
brake hose only, do not include any ABS wiring in CPL tyraps.



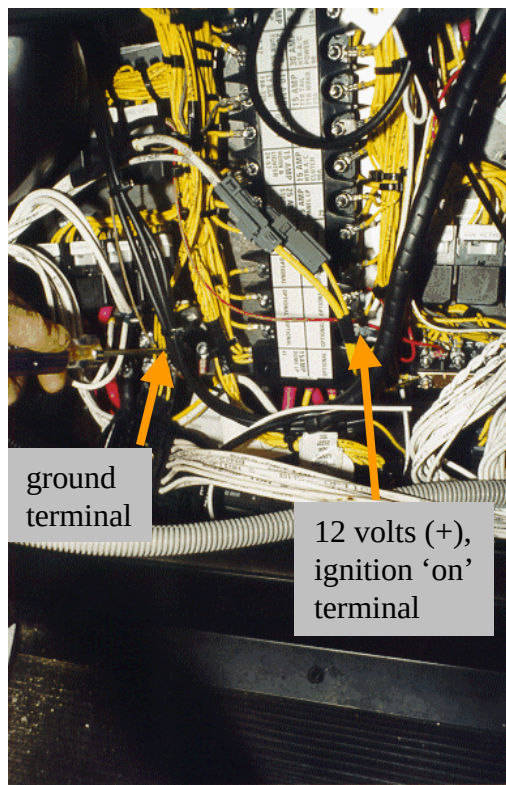
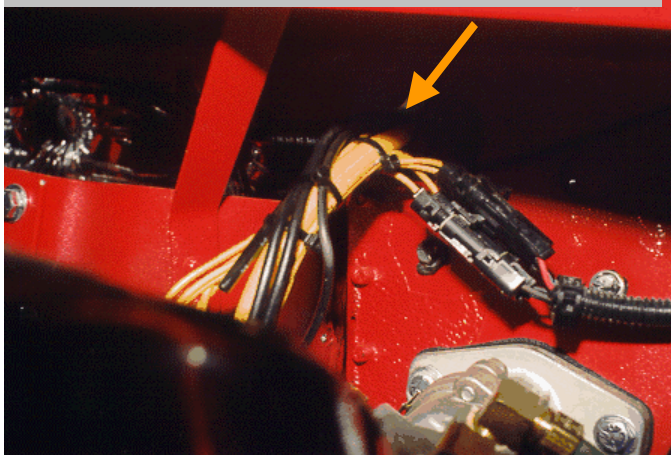
CLUTCH CROSS SHAFT - FLD 120





TIMER & ELECTRICAL - FLD 120

wiring for solenoid and pressure switch entering cab through firewall under windshield



Timer can't get hit or wet, keep wires neat

Electrical - timer to solenoid and pressure switch:

route through grommet with existing wiring and tyrap without crushing the bundle - route our wires so they are protected - avoid sharp edges - use grommets if necessary.

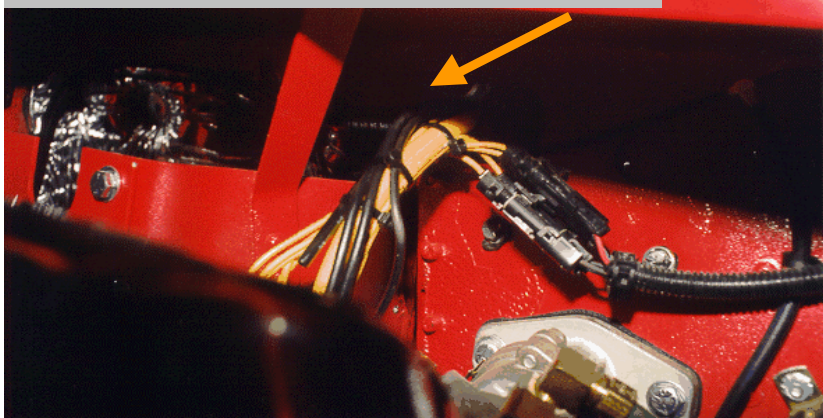
Always confirm both the ground and the 12 volt "ignition" source in the electrical panel with a multimeter



