



UniMount[®]

DODGE RAM W1500, W2500 AND W3500 1994 & LATER INSTALLATION INSTRUCTIONS

Model No. 985

Mount Assembly Box No. 62035

Hydraulics Box No. 56365

Harness Kit No.: 62525, 62917, 63396, 63400, 63402, 63404, 63406

Plug-In Harness for MVP without DRL's: 62526, 62921, 63398

Headlamp Kit No.: 61540, 61550, 66640

⚠ CAUTION

See your WESTERN[®] outlet for application recommendations. The Selection List has specific vehicle and snowplow requirements.



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SAFETY

GENERAL SAFETY

WARNING

Indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury.

CAUTION

Indicates a situation that, if not avoided, could result in minor personal injury and/or damage to product or property.

NOTE: Identifies tips, helpful hints and maintenance information the owner/operator should know.




CAUTION

Refer to the current selection list for minimum vehicle recommendations and ballast requirements.

CAUTION

Read instructions before assembling. Bolts should be finger tight until instructed to tighten according to the torque chart. Use standard methods and practices when attaching snowplow including wearing safety glasses during cutting, drilling and welding.

TORQUE CHART

Recommended Fastener Torque Chart (Ft.-Lb.)			
Size	 SAE Grade 2	 SAE Grade 5	 SAE Grade 8
1/4-20	6	9	13
5/16-18	11	18	28
3/8-16	19	31	46
3/8-24	24	46	68
7/16-14	30	50	75
1/2-13	45	75	115
9/16-12	66	110	165
5/8-11	93	150	225
3/4-10	150	250	370
7/8-9	202	378	591
1-8	300	583	893
Metric Grade 8.8 (Ft.-Lb.)			
Size	Torque	Size	Torque
M 6	7	M 12	60
M 8	17	M 14	95
M 10	35	M 16	155
These torque values apply to mount assembly fasteners except those noted in the instruction.			

MOUNT INSTALLATION

MOUNT FRAME

1. Remove air dam, tow hooks and tow hook brackets. On each side, remove three bumper mounting fasteners from vehicle frame horn.
2. Install mount frame to outside of vehicle frame horns, aligning two small holes in each side plate to lower bumper bracket holes.
3. **1994-1996 models:** Insert a bolt assembly into the long slot in the inner face of each vehicle frame horn and through the large hole in mount frame side plates. Retain each bolt assembly with a 5/8" locknut. Reinstall original bumper fasteners. Install all fasteners from inside of vehicle frame towards outside.

1997 Chassis cab only and 1998 and later models: Install the nut bar (Item 11 on Parts List) through the square hole in the frame at the bumper brace.

March 1999 and later models: Using hole in mount as a guide, ream hole in frame to 5/8". Assemble a 5/8" hex cap screw with lock washer through the mount frame end plate hole into the nut bar.

SPREADER

1. Position spreader to mount frame.
During installation, allow for drop in vehicle height when weight of plow is added. Final coupling lug hole center to level surface distance should be 9-1/2" to 10-1/2" with plow attached and resting on the level surface. (See Coupling Lug Height Check near end of these instructions.)
2. Attach spreader to mount frame with a 5/8" x 1-3/4" bolt and locknut through top hole in spreader angle on each side.

THRUST ARMS

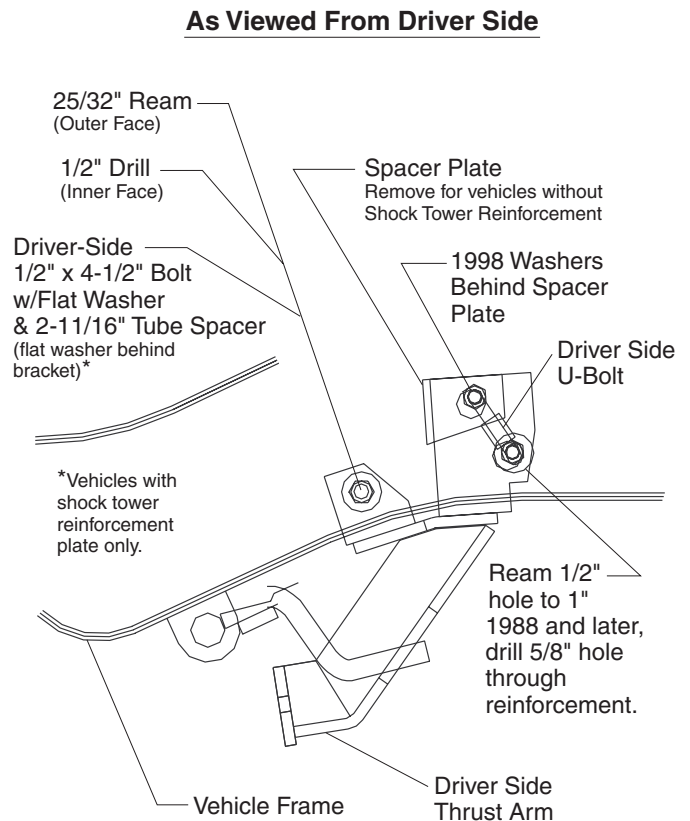
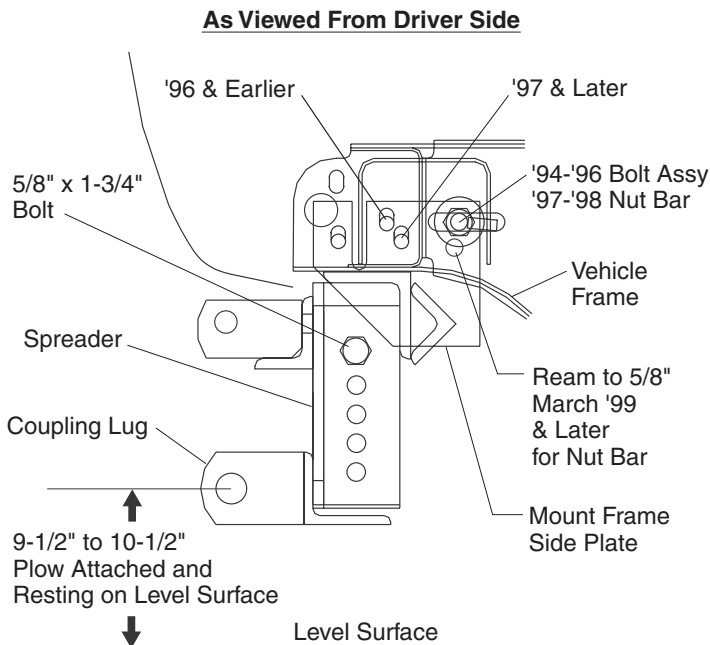
Vehicles without shock tower reinforcement. (All vehicles built prior to April 1996 or less than 8800 lb. GVWR):

- * Remove spacer plate from driver-side thrust arm.

Vehicles with shock tower reinforcement. (Vehicles over 8800 lb. built after April 1996):

- * Enlarge 1/2" hole in shock tower reinforcement plate to 1" in diameter. (See illustration below.)
- * Add flat washer between thrust arm bracket and tube spacer.

(continued on next page)



MOUNT INSTALLATION

THRUST ARMS (continued)

1998 Models

* Place driver side thrust arm tight against frame and align top rearward hole in bracket with hole in frame. Mark location of bottom rearward hole on frame. Remove bracket and drill a 5/8" diameter hole through outer wall of frame.

