WESTERN PRODUCTS
7777 NORTH 73RD STREET
P.O. BOX 23045
MILWAUKEE, WISCONSIN 53223

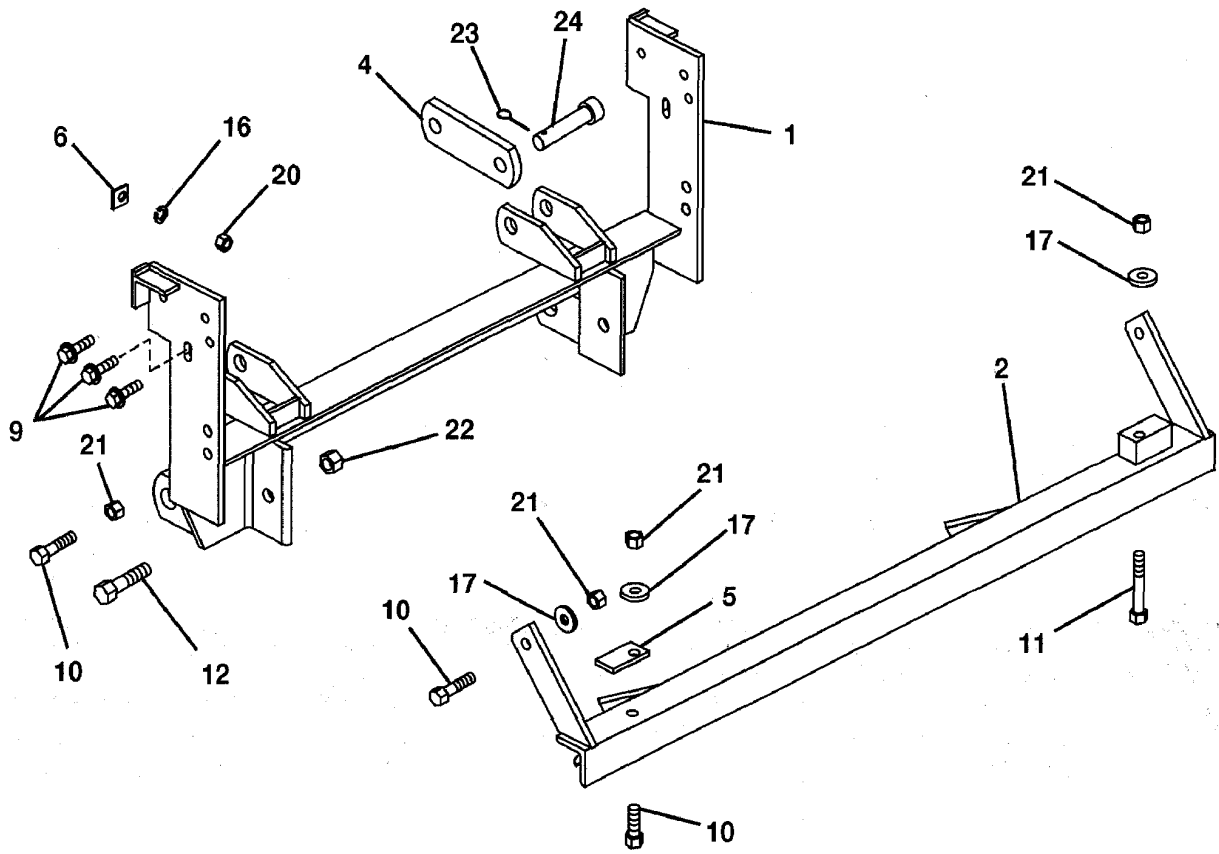
A DIVISION OF DOUGLAS DYNAMICS, L.L.C.

Vehicle Installation Instructions and Parts List
Model 915
Mount Assembly Box No. 61860
Dodge Dakota 1987 & Later
Hydraulics Box No. 56365
Harness Kit No. 61575 or 62525
January 30, 1997

Mount Assembly Box No. 61860 PARTS DIAGRAM & LIST

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

NOTE: This symbol designates a change made in the instructions since the last revision date of July 1, 1992.



ITEM	PART NO.	QTY.	DESCRIPTION
1	61840	1	MOUNT FRAME 915
2	61835	1	THRUST FRAME
4	61412	2	LINK ARM
5	60731	1	SPACER
6	61834	4	WASHER-SPECIAL (Square)
9	91060	6	7/16-14X1-1/2 SFLS G5 ZYC
10	90100	5	1/2-13X1-1/2 HX CS G5 ZYC
11	90105	1	1/2-13X3 HX CS G5 ZP
12	90128	2	5/8-11X1-3/4 HX CS G5 ZP
16	91204	4	7/16 SP LK WASHER ZP
17	91105	4	1/2 PLAIN WASHER TY A STD ZYC
20	91414	4	7/16-14 HX NUT ZP
21	91335	6	1/2-13 PT HX LK NUT NYIS ZYC
22	91337	2	5/8-11 PT HX LK NUT NYIS ZYC
23	91911	2	5/32X1-1/2 COTTER PIN ZYC
24	93062	2	RIVET 3/4" X 3-1/4" G5 ZYC

NOT SHOWN

90389	2	#10X1-1/2 SL PN TFTS TY AB BZP
61839	1	SPACER
61536	4	CABLE TIE - LONG
56080	1	DASH BRACKET

Parts listed may be found in the following:

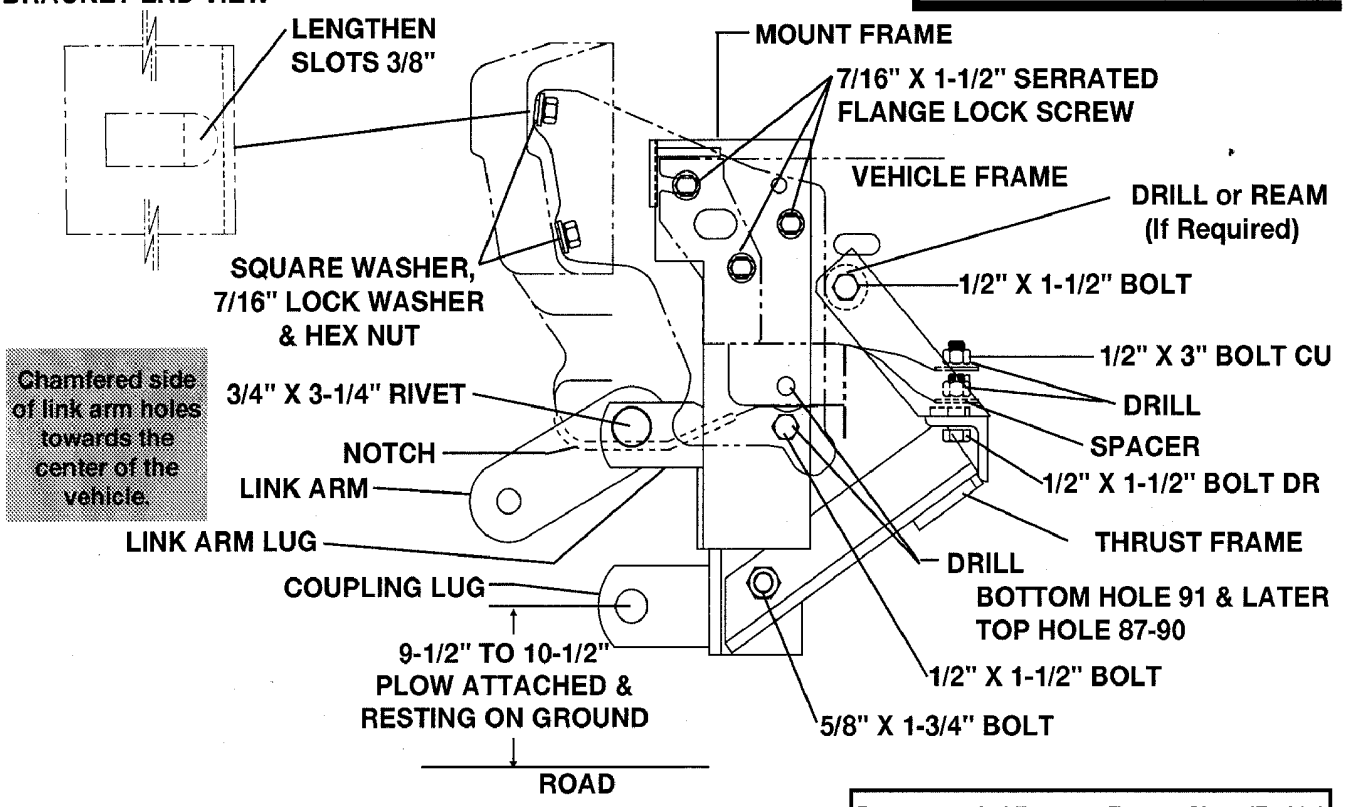
61862	1	BOLT BAG ASSY (61860)

ASSY	Assembly	SL	Slotted
BZP	Black Zinc Plate	SP	Spring
CS	Cap Screw	STD	Standard
G	Grade	TFTS	Thread Forming Tapping Screw
HX	Hex	TY	Type
LK	Lock	ZP	Zinc Plate
NYIS	Nylon Insert	ZYC	Zinc Yellow Chromate
PN	Pan		
PT	Prevailing Torque		
SFLS	Serrated Flange Lock Screw		

TYPICAL BUMPER BRACKET END VIEW

AS VIEWED FROM DRIVER-SIDE

Mount Box No. 61860
INSTALLATION INSTRUCTIONS



IMPORTANT: Read instructions before assembling. Bolts should be finger tight until instructed to tighten per torque chart. Use standard methods and practices when attaching snowplow, which include wearing safety glasses during drilling.

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 FRAME:

1. Remove bumper with brackets and air dam attached. Remove the sheet metal deflector. Retain deflector and fasteners, and reinstall whenever the mount assembly is removed from the vehicle.
2. Place mount frame onto vehicle frame horns. Align holes in mount frame with bumper bracket holes in vehicle frame. Temporarily fasten with one furnished 7/16" x 1-1/2" serrated flange head bolt and hex nut per side.
   Assembly Tip: If necessary, shim vertically under tabs (1/16") to align holes during assembly.

THRUST FRAME:

1. Position thrust frame to vehicle frame and align holes in angles with holes in mount frame. Fasten with one 5/8" x 1-3/4" bolt and locknut per side. Position locknuts to outside.
2. Rotate thrust frame until it is tight into corner of vehicle frame and vehicle crossmember. Clamp in place. Use holes in the thrust frame as a template, drill one 1/2" hole into bottom of each vehicle frame rail.
3. On driver-side, place spacer between thrust frame and vehicle frame. Attach with a 1/2" x 1-1/2" bolt, flat washer, and locknut. Install flat washer against vehicle frame.
4. On curb-side, attach thrust frame angle to bottom of vehicle frame with a 1/2" x 3" bolt, flat washer, and locknut. Install flat washer against vehicle frame.
5. Use the thrust frame flat bars as a template to drill or ream (if required) a 1/2" hole through the side of each vehicle frame rail. Secure each thrust frame bar to vehicle frame with one 1/2" x 1-1/2" bolt, flat washer, and locknut. Install flat washers against vehicle frame. Remove 7/16" bolts and nuts temporarily installed above.

LINK BARS

Assemble a link arm, chamfered side of link arm holes towards center of vehicle, between each pair of link arm lugs with a 3/4" x 3-1/4" grade 5 rivet and cotter pin.

BUMPER:

1. Remove bumper brackets and lengthen slots 3/8" to inside as shown. Reinstall brackets to bumper, positioning each bracket 3/8" closer together (outside distance between brackets should be approximately 33"). Attach each existing bumper bolt with a square washer, 7/16" lock washer, and 7/16" hex nut.
3. Position bumper on vehicle aligning bumper brackets and frame holes. Mark location of link arm lugs on air dam. Remove bumper and notch air dam for lug clearance..
4. Reinstall bumper to vehicle. Fasten each side with three 7/16" x 1-1/2" serrated flange head bolts and existing nuts or nut bars. Reattach corner braces with existing hardware.

TIGHTEN ALL BOLTS TO CORRESPONDING TORQUE CHART VALUES.

5. Use mount frame holes behind link arm lugs as a template to drill a 1/2" hole through each bumper bracket. 1991 and later use lower hole, 1990 and earlier use upper hole. Secure with 1/2" x 1-1/2" bolt and locknut tightened to torque chart value.