TIMER & ELECTRICAL - FLD 120

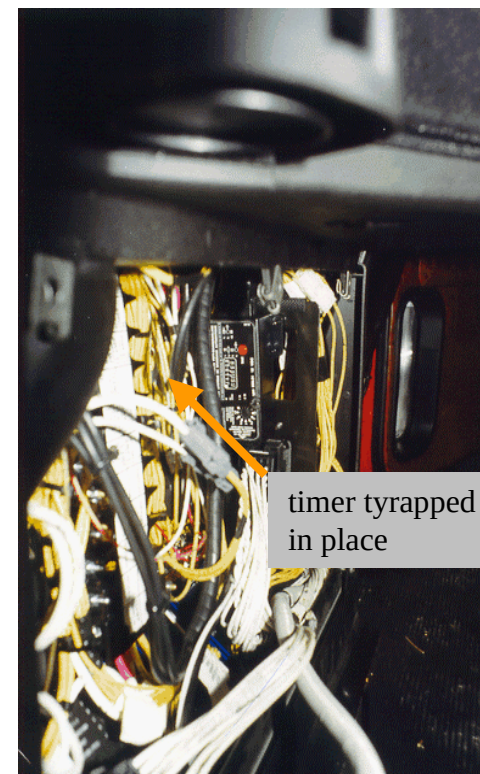
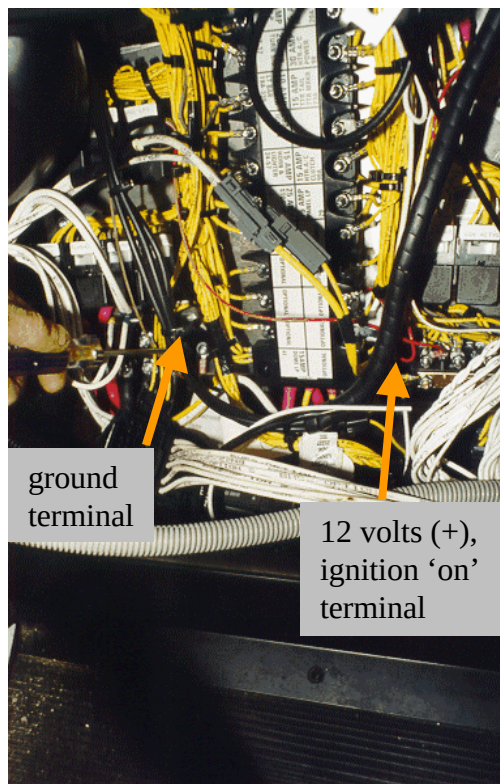
(Special timer location - Stone Transport)

wiring for solenoid and pressure switch entering cab through firewall under windshield



Electrical - timer to solenoid and pressure switch:

route through grommet with existing wiring and tyrap without crushing the bundle - route our wires so they are protected - avoid sharp edges - use grommets if necessary.