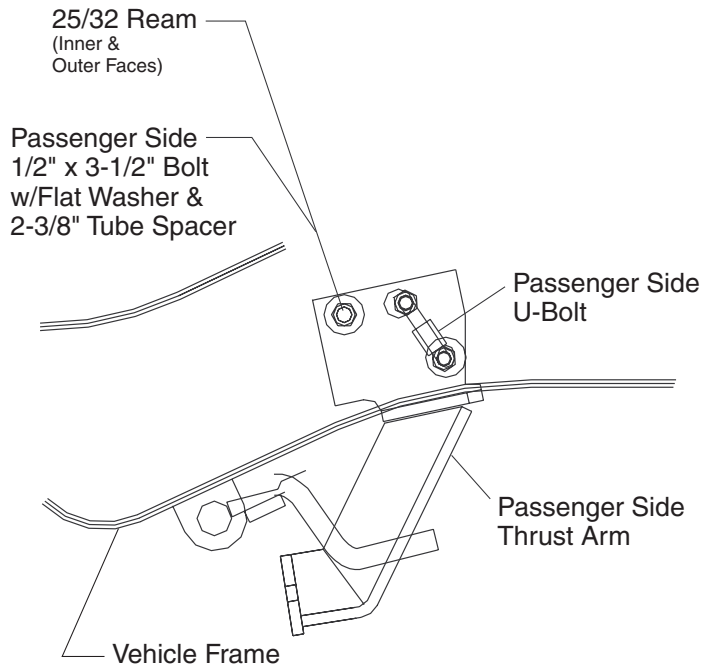
1. Driver Side Thrust Arm

All vehicles — Loop a 1/2" U-bolt through 1" holes in outer face of vehicle frame. Suggestion: Hold in place with a rubber band. On 1998 and later models, place (2) 1/2" washers over the top of the 1/2" U-bolt between the thrust arm and frame.

Place driver side thrust bracket over U-bolt studs. Locate forward hole in outer truck frame closest to forward bracket slot. Using hole as a guide, center punch inner frame rail. Remove bracket. Drill a 1/2" hole through the inner frame wall using the outer hole as a guide. Use a 25/32" drill to enlarge the existing hole in the outside frame wall.

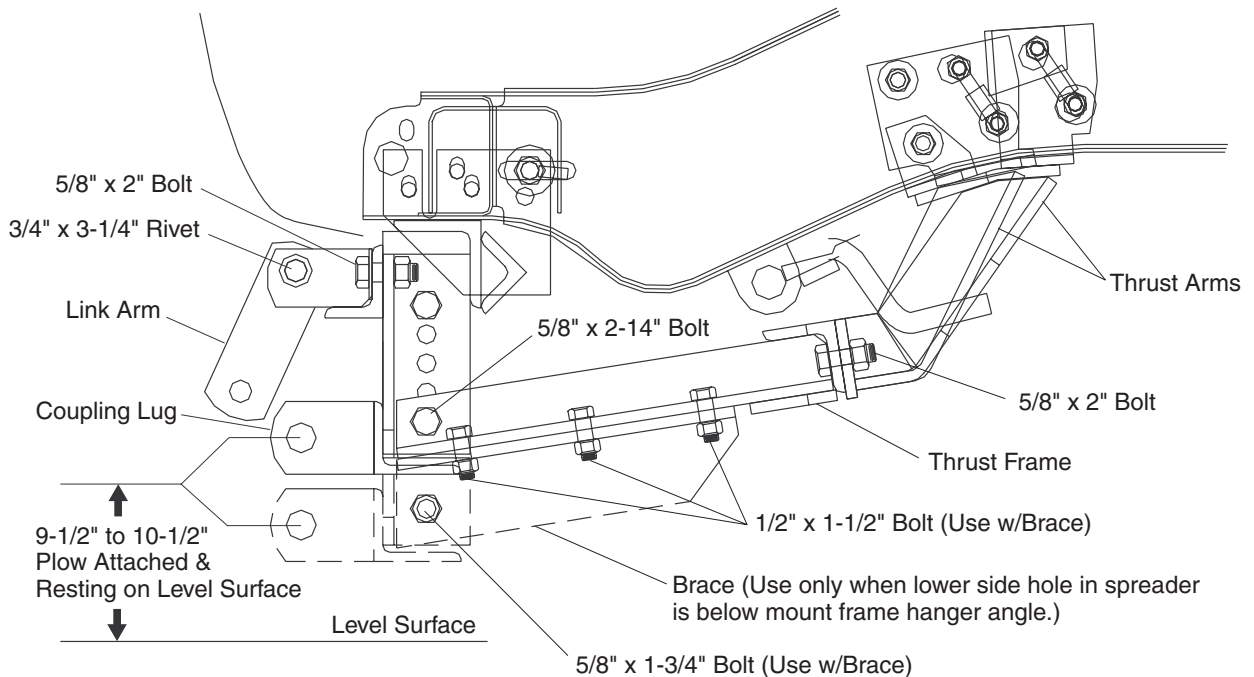
Subassemble the 1/2" x 4-1/2" bolt with flat washer through the bracket slot.

As Viewed from Driver Side



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As Viewed from Driver Side



MOUNT INSTALLATION

THRUST ARMS (continued)

NOTE: Vehicles with shock tower reinforcement plate, install a flat washer on bolt prior to installing tube spacer. Assemble the 2-11/16" tube spacer over the bolt. Insert the thrust arm with the bolt and spacer into the 25/32" hole. Position rear holes of thrust arm bracket over U-bolt. Retain with a locknut on upper stud and a flat washer and locknut on lower stud. Secure 1/2" x 4-1/2" bolt with nut and washer.

Hold thrust arm tight to bottom of vehicle frame and push towards rear. Tighten locknuts to 75 ft. lb.

2. Passenger Side Thrust Arm

Diesel Engine Vehicles - Protect pump on inside of vehicle frame rail by placing a protective piece of steel between the pump and frame rail.

All Vehicles - Ream 18 mm holes in outer and inner faces of vehicle frame to 25/32" diameter.

Install U-bolt and attach thrust arm the same as on driver-side including holding tight to bottom of vehicle frame while tightening locknuts.

Assemble 1/2" flat washer on to 1/2" x 3-1/2" bolt followed by 2-3/8" long tube spacer.

From outside of vehicle frame, insert bolt, washer and tube assembly through large hole in thrust arm and reamed holes in vehicle frame.

Secure with a flat washer and locknut.

THRUST FRAME

1. Attach thrust frame to thrust arms with two 5/8" x 2" bolts and locknuts.
2. Attach thrust frame to spreader and mount frame with a 5/8" x 2-1/4" bolt and locknut through lower hole in mount frame.
3. Fasten each side of spreader to front of mount frame through holes located between link arm lugs with a 5/8" x 2" bolt, flat washer to slot, and locknut.

BRACE

(Used when lower side hole in spreader is below mount frame hanger angle.)

1. If spreader position allows, attach each brace to the underside of each thrust frame angle with three 1/2" x 1-1/2" bolts and locknuts.
2. Fasten each brace to the lower hole in each side of spreader with a 5/8" x 1-3/4" bolt and locknut.

Tighten all bolts to corresponding torque chart value.

LINK ARMS

Fasten a link arm between each pair of link arm lugs with a 3/4" x 3-1/4" grade 5 rivet and cotter pin.

HARNESS KIT SELECTION

NOTE: During electrical installation, THE LONG BATTERY GROUND CABLE (no stripe) MUST BE GROUNDED TO THE NEGATIVE BATTERY TERMINAL.

NOTE: After 5 to 10 hours of snowplow usage, retorque all mount assembly fasteners.

1994 and later vehicles with cab marker lights and/or dual rear wheels require the installation of 61185 Park or Turn Lamp Harness Kit in the park light circuit. This will prevent electrical overloading of the vehicle headlamp switch or wiring harness.