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

HARNESS KIT SELECTION:

For DUAL Type 2E Headlamps - Use Box No. 61540 Headlamp Kit 9-Pin and 61575 Harness Kit 2E 9-Pin -C.

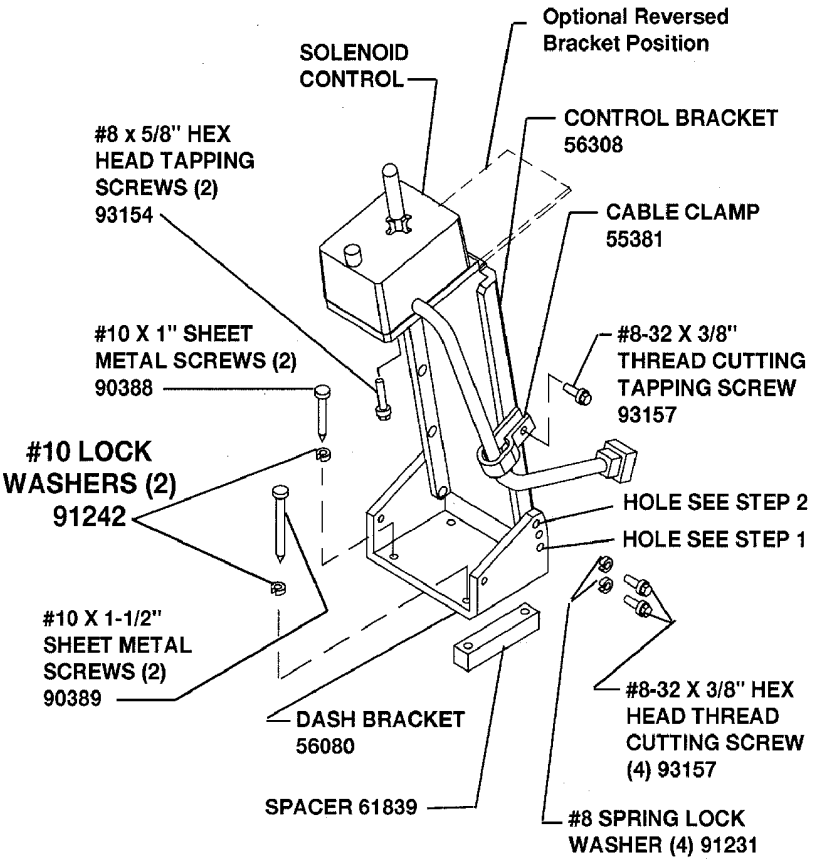
For replaceable halogen bulb type HB-1 (9004) - Use Box No. 61540 Headlamp Kit 9-Pin and 62525 Harness Kit HB-1 (9004) 9-Pin -C.

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

Solenoid control installation instructions are on page 4.

Vehicle underhood installation instructions start on page 5.

Solenoid Control
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.

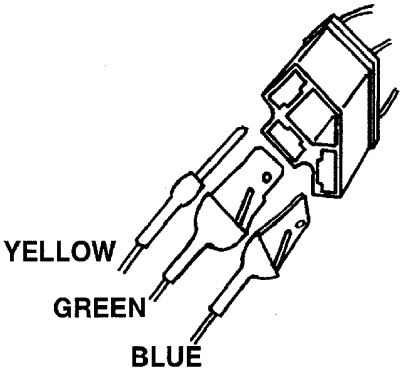
   Attach with one #8 x 3/8" hex head thread cutting screw and lock washer per side.
2. Use top holes in dash bracket (see diagram) as a template to drill a 9/64" hole in each side of control bracket. Secure dash bracket to control bracket with a second screw and lock washer in each side.
3. Secure solenoid 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 to the right side of the 4-WD selector so that it does not interfere with the operation of vehicle controls. Place spacer under right side of dash bracket to level assembly. 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.

> **CAUTION**: Check for clearance before drilling holes. Secure dash bracket to tunnel with two #10 x 1" tapping screws and lock washers, and two #10 x 1-1/2" tapping screws and lock washers through spacer.

7. Reassemble control bracket to dash bracket. Bend top flange of control bracket to desired position.
8. Secure harness to control bracket with cable clamp and one #8 x 3/8" hex head thread cutting screw.

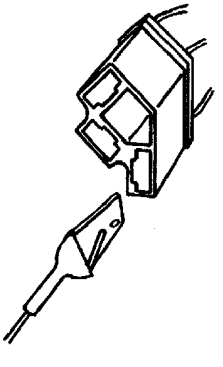
2E HEADLAMP WIRE INSTALLATION DIAGRAMS
(See paragraphs 2 & 3, page 7)

DRIVER-SIDE VEHICLE HEADLAMP CONNECTOR



Use Electrical Tape To Secure Wires After Insertion.