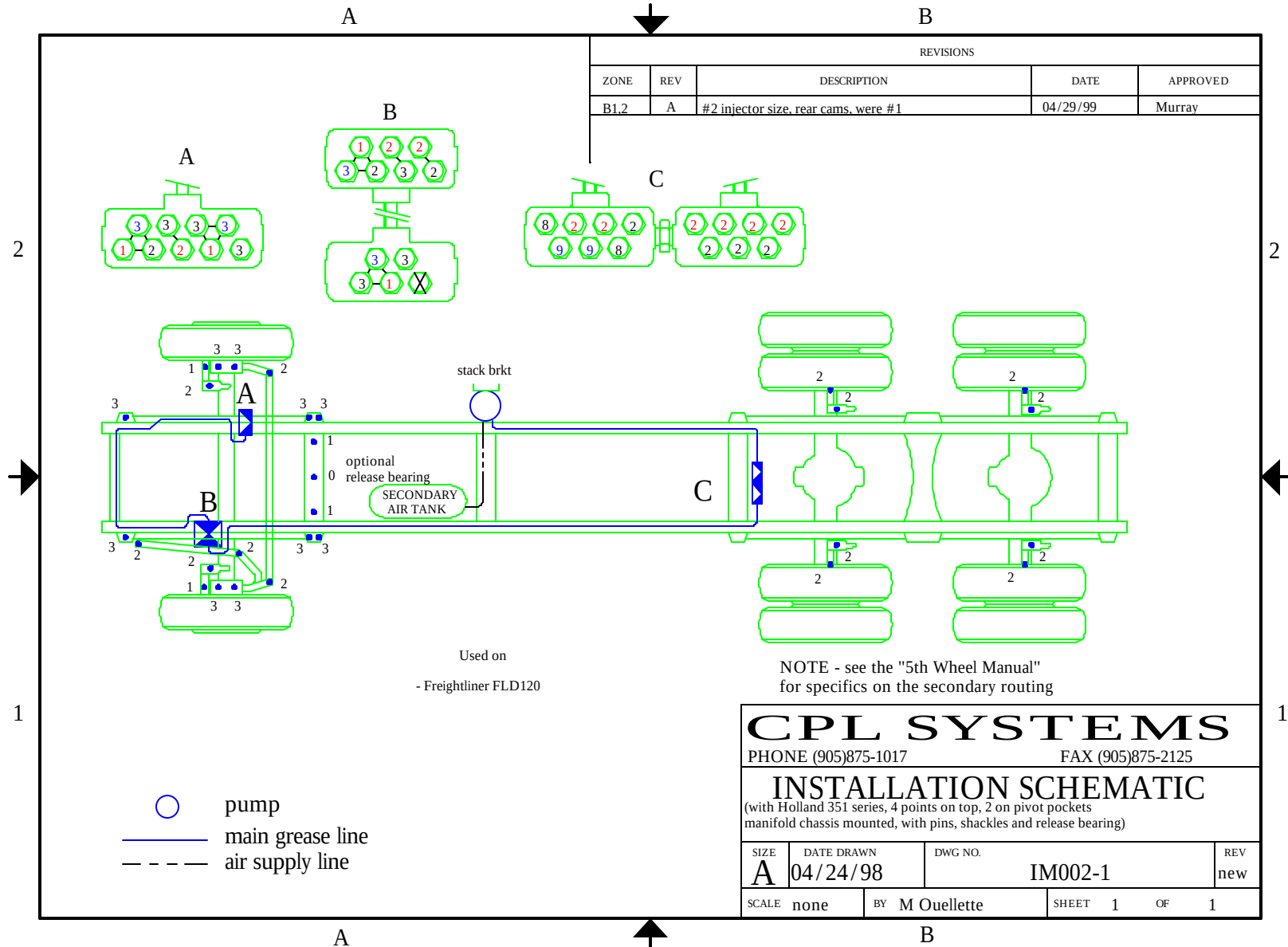


Always confirm both the ground and the 12 volt "ignition" source in the electrical