1994-1998		
	Dual Type HB-1	
	<i>Straight Blade</i>	<i>MVP Blade</i>
Harness Kit/Harness No.	62525	62526
Headlamp Kit No.	61540	66640

1999 and Later Without DRL's		
	Dual Type HB-1	
	<i>Straight Blade</i>	<i>MVP Blade</i>
Harness Kit/Harness No.	62917	62921
Headlamp Kit No.	61540	66640
	Quad HB5/HB-1	
	<i>Straight Blade</i>	<i>MVP Blade</i>
Harness Kit/Harness No.	63396	63398
Headlamp Kit No.	61540	66640

1999 and Later With DRL's (All require 61584 Kit)		
	Dual Type HB-1	
	<i>Straight Blade</i>	<i>MVP Blade</i>
Harness Kit No.	63400	63402
Headlamp Kit No.	61550	61550
	Quad HB5/HB-1	
	<i>Straight Blade</i>	<i>MVP Blade</i>
Harness Kit No.	63404	63406
Headlamp Kit No.	61550	61550

SOLENOID CONTROL INSTALLATION

SOLENOID CONTROL - FLOOR MOUNTED INSTALLATION INSTRUCTIONS

1. Align dash bracket hole shown in diagram to end hole of control bracket.

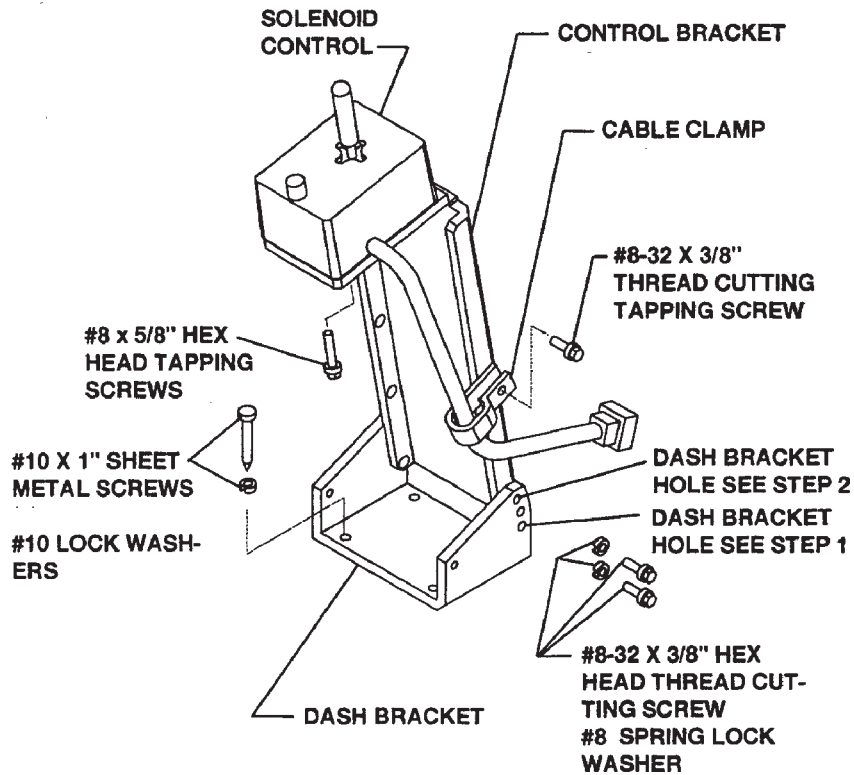
NOTE: Top flange of control bracket may be reversed in dash bracket from position shown in diagram. Attach with one #8 x 3/8" hex head thread cutting screw and lock washer on each side.

2. Use top holes in dash bracket (**see diagram**) as a template to drill a 9/64" hole in each side of control bracket. Secure dash bracket to control bracket with a second screw and lock washer in each side.
3. Secure solenoid control to control bracket with two #8 x 5/8" hex head tapping screws.
4. Move seat forward. Locate control and bracket assembly on floor tunnel so that it does not interfere with the operation of vehicle controls. Mark this location.

5. Remove control bracket from dash bracket.
6. Place dash bracket in marked location. Use dash bracket as a template to drill four 1/8" holes in tunnel.

NOTE: Before drilling any holes, check both sides of the material for any wires, fuel lines, fuel tanks, etc. that may be damaged by drilling.

7. Secure dash bracket to tunnel with four #10 x 1" sheet metal screws and lock washers.
8. Reassemble control bracket to dash bracket. Bend top flange of control bracket to desired position.
9. Secure harness to control bracket with cable clamp and one #8 x 3/8" hex head thread cutting screw.



UNDER HOOD INSTALLATION

VEHICLE HARNESS AND MOTOR RELAY

Except as noted, parts to be installed are found in the hydraulics box.

NOTE: Use dielectric grease on all electrical connections to prevent corrosion. Fill receptacles and lightly coat ring terminals and blades before assembling.

1. Identify wires for the parking lamp on the driver-side and the turn signals on both sides of the vehicle. Attach a black self-stripping bullet receptacle connector (found in harness kit) to each of these three wires.

2. Remove NEGATIVE battery cable from battery.

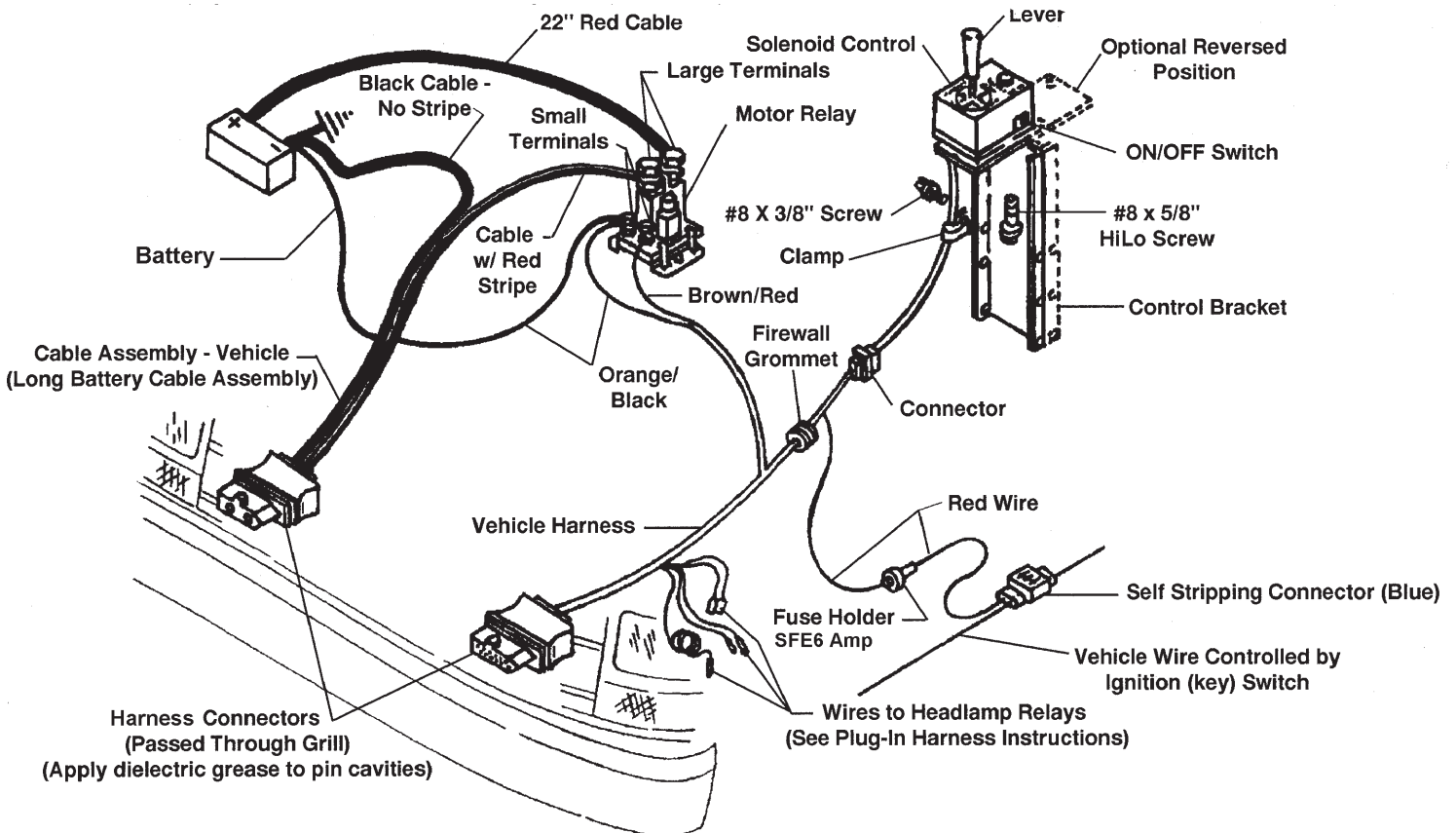
⚠ CAUTION

Batteries normally produce explosive gases, which can cause personal injury. Therefore, do not allow flames, sparks or lit tobacco to come near the battery. When charging or working near a battery, always cover your face and protect your eyes, and also provide ventilation. Batteries contain sulfuric acid that burns skin, eyes and clothing.

