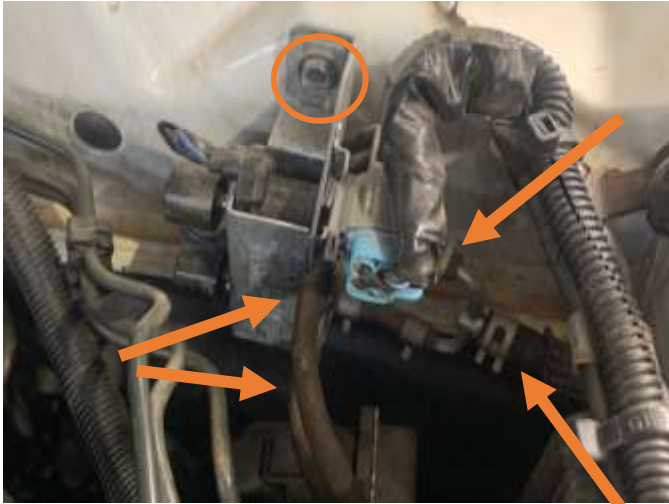
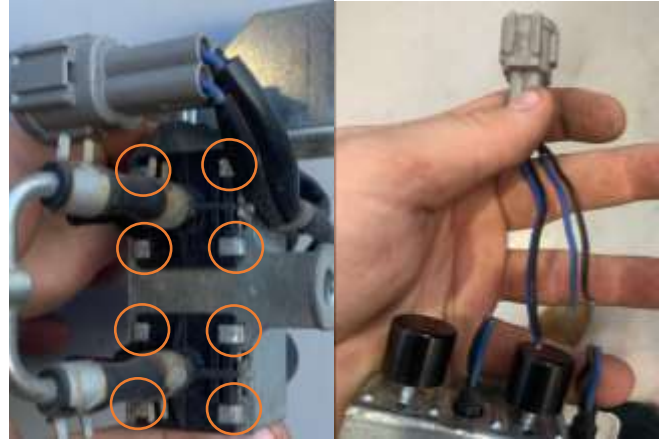




**PATROLAPART AFTERMARKET  
MAC DIFF LOCK SOLENOID  
INSTALLATION GUIDE  
SKU: PATROL-VALVE**



Remove Complete assembly pictured by unplugging loom, pulling the two actuating hoses off the front, and the vacuum hose from the side, then undo the two bolts.



Remove old Solenoids from the mounting bracket by bending these tabs straight, then remove the steel retainer cage and slide solenoids out the side. Cut the plug off the old solenoids, allowing plenty of wire for soldering to the new one piece solenoid.



Use the MAC Solenoid against the mounting bracket to mark out and drill the holes as per these two pictures. Make sure the 2 side by side fittings go through the gap on the back side of bracket as per picture 5 and bolt on.



By clipping the plug back into the bracket, you can trim the wires to perfect length to solder and conduit.

Connect the black and blue wires at the top to the top solenoid, and the bottom blue and black wires to the bottom solenoid.

MAC Solenoids are not polarity sensitive!



This is how neat you can get it after spending a bit of time getting the wiring the right length and all bolted up to the factory bracket with only two holes drilled.

If this sounds like too much work, you can just Tek Screw or Cable Tie it where you want, but this is definitely the best way to do it.



Fit the Small Air line to the fittings, and then install the assembly back into the car as per above.



Fit the two actuator lines to the back two air lines, and the single vacuum line to the front fitting. You may need to use the supplied brass hose reducer.



Plug the unit in now, it is finished, and you are ready for testing it out.

### **Testing method**

Start the car up, and put the switch in the "off" position. Sometimes you need to move the car around to get the gears to mesh up, and the diff lock engage. So we suggest taking the car for a short drive, around the block or similar.

In this form "off" we don't want the light to come on, on the dash or the wheels to be chirping when turning corners at slow speeds.

Then turn the switch to the "on" position, and we want to see the light come on, on the dash, and the wheels can chirp if on dry dirt or bitumen.

IF this is opposite, and the diff engages when the switch is turned off, all you need to do is switch the two actuator hoses over.

**If you have any problems with these instructions or need some clarification, please don't hesitate to give us a call on (03) 9735 9099 or email [sales@patrolapart.com.au](mailto:sales@patrolapart.com.au)**