panel with a multimeter

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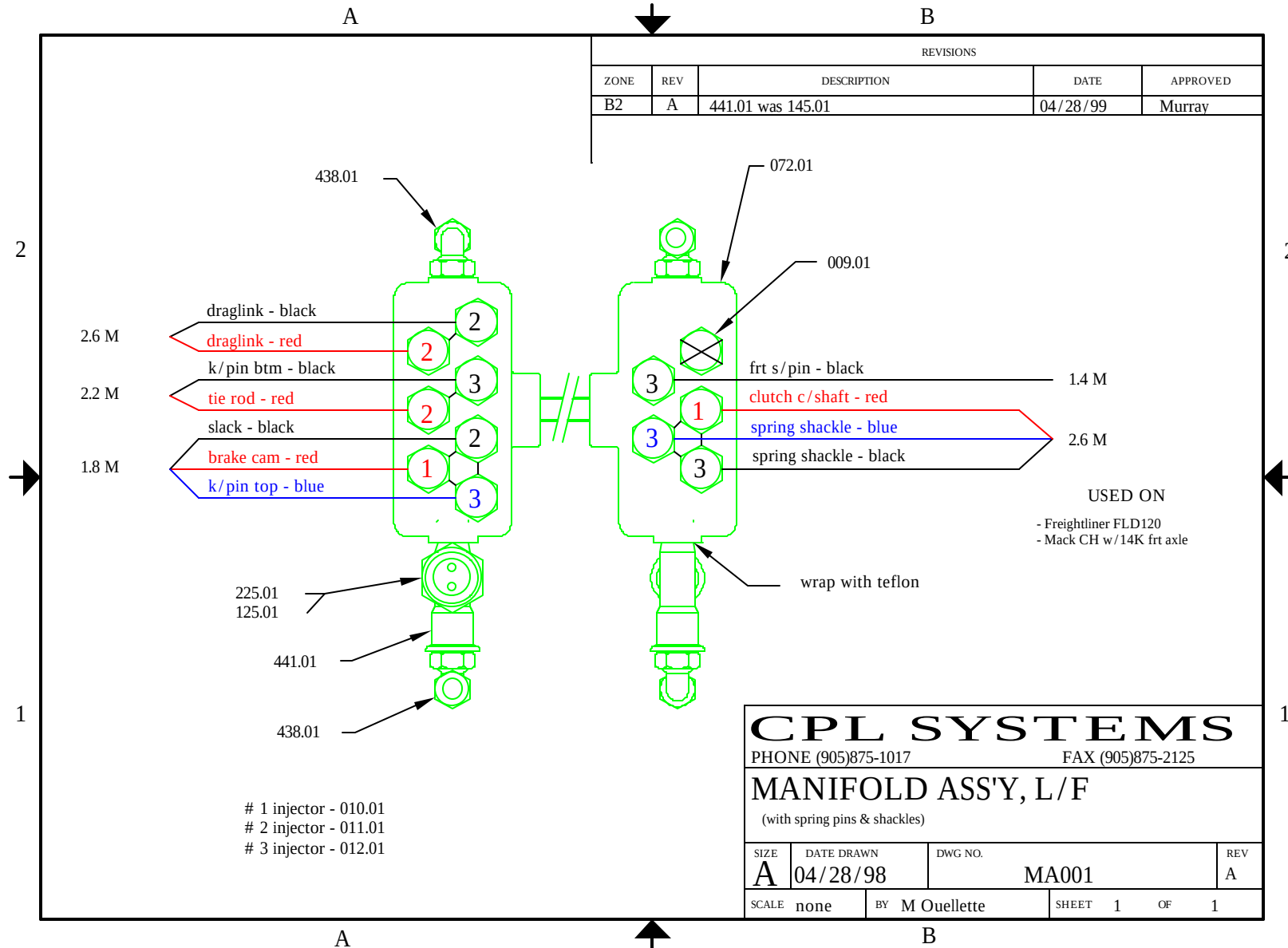
IM002-1