Disconnect the battery before removing or replacing any electrical components.

(continued on next page)

HARNESS, SOLENOID CONTROL AND MOTOR RELAY INSTALLATION DIAGRAM



UNDER HOOD INSTALLATION

VEHICLE HARNESS AND MOTOR RELAY

(continued)

- Find a location for the motor relay where it will be protected from road splash and will be within 18" of the vehicle primary battery.

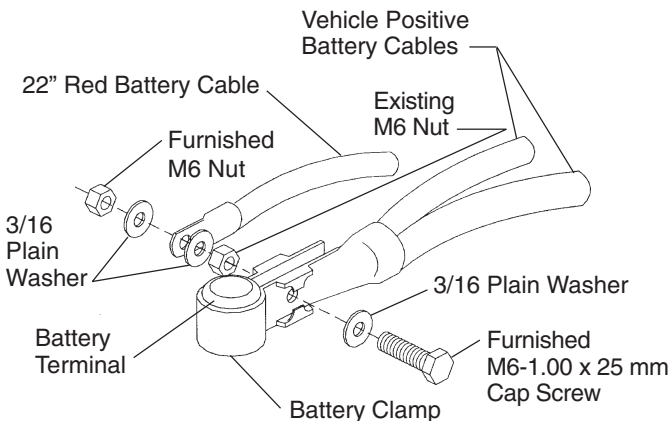
NOTE: Motor relay terminals must be up or horizontal.

Using the motor relay mounting plate as a template, drill two 9/32" holes, and mount motor relay to holes using 1/4" x 3/4" bolts, flat washers, and lock nuts.

- Route 22" red battery cable between a large motor relay terminal and the POSITIVE battery terminal taking care to avoid sharp edges, and hot or moving parts.

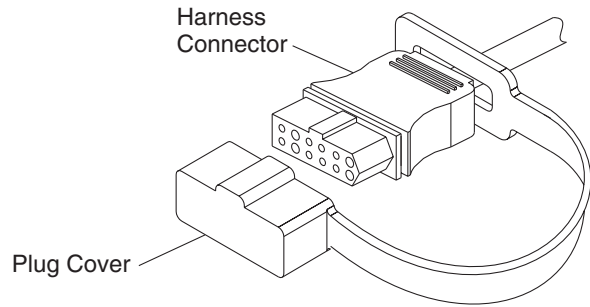
The original equipment battery terminal clamp bolt is not long enough to secure the hydraulic unit 22" red battery cable or black ground cable. Remove the original cap screw and replace it with the blue chromate finished cap screw and nut listed below.

Attach cable to motor relay terminal with a lock washer and 5/16"-24 jam nut. Attach cable to battery POSITIVE terminal with hardware provided.



Part No.	Qty.	Description
91055	2	M6-1.00X25 HXW CS G8.8
91056	2	M6-1.00 HX NUT
91119	6	3/16 PLAIN WASHER

- Stretch rectangular openings of plug cover straps (found in harness kit) over harness connector ends of long battery cable assembly (found in hydraulics box) and vehicle harness (found in harness kit). Place plug covers over molds on harnesses.



- Find a location in the vehicle grill on the battery side for mounting the battery cable harness connector. The best location is at least 10-1/2" from the center of the grill and at a convenient height for connecting the plug plugs.

Allow harness connector of each harness to hang out in front of grill. Allow enough cable so it is easy to mate and remove connector. Secure with long cable ties (found in mount box).

- Route battery cable through the grill at the selected location and through or around the radiator bulkhead to motor relay taking care to avoiding sharp edges, and hot or moving parts.
- Attach cable with red stripe to the unused large terminal on the motor relay, and secure it with a lock washer and 5/16"-24 jam nut.
- Route the battery cable without a stripe directly to the NEGATIVE battery terminal (carefully separate the two cables as needed to reach battery). DO NOT attach cable to battery at this time.
- Find a location in grill on driver-side for mounting the vehicle harness (similar position to battery cable mount). See Steps 6 & 7 above for how to mount. Route vehicle harness through grill and around, or through radiator bulkhead (drill 5/8" hole if needed) into engine compartment.

(continued on next page)

UNDER HOOD INSTALLATION

VEHICLE HARNESS AND MOTOR RELAY (continued)

11. Route the wires that break out of the vehicle harness to the area behind the driver-side headlamp. Route rest of harness to the firewall. Drill a 5/8" hole through the firewall in a convenient location away from hot or moving engine parts.

NOTE: All vehicles with DRL's — insert fuse holder on pink wire of DRL Adapter Kit (P.N. 61584) through firewall first. Route end of pink wire with receptacles to area of driver-side headlamp.

Feed vehicle harness fuse holder through hole and then feed the plastic connector and harness through to the cab. Disassembly of the fuse holder may make it easier to pass through 5/8" hole.

12. Route brown/red and orange/black wire loom to motor relay.
Attach the brown/red and orange/black wires small ring terminals to separate small terminals on motor relay using a lock washer and #10-32 nut for each connection.
13. Route the orange/black wire with 3/8" ring terminal to NEGATIVE battery terminal. DO NOT attach wire to battery at this time.

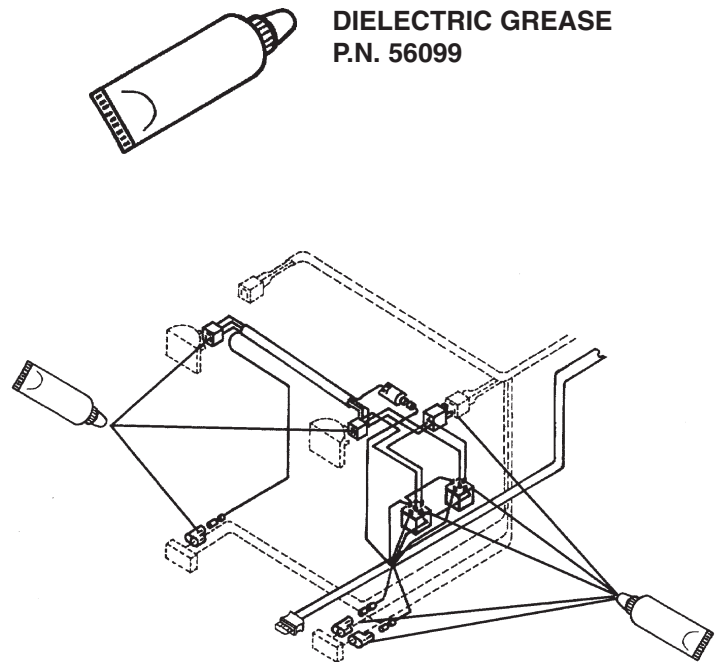
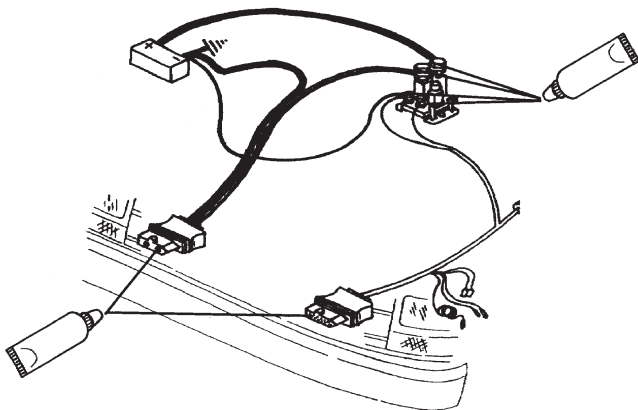
14. Inside the cab, route vehicle harness connector to solenoid or CabCommand control and couple the connectors together.
15. Reconnect vehicle ground cable to NEGATIVE battery terminal. Attach the hydraulic unit black battery cable and orange/black wire terminal to the negative clamp bolt.

