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Third Generation 2003 TO CURRENT

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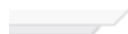
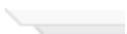




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HVAC Removal with Pictures

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HVAC Removal with Pictures



 09-04-2006, 02:32 PM

#1

[scbroder](#)

Offline

Join Date: Apr 2003

Location: Michigan

Posts: 56

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HVAC Removal with Pictures

For the last month, I have not been able to control air flow between the floor and defrost. Therefore, I thought it was time to replace the defrost door (TSB 24-004-03). I decided to take a few pictures of the removal process. I have also included brief instructions. This was the first HVAC unit I have removed, it took about 8 hours to remove, repair, and replace using hand tools.

1. Evacuate AC system.
2. Drain two or three gallons of antifreeze from the radiator.
3. Disconnect battery ground cables.
4. Disconnect heater hoses from heater core. Tape over the heater core tubes to prevent leaks during HVAC removal.
5. Loosen accumulator mounting bolts and disconnect evaporator lines using disconnect tool. Tape over tubes and line openings to prevent contamination and leaks during removal.
6. Remove nuts from the two HVAC studs.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM

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7. Remove center console, I choose to remove shift lever also. If you do not have a center console then a small trim panel will need to be removed.
8. Remove center IP bolts.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM



of TDR membership. To receive a free copy of the TDR magazine and find out more information about membership benefits click [HERE](#).



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9. Remove left and right a-pillar trim, side covers, and cowl trip panels.
10. On left side, remove the knee blocker trim panel and trim panel around the park brake release handle.
11. Disconnect park brake release rod.
12. Remove the three left IP attachment bolts.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM





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13. Remove the three right IP attachment bolts.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM

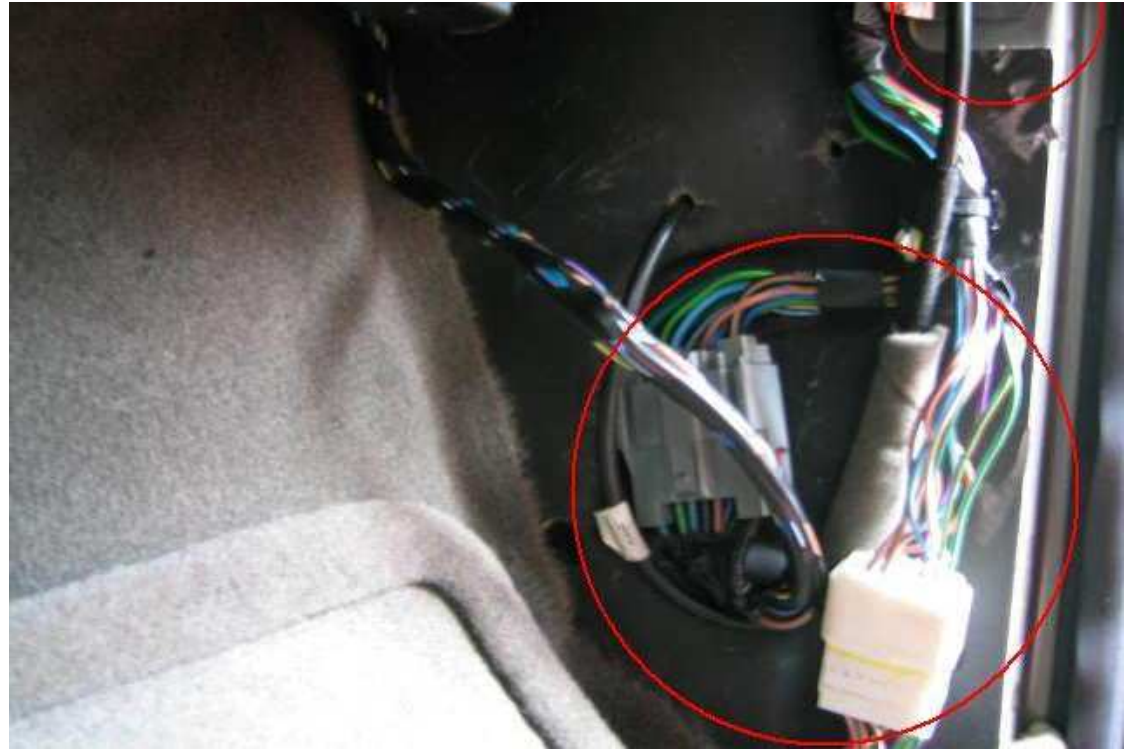


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14. Disconnect electrical and radio antenna wire connectors behind right cowl trim panel.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM





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15. Remove bolt attaching metal strap to HVAC housing (under glove box)

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM





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16. Remove top IP cover. First pry up on the back of the panel to disconnect rear clips. Then pull panel back to unsnap front clips.