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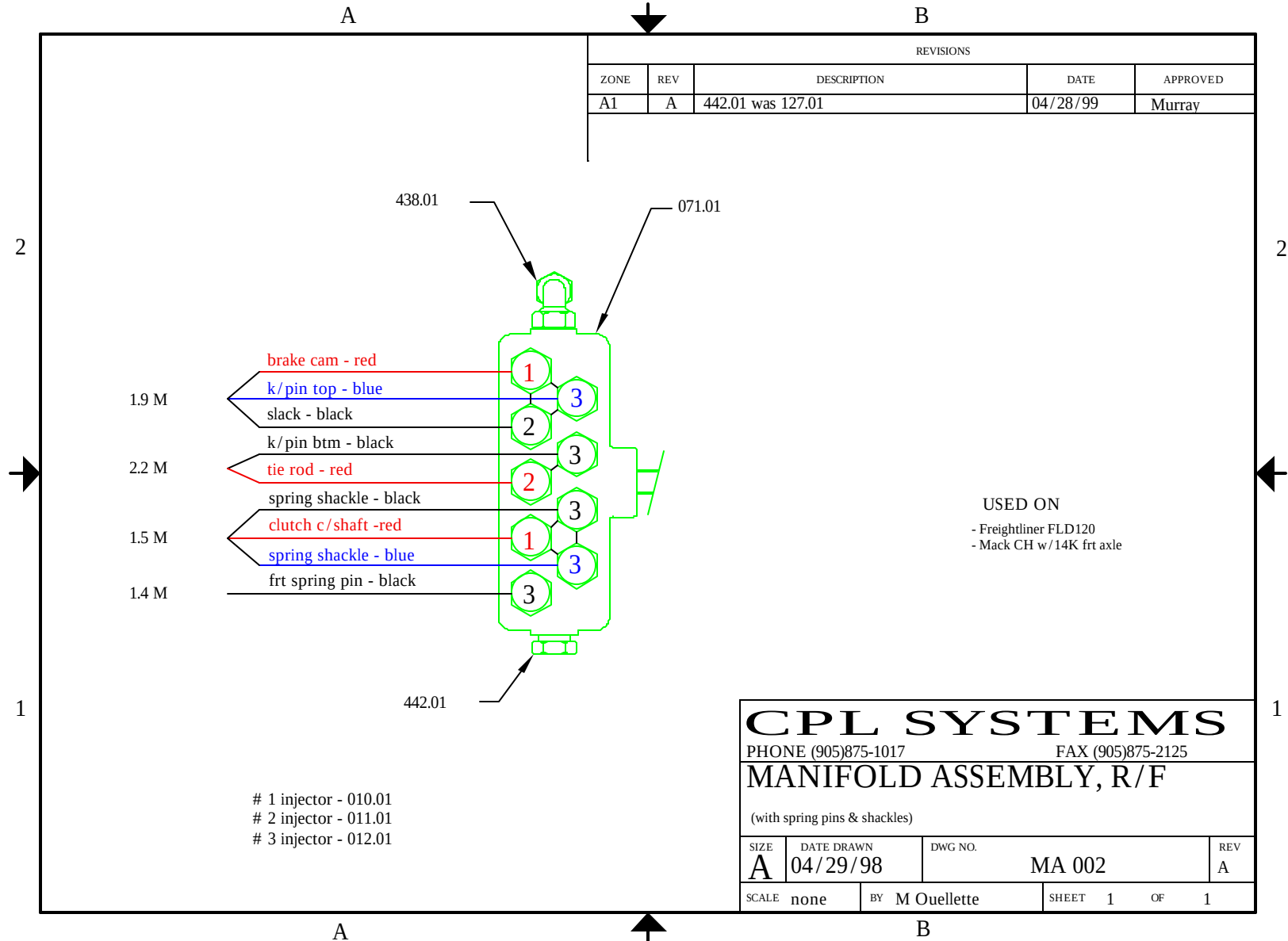
MA001