Batteries with steel strip battery clamp connect same as POSITIVE cable. (See step 4.)

16. Locate an accessory wire capable of carrying 7 amps in addition to existing circuit loads and controlled by the ignition (key) switch. Route the vehicle harness SFE-6* fuse holder red wire to this location and trim off any excess length of wire (keep fuse holder in system). If used, DRL pink wire requires .4 amps.

Open blue self stripping connector and place the end of the red wire against the inner groove stop (end of wire must not extend from the closed connector), and the accessory wire in the outer groove. Close connector over the wires using a pliers and snap the locking tab in place. Repeat with DRL pink wire.

NOTE: Use dielectric grease to prevent corrosion on all connections. Fill receptacles and lightly coat ring terminals and blades before assembling.



**DIELECTRIC GREASE
P.N. 56099**

PLUG-IN HARNESS AND HEADLAMP RELAY INSTALLATION

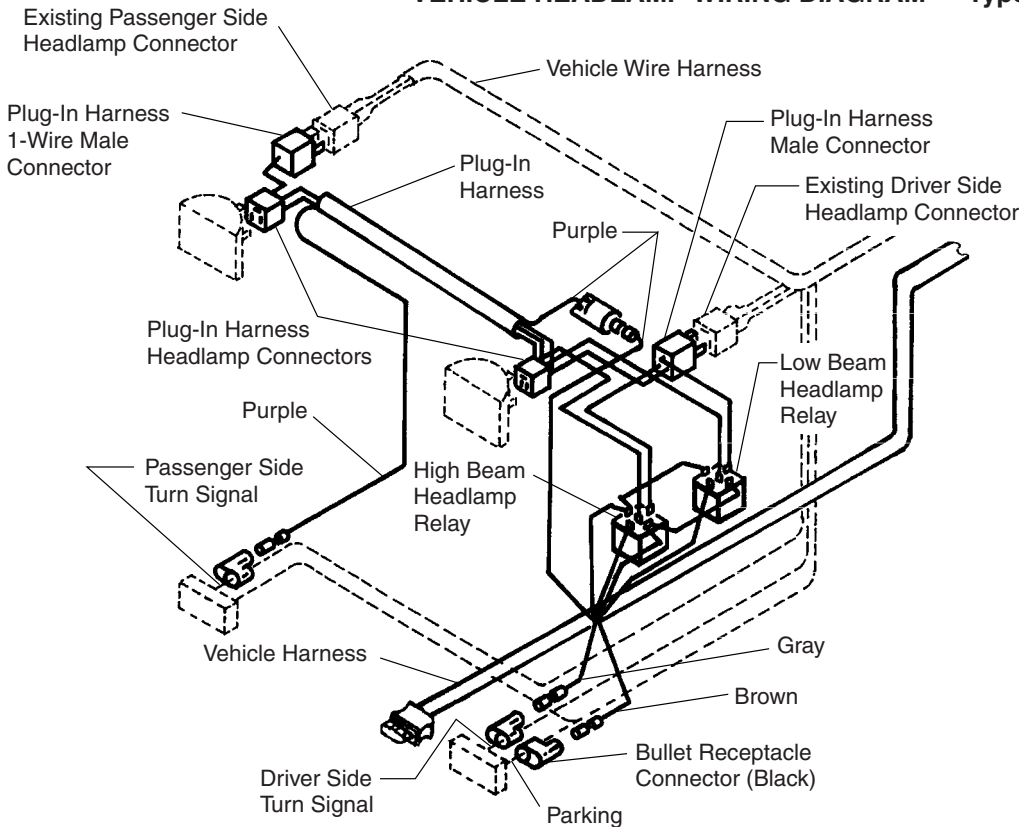
VEHICLE HEADLAMP PLUG-IN HARNESS & HEADLAMP RELAYS

(1999 & Later - use instructions furnished in harness kit.)

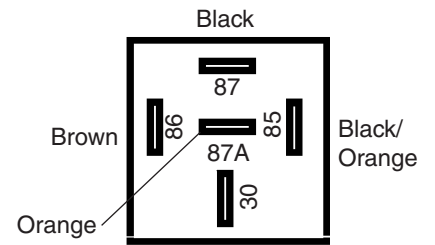
NOTE: Use dielectric grease to prevent corrosion on all connections. Fill receptacles and lightly coat ring terminals and blades before assembling.

- In the engine compartment behind the driver-side headlamp, insert wire bullets from vehicle harness into black bullet connectors (installed in step one of previous section) as follows:
 - Brown wire to parking lamp wire on driver-side.
 - Gray wire to left turn signal wire on driver-side.
- At the vehicle driver-side headlamp, remove the connector from the headlamp and couple matching connector with plug-in harness 3-wire male plug (plug-in harness found in harness kit). Attach plug-in harness headlamp connector to headlamp terminals.
- Route other end of plug-in harness along radiator bulkhead or over radiator shroud to passenger-side headlamp. Remove headlamp connector and couple matching connector with plug-in harness 1-wire male plug. Attach plug-in harness headlamp connector to headlamp terminals.
- On the passenger side, insert purple wire bullet from plug-in harness into vehicle turn signal black bullet connector installed in step one of the previous section.
- At the driver-side headlamp, insert the purple wire bullet from the vehicle harness into the purple wire receptacle on the plug-in harness.
- At driver-side headlamp, connect vehicle and plug-in harness wires with receptacles to the two headlamp relays (found in harness kit) as shown in the above diagram. (If vehicle has DRL's, replace brown wires with pink wire from DRL kit. Brown wires from vehicle harness are not used in DRL installations.)
- Place grommet around vehicle harness and insert into firewall hole (also put a grommet in the radiator bulkhead hole if one was drilled). Use cable ties (found in harness kit) to secure harnesses, relays and wires away from sharp edges, and hot or moving engine parts and to prevent accidental grounding of connections.
- Replace vehicle turn signal flasher with flasher furnished in harness kit.
- Lubricate terminal cavities of both harness connectors with dielectric grease. Give the dielectric grease tube to vehicle owner for future lubrication of harness connectors.

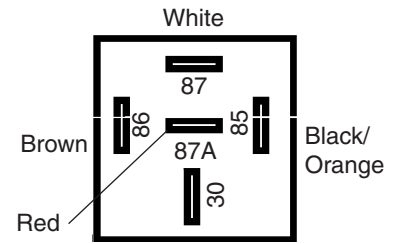
VEHICLE HEADLAMP WIRING DIAGRAM — Type C



HEADLAMP RELAY WIRING DIAGRAM Type - C



Low Beam Headlamp Relay



High Beam Headlamp Relay

OPERATIONAL TESTS AND ADJUSTMENTS

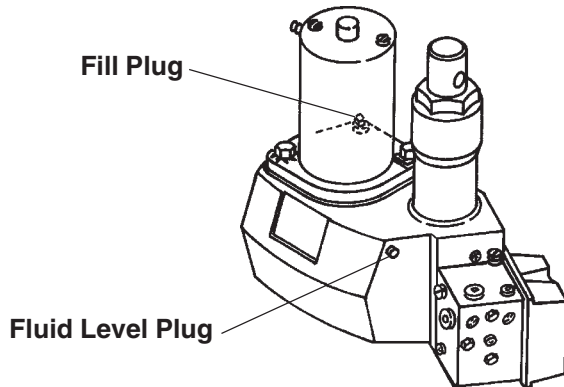
FILLING HYDRAULIC UNIT

NOTE: Mount plow assembly to vehicle. (See label on back of blade or Owner's Manual for mounting instructions.)