17. Remove 4 small screws and 2 bolts attaching the upper IP to body.

[Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM](#)



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18. Remove the bracket holding the diagnostics port and hood release lever.
19. Remove 4 nuts attaching steering column. Lower steering column until the steering wheel rests on the driver's seat. Be sure to watch the brake switch as it could be damaged.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM



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20. Remove both column support bolts above steering column.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM





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'03 2500 HO Cummins 6-Speed 4x4 3.73
 Quad Cab Laramie SWB w/ Anti-Spin Differential
 35 inch Toyo Open Country M/T, SPA Guages

QUOTE

09-04-2006, 02:33 PM

scbroder

Offline

Join Date: Apr 2003
 Location: Michigan
 Posts: 56

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21. Pull IP back.

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#2



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[Picture has been resized, click for full size pic](#)

22. Remove lower HVAC housing mounting bolt.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM





[Picture has been resized, click for full size pic](#)

23. Remove two nuts on upper HVAC mounting studs.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM





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Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM



[Picture has been resized, click for full size pic](#)

24. Remove the HVAC unit.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM





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25. Disassembly HVAC unit and replace any broken components.

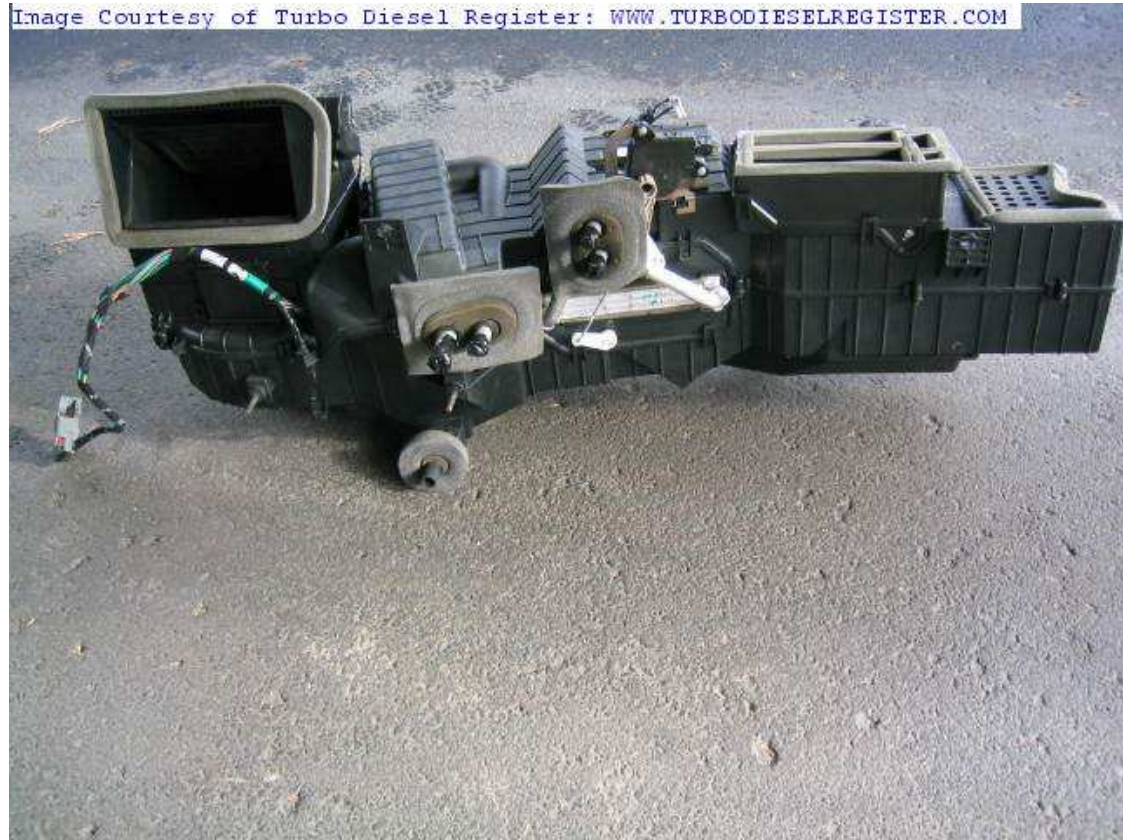
Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM





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Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM



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QUOTE

09-04-2006, 02:34 PM

#3

scbroder

Offline



Join Date: Apr 2003

Location: Michigan

Posts: 56

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During disassembly I found just what I was looking for, a broken defrost door.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM



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Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM





[Picture has been resized, click for full size pic](#)

The door broke after the actuator stop broke on the lower HVAC housing.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM





[Picture has been resized, click for full size pic](#)

The new lower housing has a more durable stop.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM



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I also choose to replace the recirculation door even though it was not yet broken, probably just a matter of time. The recirculation door is now serviced as an assembly. You get the housing, door, actuator adapter, and actuator.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM

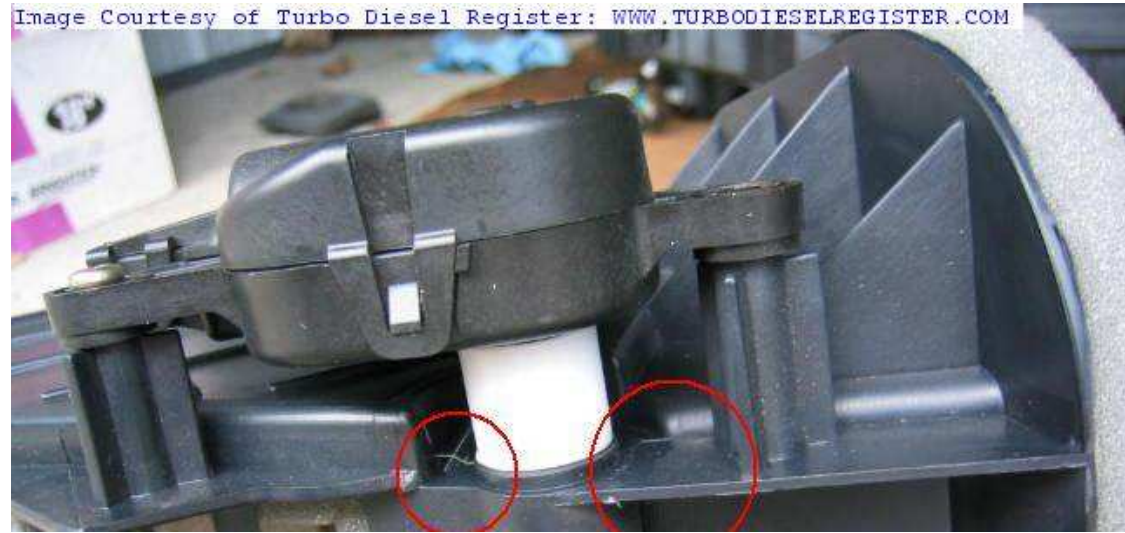




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No motor actuator stops on the old recirculation housing.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM