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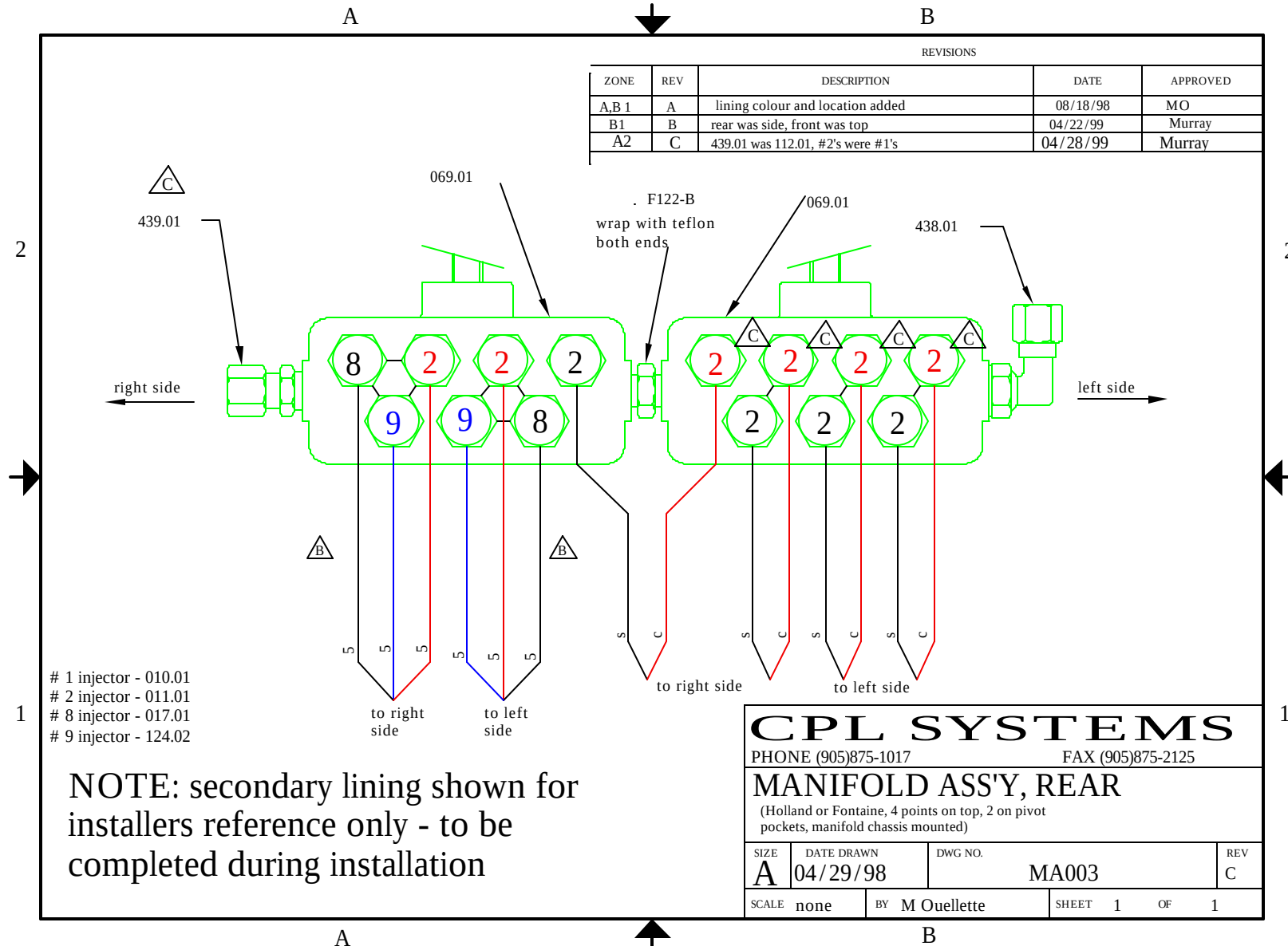
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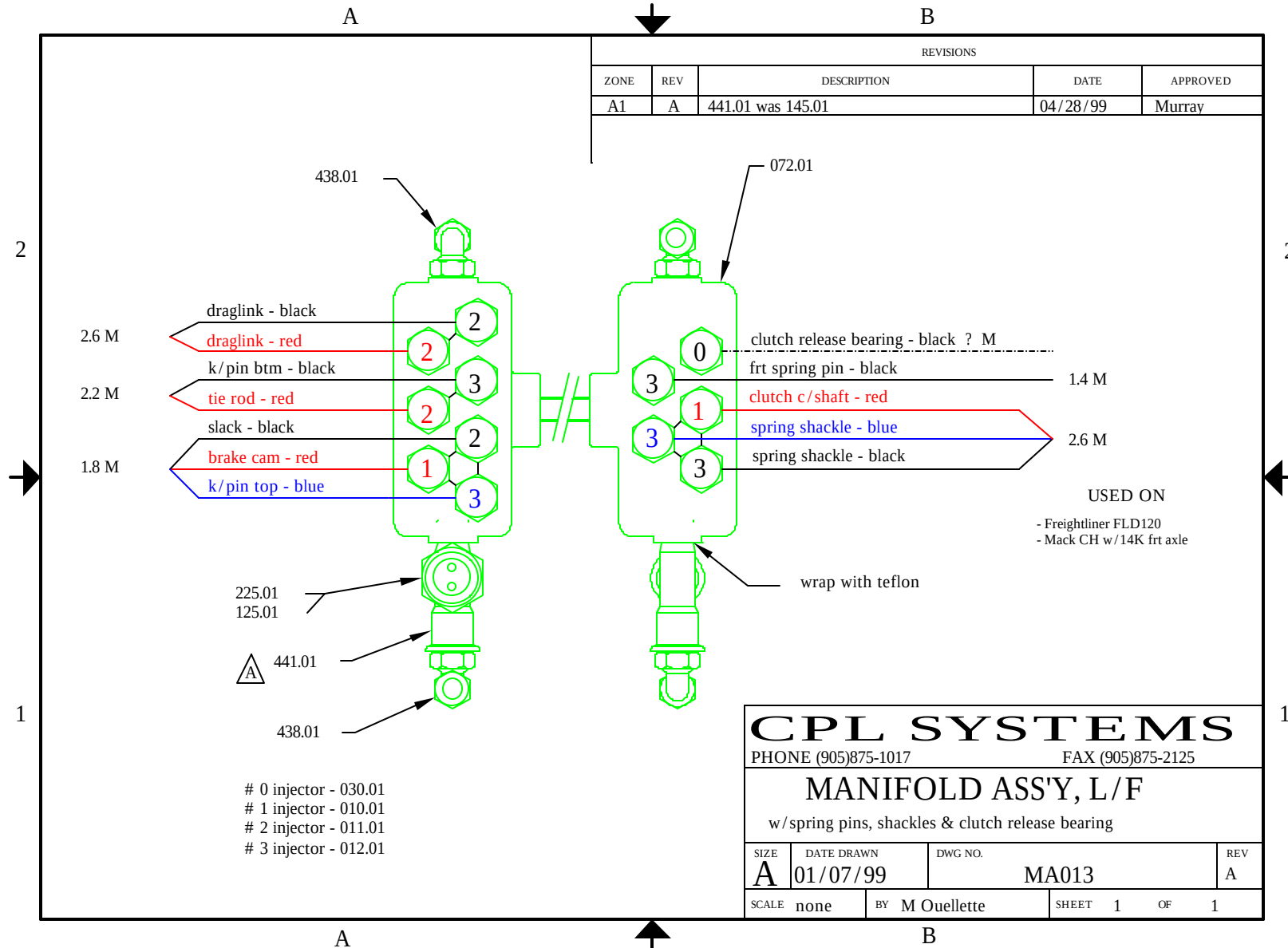