⚠ CAUTION

Remove fluid level plug slowly to allow any residual pressure in the reservoir to bleed off.

1. Push lift channel all the way down.
2. Remove fill plug and fluid level plug.



3. Fill unit through fill plug hole until fluid runs out of fluid level plug hole.
4. Replace both plugs.

USE

- Automatic transmission fluid (ATF) DEXRON® III to -10° F (-23° C)
- WESTERN® High Performance Fluid to -25° F (-32° C)
- Texaco 1537 Aircraft Hydraulic Oil for temperatures below -25° F (-32° C)

5. Turn ignition (key) switch to the ON or ACCESSORY position.
6. Turn the control ON/OFF switch to the ON position.
7. Move control lever to angle left and angle right several times to remove air from Hydra-Turn® rams.

⚠ CAUTION

DO NOT raise blade as this may cause pump cavitation.

8. Refill unit with fluid following the procedure in steps 1-4 of this section.
9. Move the control lever as indicated on label to control the plow. Raise and lower plow several times to remove air. Place control lever in float position. Push lift channel all the way down. Recheck fluid level according to steps 1-4 of this section.

FLUID CAPACITY

Solenoid ISARMATIC® Mark IIIa reservoir 1-3/4 quarts

Equipped with 10" Hydra-Turn® rams 2-3/8 quarts

⚠ CAUTION

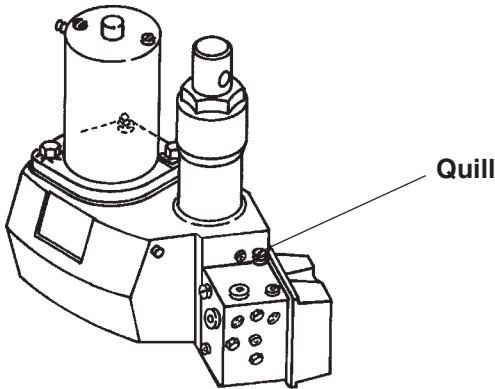
To prevent accidental movement of the blade, always turn the ON/OFF switch to OFF whenever the snowplow is not in use. The control indicator light will turn off.

OPERATIONAL TESTS AND ADJUSTMENTS

BLADE DROP SPEED ADJUSTMENT

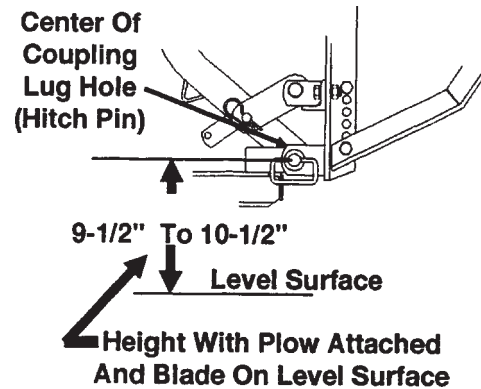
NOTE: The quill on the top rear of the valve manifold (see diagram) adjusts blade drop speed. Turning quill IN can slow raise time.

- Turn quill IN (clockwise) to decrease drop speed.
- Turn quill OUT (counterclockwise) to increase drop speed.



COUPLING LUG HEIGHT CHECK

1. Mount plow to vehicle. (See label on back of blade or Owner's Manual for mounting instructions.) Add recommended ballast as found in selection list.
2. With the blade on a level surface, slack in lift chain and rear ballast located behind rear wheels, the center of the coupling holes (hitch pin shaft) to level surface should measure 9-1/2" to 10-1/2". To obtain height, adjust spreader position.



FINAL HYDRAULIC INSPECTION

1. Make sure all fasteners and hydraulic and electrical connections are tight.
2. Check ram packing nuts for oil leakage. If any leakage is observed, tighten the packing nut 1/4 turn after you feel the nut contact the packing.

NOTE: Do not over tighten packing nuts. Over tightening affects cylinder operation and shortens the life of the packing. A short period of normal operation will allow chevron packings to become saturated, and leakage will normally stop. A small amount of leakage is necessary to properly lubricate the cylinder rod.

NOTE: Coupling height must be 9-1/2" minimum to allow stand to be pinned to lift frame.

4. Adjust chain slack with plow mounted to vehicle, and lift channel pushed all the way down. To adjust, remove chain from hook, straighten chain and pull tight. Rehook it to the lift channel. After it is hooked, it will have the correct amount of slack for blade "float". DO NOT remove chain from lift channel when removing plow from vehicle.

OPERATIONAL TESTS AND ADJUSTMENTS

VEHICLE LIGHTING CHECK

1. Check the operation of vehicle and plow lights with plow mounted to vehicle and both plow plugs connected.

Turn signals and parking lamps

<i>Parking lamps ON</i>	Both vehicle and plow parking lamps should be on at the same time.
<i>Right turn signal ON</i>	Both vehicle and plow right turn signal lamps should flash at the same time.
<i>Left turn signal ON</i>	Both vehicle and plow left turn signal lamps should flash at the same time.

Headlamps

Move vehicle headlamp switch to the ON position. Connecting and disconnecting the 9-pin plow plug from the vehicle harness connector should switch between vehicle and plow headlamps as follows:

<i>9-pin plow plug DISCONNECTED</i>	Vehicle headlamps should be on, plow headlamps off.
<i>9-pin plow plug CONNECTED</i>	Plow headlamps should be on, vehicle headlamps off.

Dimmer switch should dim whichever headlamps are operating. The high beam indicator on the dash should light when either set of headlamps is on high beam.

Solenoid Control or CabCommand Control

9-pin vehicle harness revision 10 and later or

9-pin vehicle harnesses – earlier revisions modified for CabCommand Control:

The control indicator light should light whenever the control ON/OFF switch and the ignition (key) switches are both turned ON. The plow plugs do not need to be connected to the vehicle harness connectors.