CURB-SIDE VEHICLE HEADLAMP CONNECTOR

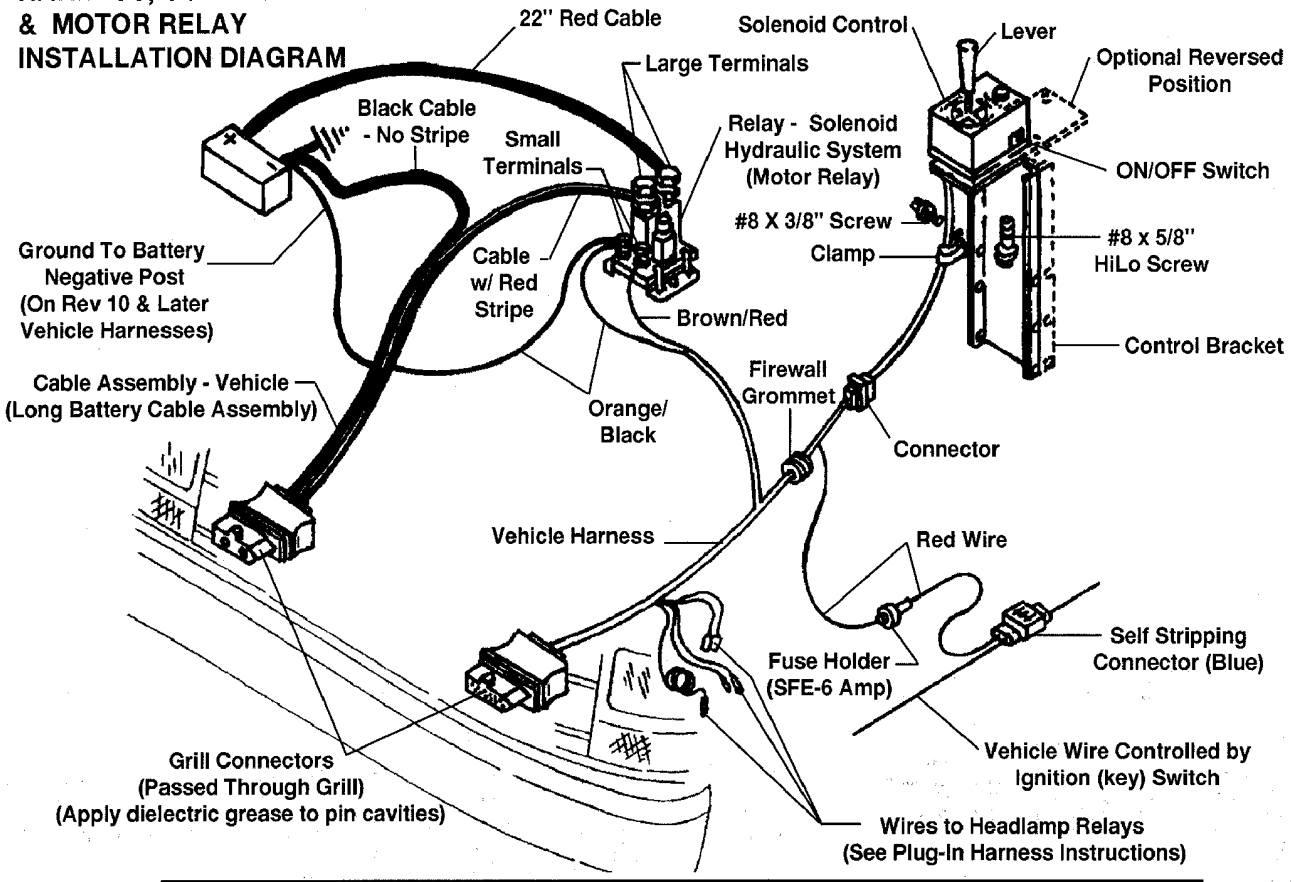


SAFETY NOTE: Whenever you see this symbol, it notes a SAFETY WARNING. To avoid serious injury to yourself or others, follow all warnings.

VEHICLE HARNESS AND MOTOR RELAY

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

HARNESS, SOLENOID CONTROL & MOTOR RELAY INSTALLATION DIAGRAM



CAUTION: To prevent corrosion on all underhood electrical connections, use dielectric grease to fill receptacles and lightly coat ring terminals and blades before assembling, or lightly coat the connections after assembling.

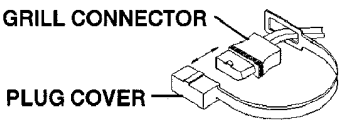
1. Identify wires for the parking lamp on the driver-side and the turn signals on both sides of the vehicle. Attach a black self-stripping bullet receptacle connector (found in harness kit) to each of these three wires.
2. Remove NEGATIVE battery cable from battery.

WARNING: Electrical shock hazard. Disconnect battery before beginning electrical installation.

3. 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.
4. 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. Attach cable to motor relay terminal with a lock washer and 5/16"-24 jam nut. Attach cable to battery POSITIVE terminal with existing terminal fastener.
5. Stretch rectangular openings of plug cover straps (found in harness kit) over grill 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.



Continued on next page.

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

   Allow grill 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).

7. 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.

8. 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.

9. 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.

10. 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.

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.

    IMPORTANT: 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 (early revision harnesses have brown/red and black/orange wires) wire loom to motor relay. Early revision harnesses must be modified if CabCommand hand-held control is being installed. (See instructions furnished with CabCommand control.)

    Attach the brown/red and orange/black (early revisions black/orange) 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.

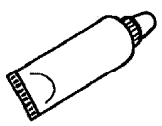
15. Reconnect vehicle ground cable to NEGATIVE battery terminal. Attach the hydraulic unit black battery cable and orange/black wire terminal to the negative clamp bolt.

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.

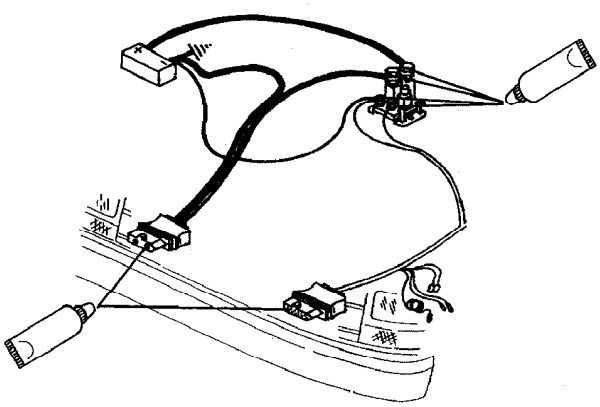
    Open blue self stripping connector and place the end of the red wire against the inner groove stop (end of wire must not extend from the closed connector), and the accessory wire in the outer groove. Close connector over the wires using a pliers and snap the locking tab in place. Repeat with DRL pink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

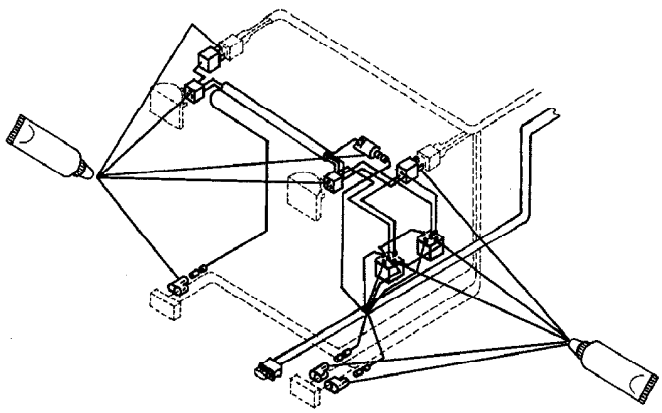
*Early style harnesses have a 10-amp fuse which must be replaced with SFE-6 fuse for CabCommand control.