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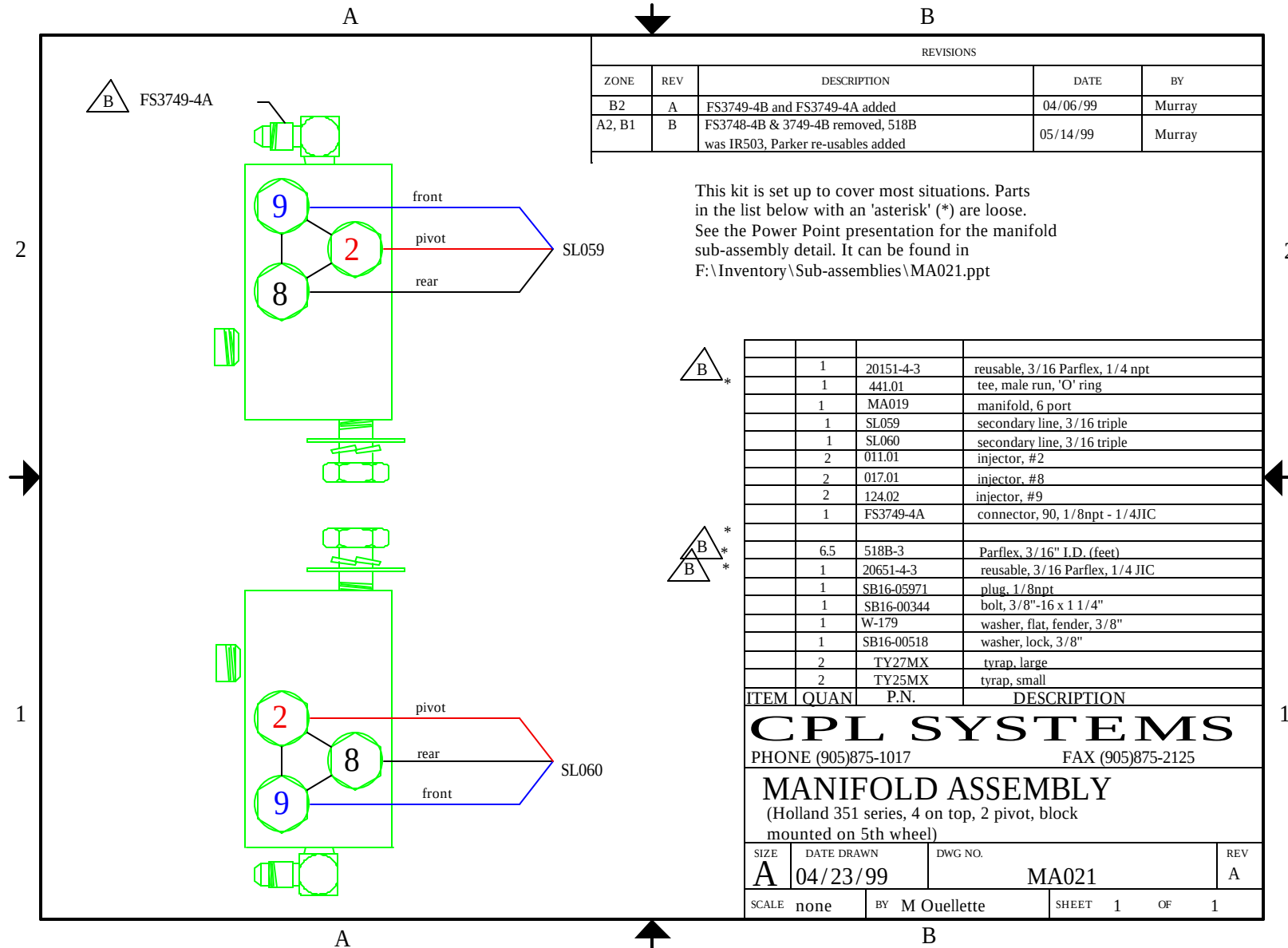
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