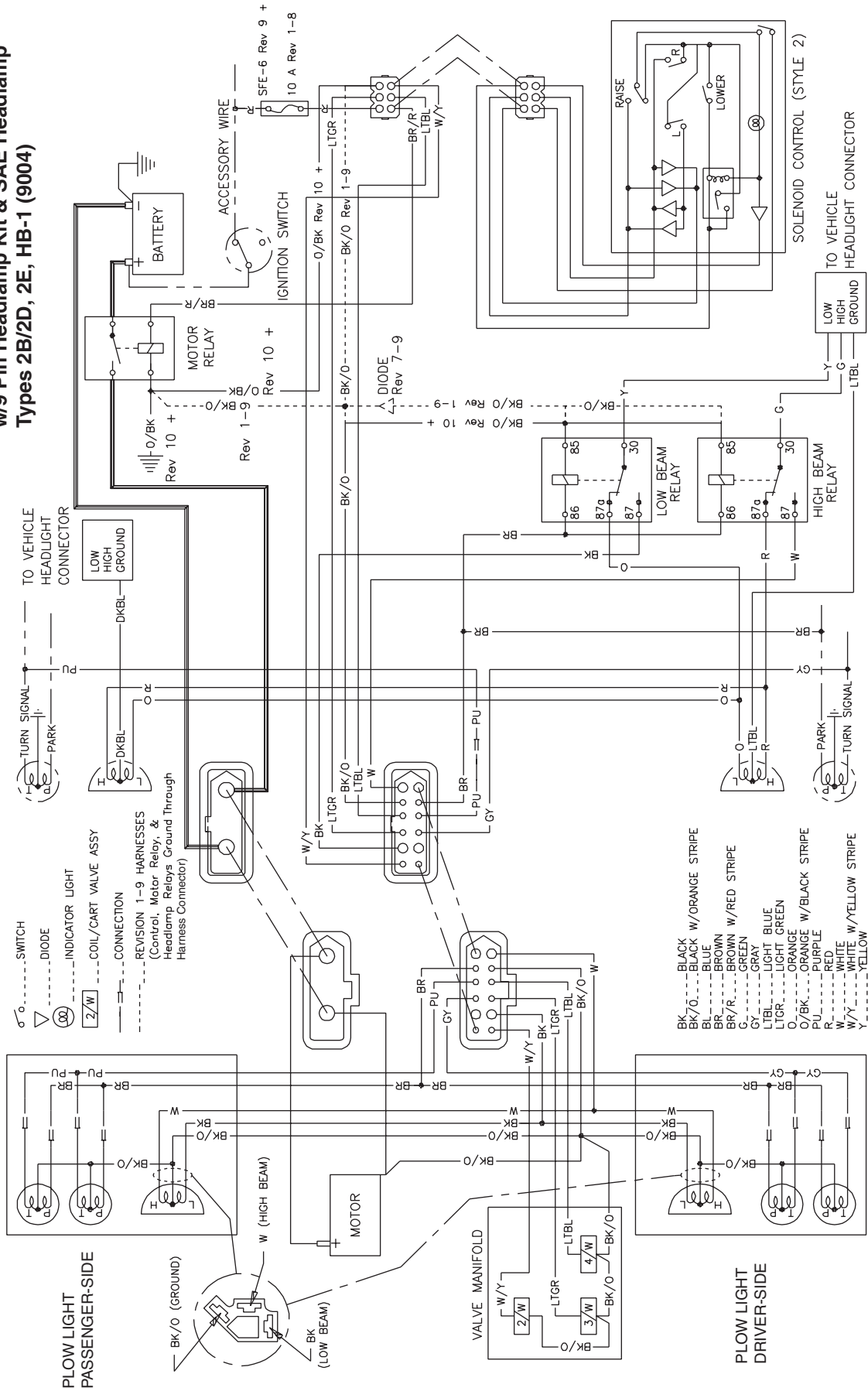
2. Connect plow plug to vehicle harness connector. Raise plow and aim plow headlamps according to SAE J599 Lighting Inspection Code (**See Service Bulletin SP 608**) and any state or local regulations.
3. Check aim of vehicle headlamps with plow removed.
4. When plow is removed from the vehicle, install plug covers on vehicle harness connectors and insert the plow plugs into the boot on the hydraulic unit.

NOTE: After using the snowplow for 5-10 hours, retorque all mount assembly fasteners.

Solenoid Control — 9-Pin Vehicle Harness Revision 10 & later — The control indicator light will light whenever the control ON/OFF switch and the ignition (key) switch are both turned ON. The plow plugs and harness connectors do not need to be connected for the control to be on.



1998 & Earlier Wiring Diagram
 (1999 & Later - See harness kit instructions)
Harness Type - C
w/9 Pin Headlamp Kit & SAE Headlamp
Types 2B/2D, 2E, HB-1 (9004)

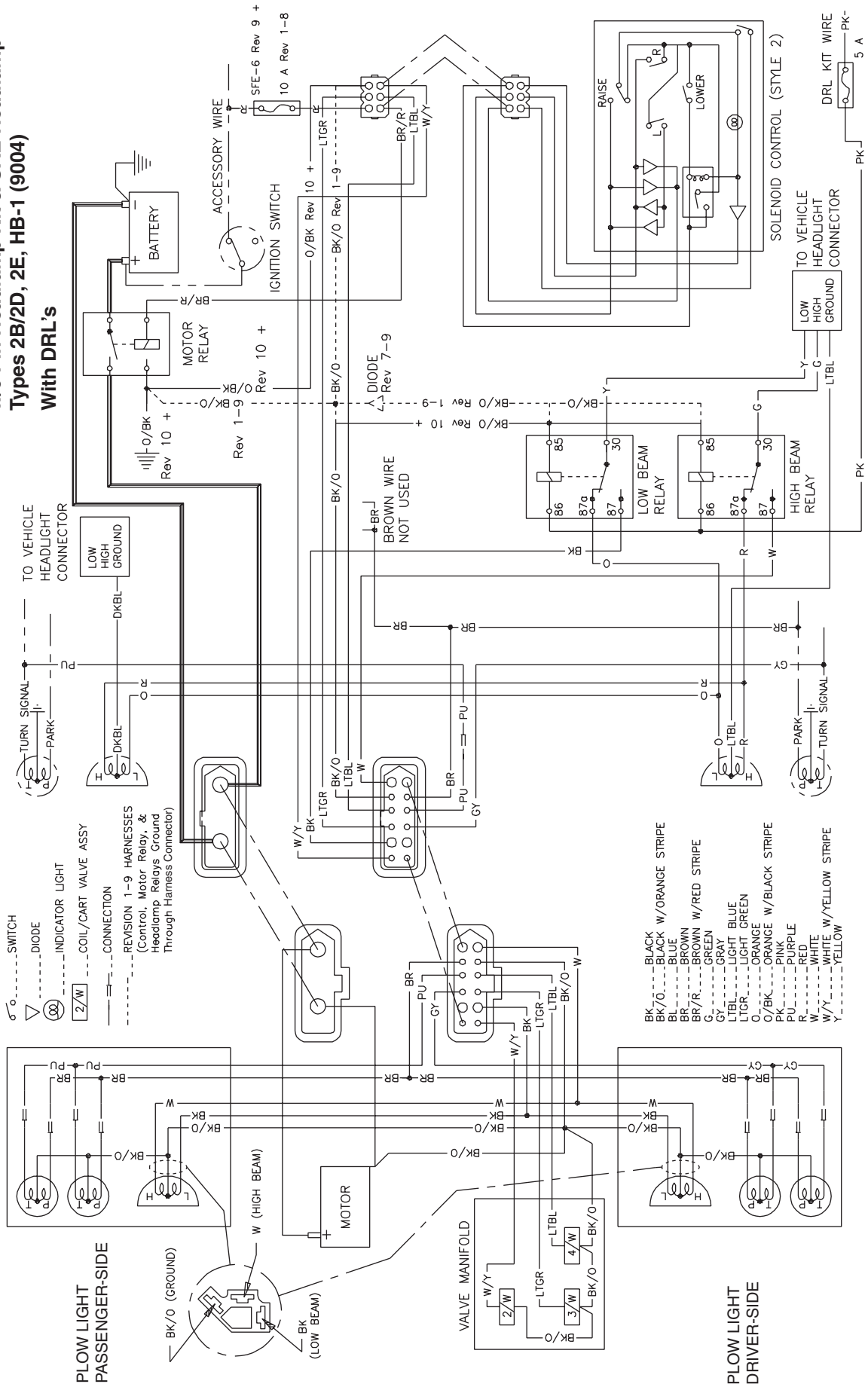


9-Pin Vehicle Harnesses - P.N. 61437, rev 7, 8, or 9 — The indicator light on the solenoid control will only light when both plow plugs and harness connectors are connected and the ignition (key) switch and control ON/OFF switch are both turned on.

9-Pin Vehicle Harnesses with revision numbers prior to listed revisions at right — The indicator light will also be on when the control and ignition (key) switches are ON and the plow plugs are disconnected. If the parking lights are turned on (with plow plugs disconnected) the indication light will go out.

Solenoid Control — 9-Pin Vehicle Harness Revision 10 & later — The control indicator light will light whenever the control ON/OFF switch and the ignition (key) switch are both turned ON. The plow plugs and harness connectors do not need to be connected for the control to be on.