REMINDER: To prevent corrosion on all underhood electrical connections, use dielectric grease to fill receptacles, including grill connectors, and lightly coat ring terminals and blades before assembly or lightly coat connections after assembly.

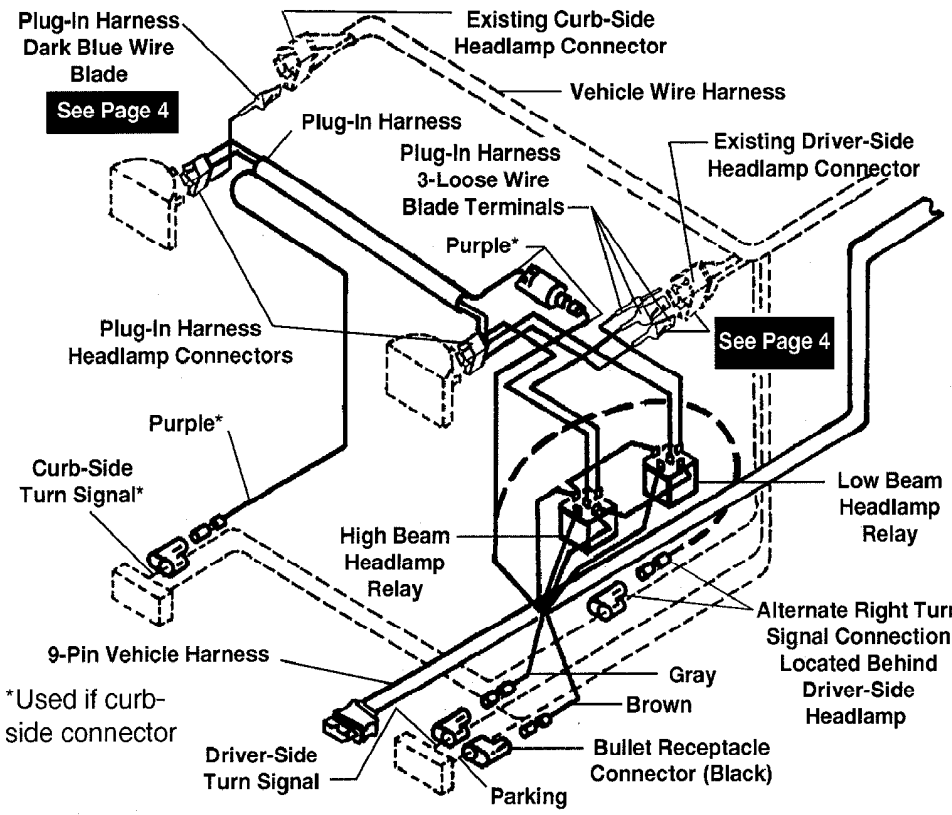


DIELECTRIC GREASE - PN 56099 or PN 49326

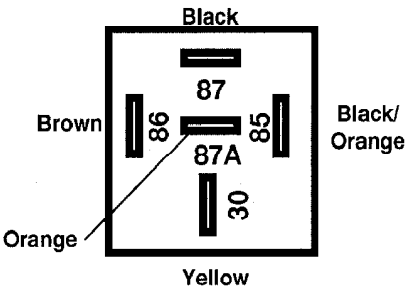




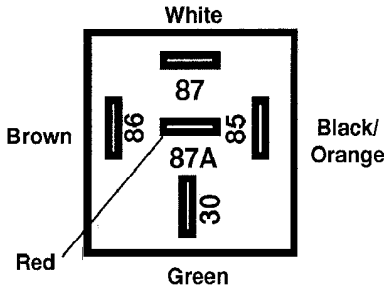
VEHICLE HEADLAMP WIRING DIAGRAM — Type – C (Standard Lights)



HEADLAMP RELAY WIRING DIAGRAM Type – C



Low Beam Headlamp Relay



High Beam Headlamp Relay

2E DUAL HEADLAMP – PLUG-IN HARNESS & HEADLAMP RELAYS

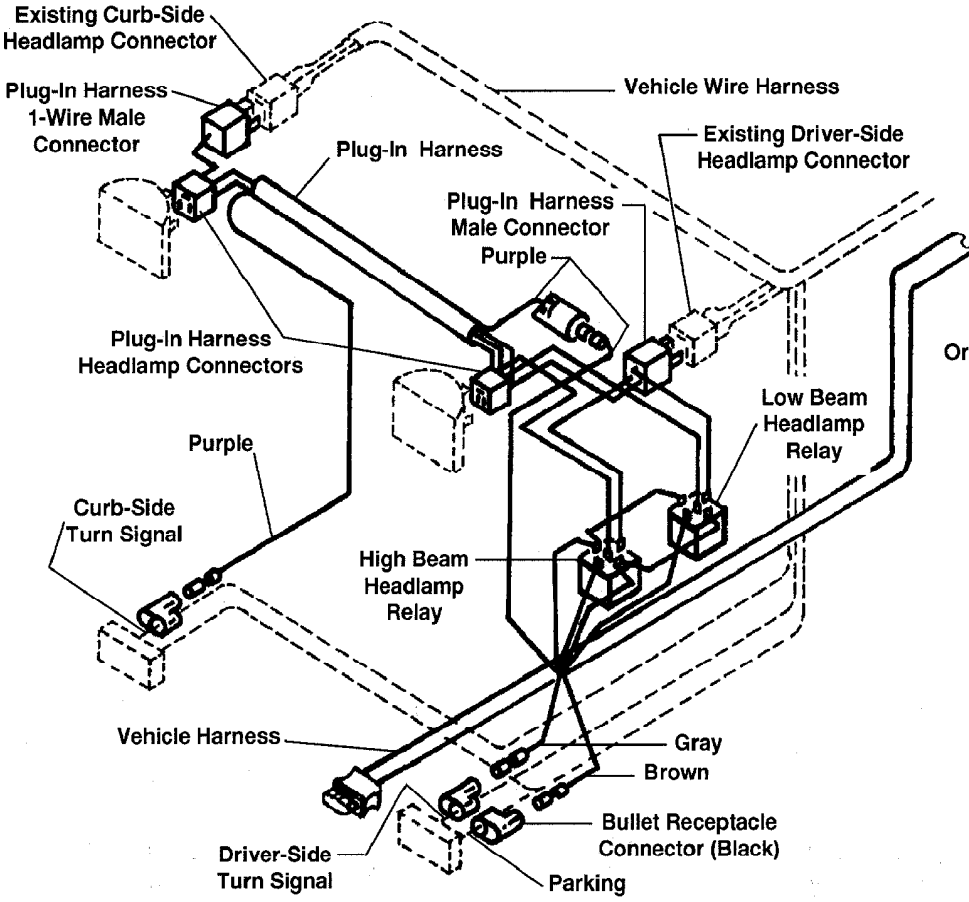
REMINDER: Lubricate all receptacles and blades with dielectric grease before assembling.