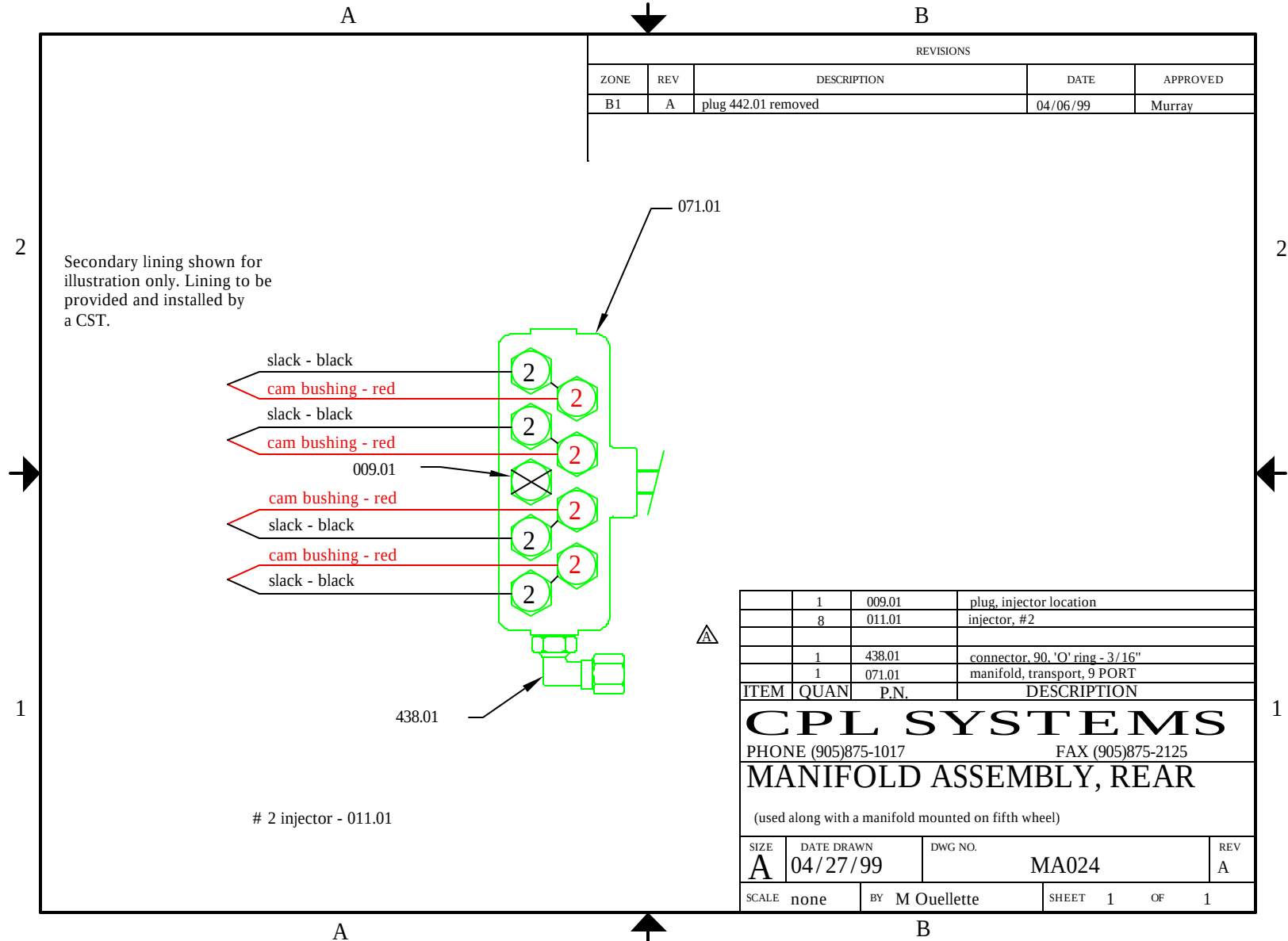
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MA021





MA024



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