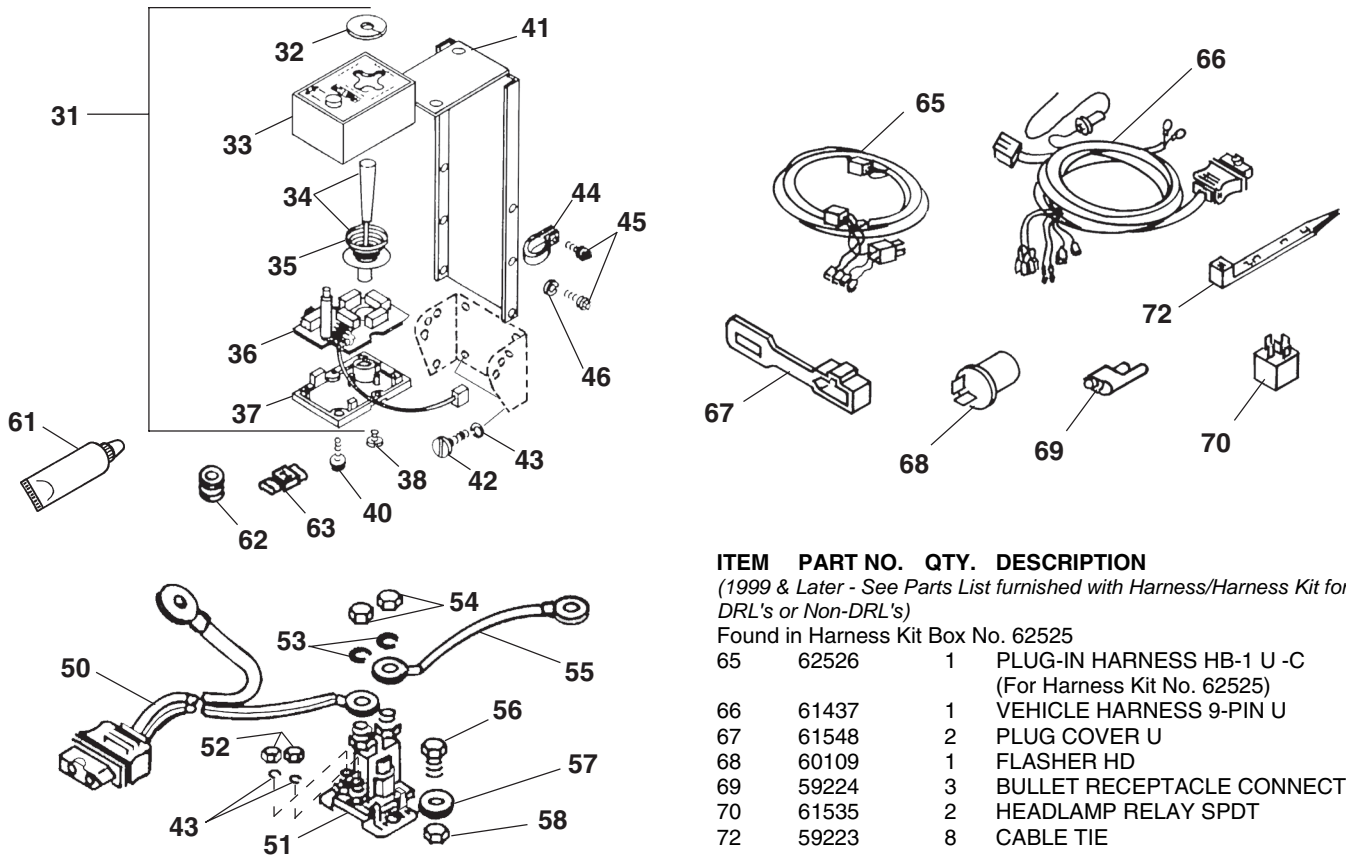
1998 & Earlier Wiring Diagram (1999 & Later - See harness kit instructions) Harness Type - C w/9 Pin Headlamp Kit & SAE Headlamp Types 2B/2D, 2E, HB-1 (9004) With DRL's



9-Pin Vehicle Harnesses with revision numbers prior to listed revisions at right — The indicator light will also be on when the control and ignition (key) switches are ON and the plow plugs are disconnected. If the parking lights are turned on (with plow plugs disconnected) the indication light will go out.

9-Pin Vehicle Harnesses - P.N. 61437, rev 7, 8, or 9 — The indicator light on the solenoid control will only light when both plow plugs and harness connectors are connected and the ignition (key) switch and control ON/OFF switch are both turned on.

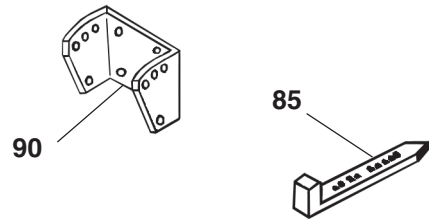
ASSEMBLY DIAGRAM



ITEM	PART NO.	QTY.	DESCRIPTION
<i>(1999 & Later - See Parts List furnished with Harness/Harness Kit for DRL's or Non-DRL's)</i>			
Found in Harness Kit Box No. 62525			
65	62526	1	PLUG-IN HARNESS HB-1 U -C (For Harness Kit No. 62525)
66	61437	1	VEHICLE HARNESS 9-PIN U
67	61548	2	PLUG COVER U
68	60109	1	FLASHER HD
69	59224	3	BULLET RECEPTACLE CONNECTOR
70	61535	2	HEADLAMP RELAY SPDT
72	59223	8	CABLE TIE

Parts listed above may be found in the following assembly
61547 1 PARTS BAG

ITEM	PART NO.	QTY.	DESCRIPTION
Found in Hydraulics Box No. 56365			
31	56369	1	SOLENOID CONTROL (Style 2)
32	56283	1	SHIELD
33	49286	1	BODY W/LABEL & LENS (Style 2)
34	49287	1	LEVER, SPRING & ACTUATOR KIT (Style 2)
35	55923	1	SPRING - CONICAL
36	49283	1	PC BOARD ASSY MOLEX (Style 2)
37	56199	1	BASE
38	93153	2	#6-19X3/8 SL HXW TFTS HILO
40	93154	2	#8-18X5/8 SL HXW TFTS HILO BPO
41	56308	1	CONTROL BRACKET
42	90388	4	#10X1 PH PN TFTS TY AB BZP
43	91242	4	#10 SP LK WASHER BPO
44	55381	1	CABLE CLAMP
45	93157	5	#8-32X3/8 SL HXW TCTS TY T BP
46	91231	4	#8 SP LK WASHER BP
50	61169	1	CABLE ASSEMBLY - VEHICLE
51	56134K	1	RELAY-SOLENOID HYDRAULIC SYS
43	91242	2	#10 SP LK WASHER BPO
52	91402	2	#10-32 HX NUT ZP
53	91202	2	5/16 SP LK WASHER ZP
54	92842	2	5/16-24 HX JAM NUT
55	22511	1	BATTERY CABLE 22" RED
56	90002	2	1/4-20X3/4 HX CS G2 ZP
57	91101	2	1/4 PLAIN WASHER TY A STD ZP
58	91331	1	21/4-20 PT HX LK NUT NYIS ZP
61	56099	1	DIELECTRIC GREASE TUBE
62	66130	2	RUBBER GROMMET
63	59114	1	SELF STRIP WIRE CONNECTOR
Parts listed above may be found in one of these assemblies			
56368	1	CARTON ASSY LOOSE PARTS U	
56367	1	BOLT BAG ASSY LARGE U	
56358	1	BOLT BAG SMALL U	



Found in Mount Box No. 62035			
85	61536	4	CABLE TIE - LONG
90	56080	1	DASH BRACKET

Abbreviations			
ASSY	Assembly	PT	Prevailing Torque
CS	Cab Screw	SL	Slotted
BP	Black Phosphate	SP	Spring
BPO	Black Phosphate & Oil	SPDT	Single Pole Double Throw
BZP	Black Zinc Plate	STD	Standard
CS	Cap Screw	SYS	System
G	Grade	TCTS	Thread Cutting Tapping Screw
HD	Heavy Duty	TFTS	Thread Forming Tapping Screw
HX	Hex	TY	Type
HXW	Hex Washer	U	UniMount® System
LK	Lock	W/	With
NYIS	Nylon Insert	ZP	Zinc Plate
PN	Pan		



WESTERN PRODUCTS
P.O. BOX 245038
MILWAUKEE, WI 53224-9538



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