1. In the engine compartment behind the driver-side headlamp, insert wire bullets from 9-pin vehicle harness into black bullet connectors (installed in step one of previous section) as follows:

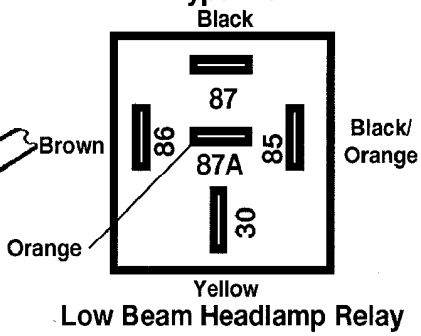
   Brown wire to parking lamp wire on driver-side.
   Gray wire to left turn signal wire on driver-side.
   If alternate bullet connector location is used — vehicle harness purple wire to right turn signal wire on driver-side.

2. At the vehicle driver-side headlamp, remove the connector from the headlamp and couple connector with plug-in harness 3 loose wires with blade terminals as shown on bottom of page 4 of these instructions (plug-in harness found in harness kit). Attach plug-in harness headlamp connector to headlamp terminals.
3. Route other end of plug-in harness along radiator bulkhead or over radiator shroud to curb-side headlamp. Remove headlamp connector and couple with dark blue wire blade as shown on bottom of page 4. Secure connector with a cable tie (found in harness kit). Attach plug-in harness headlamp connector to headlamp terminals.
4. On the curb-side, insert purple wire bullet from plug-in harness into vehicle turn signal black bullet connector installed in step one of the previous section.
5. At the driver-side headlamp, insert the purple wire bullet from the vehicle harness into the purple wire receptacle on the plug-in harness.
6. At driver-side headlamp, connect 9-pin 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.)
7. Place grommet around vehicle harness and insert into firewall hole (also put a grommet in the radiator bulkhead 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.
8. Replace vehicle turn signal flasher with flasher found in harness kit.
9. Lubricate terminal cavities of both grill connectors with dielectric grease. Give the dielectric grease tube to vehicle owner for future lubrication of grill connectors.

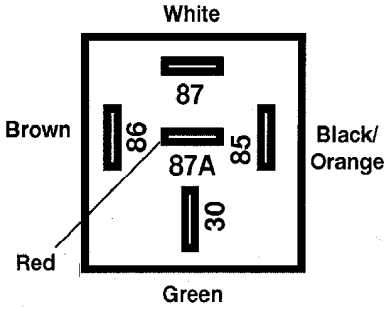
VEHICLE HEADLAMP WIRING DIAGRAM — Type – C (Optional Lights)



HEADLAMP RELAY WIRING DIAGRAM Type – C



Low Beam Headlamp Relay



High Beam Headlamp Relay

VEHICLE HEADLAMP PLUG-IN HARNESS & HEADLAMP RELAYS

REMINDER: Lubricate all receptacles and blades with dielectric grease before assembling.

1. 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.

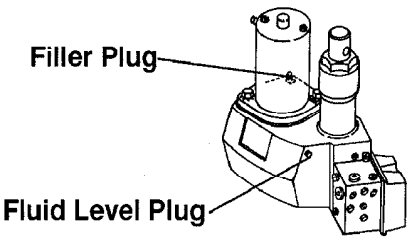
2. At the vehicle driver-side headlamp, remove the connector from the headlamp and couple matching connector with plug-in harness 3-wire male plug (plug-in harness found in harness kit). Attach plug-in harness headlamp connector to headlamp terminals.
3. Route other end of plug-in harness along radiator bulkhead or over radiator shroud to curb-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.
4. On the curb-side, insert purple wire bullet from plug-in harness into vehicle turn signal black bullet connector installed in step one of the previous section.
5. At the driver-side headlamp, insert the purple wire bullet from the vehicle harness into the purple wire receptacle on the plug-in harness.
6. 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.)
7. 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.
8. Replace vehicle turn signal flasher with flasher furnished in harness kit.
9. Lubricate terminal cavities of both grill connectors with dielectric grease. Give the dielectric grease tube to vehicle owner for future lubrication of grill connectors.

Continued on next page.

OPERATIONAL TESTS AND ADJUSTMENTS

Mount plow assembly to vehicle. (See label on back of blade or owner's manual for mounting instructions.)

Filling Hydraulic Unit



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. 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).
4. Turn ignition (key) switch to the ON or ACCESSORY position.
5. Turn the control ON/OFF switch to the ON position.
6. Move control lever to angle left and angle right several times to remove air from Hydra-Turn® rams. **DO NOT raise blade as this may cause pump cavitation.**
7. Refill unit with fluid following the procedure in step three of this section.
8. Move the control lever as indicated on label to control the plow. Raise and lower plow several times to remove air. Recheck fluid level according to step three of this section.

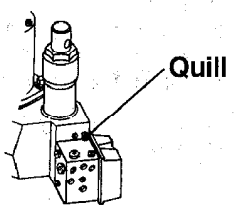
   Capacity: Solenoid ISARMATIC®Mark IIIa reservoir 1-3/4 quarts
   Equipped with 10" Hydra-Turn rams 2-3/8 quarts

WARNING: To prevent accidental movement of plow, always turn the solenoid control to the OFF position when not using the mounted plow.

BLADE DROP SPEED ADJUSTMENT

Blade Drop Speed Adjustment

The quill on the top rear of the valve manifold (see diagram) adjusts blade drop speed.