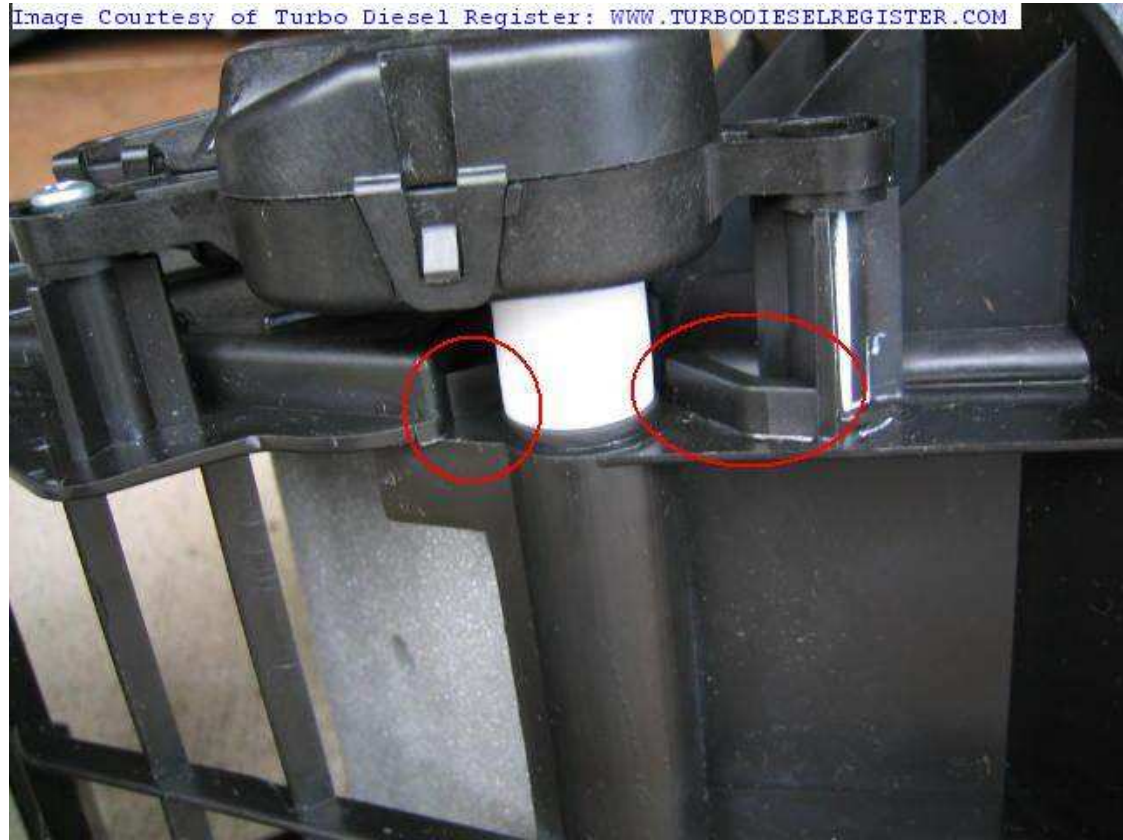




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New recirculation housing has actuator stops.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM



[Picture has been resized, click for full size pic](#)

New parts list:

5127758AA - Lower HVAC housing - \$43

5073964AA - Defrost door - \$19

5019632AA - Coupling - \$7

68004226AB - Recirculation housing w/ door and actuator- \$20

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM



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Lastly, here is a picture of the evaporator with the temp sensor in the factory location.

Image Courtesy of Turbo Diesel Register: WWW.TURBODIESELREGISTER.COM





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Last edited by scbroder : 09-04-2006 at 02:41 PM.

QUOTE

HVAC Door

09-04-2006, 09:31 PM

byoslandry

Offline

Join Date: Feb 2005
Location: Harvey, LA
Posts: 72



HVAC Door

Scbroder

That looks like a nightmare to do. Thanks for the pictures and the procedure. Looks like a problem that DC fixed with new parts. Thanks again
Byron
Hope you don't have any dashboard rattles. 😊

Byron
Harvey, LA

HERS04QC305hpCTDLWB48RE4x2ArmorDodgebarsDodge flaps5thwheelw/removrailsflowtailgateTintwindowcameranightvision7 "monitorSmoothtalker,GPS HIS06QC325hpCTDLWB48RE4x2JacobsbrakeDodgeflaps5thwheelw/removrailsflowtailgateLineXDodgebarsSuppairbagsAdj pedalsTintwindowcameranightvision&7"monitorSmoothtalker,GPS

#4

QUOTE

09-05-2006, 12:07 AM

#5

Whiskey

Amsoil dealer

Offline

Join Date: Feb 2002

Location: Green Valley, AZ

Posts: 215

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Thank ever so much for the superb detailed post, I'm sure it will answer & help much fellow members..

whiskey

<http://www.lubedealer.com/gdw/><http://www.keukaoutdoorsman.com/>[2006 Ram 3500 SLT Quad Cab 4x4 Patriot Blue Pearl Coat Paint.](#)[5.9 HO Cummins 4Speed Auto DRW LT235/80R17E 8' long bed A.R.E. K-Series Patriot Blue Bed Cap](#)[With lots of add on's](#)[1999Jayco designer XL Model 3320](#)[Amateur Call is W2GDW](#)

QUOTE

09-05-2006, 12:39 AM

#6

Vaughn MacKenzie

Offline

Join Date: Aug 1999

Location: Kennewick,

Washington

Posts: 5,743

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scbroder that's a great post/photo workup. This would be worth publishing in the TDR magazine IMO. They did an article recently about the HVAC in the 2nd Gen.

Vaughn

'98 CC 4x2 SB 12v auto, Bosch 300 injectors, **153,266** mi.**'96 CC 4x4 LB**, 5-speed, 3.54 LSD. PDR 175 pump, DDP Stage IIs, DD Jammer turbo, SB 13" Clutch, Rip 4" exhaust, DIY head port, **403,032** mi.

Rob Hanson, thank you for the memories;
RIP Nowel Thomas

QUOTE