Turn quill IN (clockwise) to decrease drop speed.

Turn quill OUT (counterclockwise) to increase drop speed.

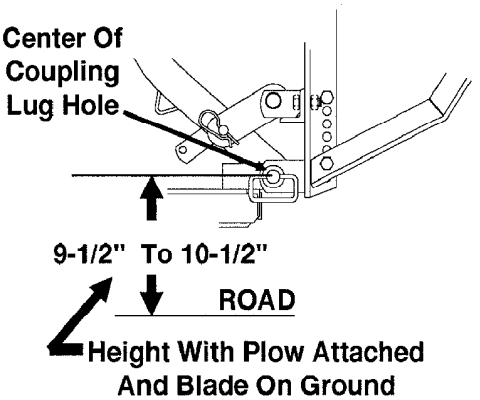
NOTE: Turning quill too far in can slow raise time.

COUPLING LUG HEIGHT CHECK

COUPLING LUG HEIGHT CHECK

1. Mount plow to vehicle (see label on back of blade or owner's manual for mounting instructions). See selection list for recommended ballast.
2. Lift plow and move vehicle a minimum of 10 feet. Lower blade.
3. After step 2, with: blade on level surface,
   slack in lift chain,
   rear ballast located behind rear wheels,

   the center of the coupling lug holes (hitch pin shaft) to level surface should measure 9-1/2" to 10-1/2". To obtain height after completion of plow installation, the torsion bar suspension may be adjusted. Alternate driver- and curb-side torsion bar adjustments for uniform height change. After each series of adjustments, flex suspension prior to measuring by repeating steps 2 and 3.



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.

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. Do not over tighten — 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.

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

Parking lamps ON	Both vehicle and plow parking lamps should be on at the same time.
Right turn signal ON	Both vehicle and plow right turn signal lamps should flash at the same time.
Left turn signal ON	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 grill connector should switch between vehicle and plow headlamps as follows:

9-pin plow plug DISCONNECTED	Vehicle headlamps should be on, plow headlamps off.
9-pin plow plug CONNECTED	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 grill connectors.

Solenoid Control used with earlier revision harnesses

9-Pin revision 7, 8, or 9 vehicle harnesses:

The control indicator light should light whenever the control ON/OFF switch and the ignition (key) switches are both turned ON and the plow plugs are connected to the grill connectors.

9-pin vehicle harnesses – all earlier revisions:

The indicator light will also light when the control and ignition (key) switches are on the plow plugs are disconnected. If the parking lights are turned on (with plug plugs disconnected), the indicator light will go out.

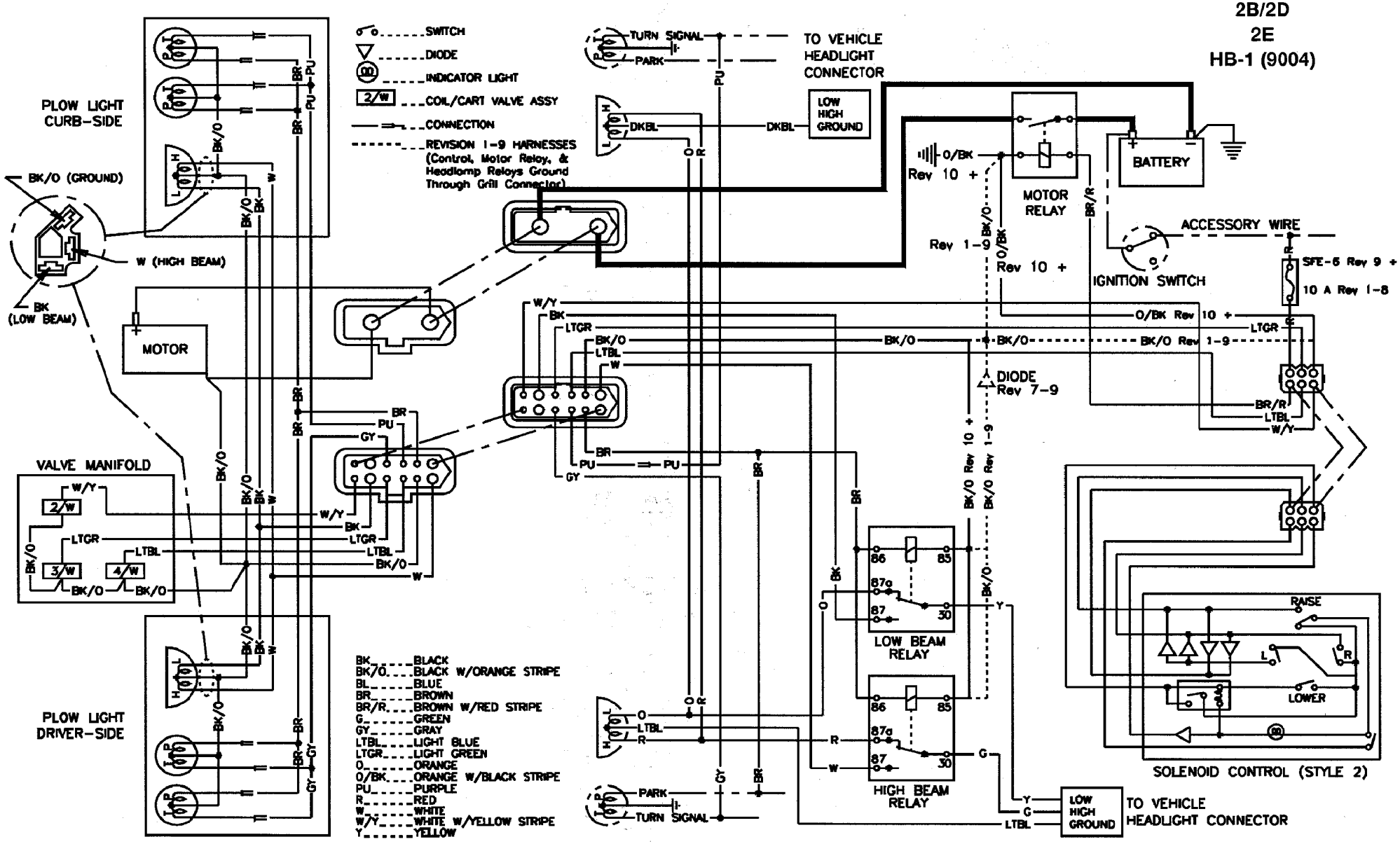
2. Connect plow plug to grill connector. Raise plow and aim plow headlamps according to SAE J599 Lighting Inspection Code (See Service Bulletin SP 608) and any applicable federal, state, or local regulations.
3. Check aim of vehicle headlamps with plow removed.
4. When plow is removed from the vehicle, install plug covers on grill 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 grill connectors do not need to be connected for the control to be on.

UniMount® SYSTEM

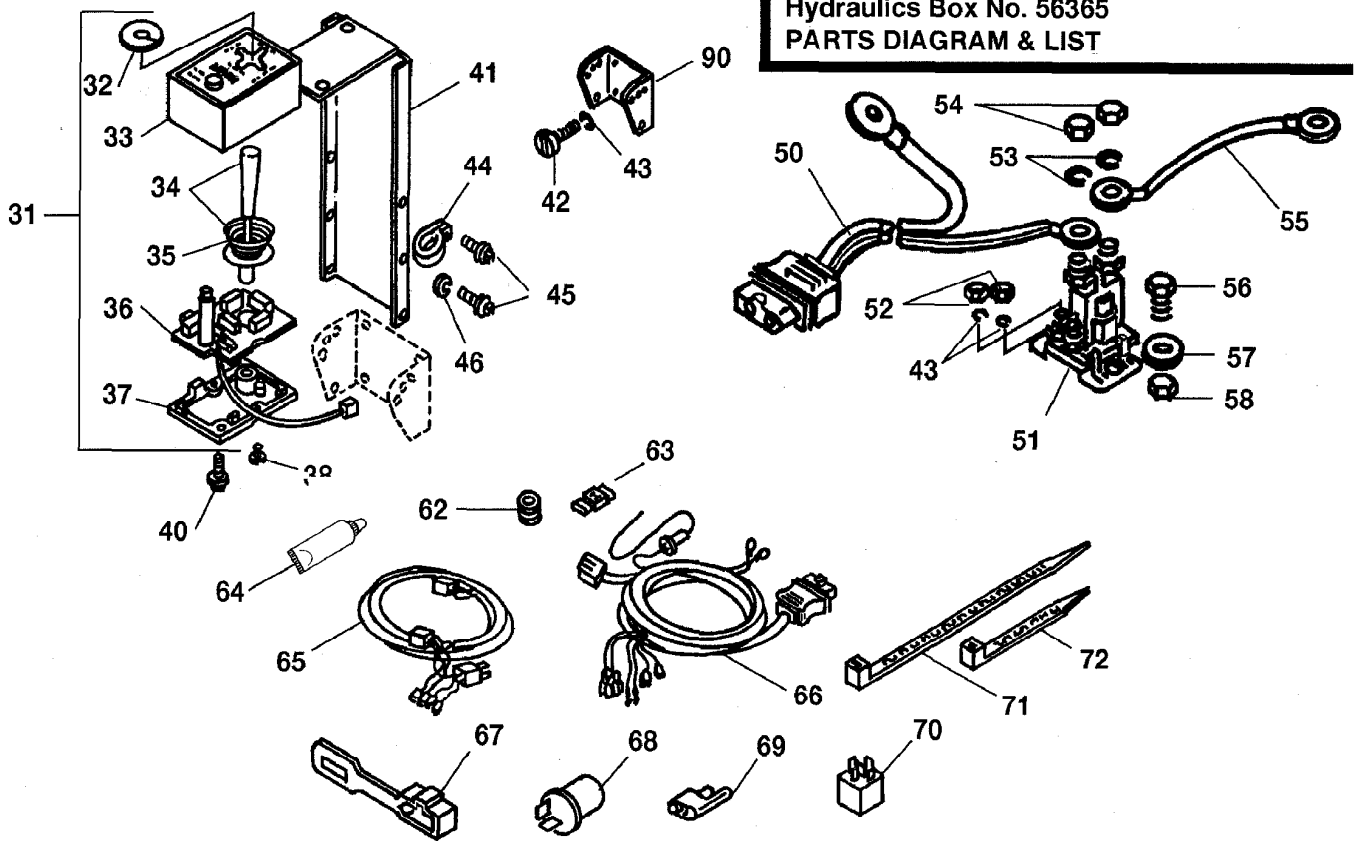
Wiring Diagram
Harness Type – C
w/ 9 Pin Headlamp Kit
& SAE Headlamp Types
2B/2D
2E
HB-1 (9004)



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 grill 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.)

Mount Assembly Box No. 61860
Harness Kit Box No. 61575 or 62525
Hydraulics Box No. 56365
PARTS DIAGRAM & LIST



ITEM	PART NO.	QTY.	DESCRIPTION
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
41	56308	1	CONTROL BRACKET
42	90388	4	#10X1 SL 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	2	1/4-20 PT HX LK NUT NYIS ZP
62	66130	2	RUBBER GROMMET
63	59114	1	SELF STRIP WIRE CONNECTOR

ITEM	PART NO.	QTY.	DESCRIPTION
64	56099	1	DIELECTRIC GREASE TUBE (0.25 ounce)
	49326	1	WESTERN DIELECTRIC GREASE TUBE (2 ounce)
65	61576	1	PLUG-IN HARNESS 2E U -C (For Harness Kit 61575)
	62526	1	PLUG-IN HARNESS HB-1(9004) U -C (For Harness Kit No. 62525)
66	61437	1	VEHICLE HARNESS 9-PIN
67	61548	2	PLUG COVER
68	60109	1	FLASHER HD
69	59224	3	BULLET RECEPTACLE CONNECTOR
70	61535	2	RELAY SPDT
71	61536	4	CABLE TIE - LONG
72	59223	8	CABLE TIE
90	56080	1	DASH BRACKET

Indented parts are included in the assembly under which they are listed. Quantities shown are included with the assembly.

Abbreviations

ASSY	Assembly	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		
HX	Hex	TFTS	Thread Forming Tapping Screw
HXW	Hex Washer		
LK	Lock	TY	Type
NYIS	Nylon Insert	U	UniMount®System
PC	Printed Circuit	W/	With
PN	Pan	ZP	Zinc Plate
PT	Prevailing Torque		