CLUTCH PUMP SWITCH KIT WIRING INSTRUCTIONS

EL-SK-100

There are two methods that *HydraBed* recommends to obtain power.

1.) Use an upfitter switch *(If truck is equipped)*
2.) Use an Add-A-Fuse *(EL-AC46044 mini/EL-AC46177 micro2 provided in kit)* to tap into an 'Ignition On' (keyed) circuit

- **NOTE:** All clutch circuits will require a 10A fuse from power via add-a-fuse or an in-line fuse holder, including upfitter circuits.

Using an OEM upfitter switch

- Truck manufacturers provide customer access circuits with upfitter (auxiliary) switches. It is recommended to use these upfitter switch circuits if equipped. *(If the truck is not equipped with upfitter switches, skip to Using an Add-A-Fuse assembly below.)*
    - Look in the truck owner's manual to identify the corresponding wire color to the desired upfitter switch.
        - Use a blue *(14-18 AWG)* heat shrink butt connector to connect the selected upfitter circuit wire to the 10A in-line fuse holder.
        - Connect the provided weatherpack female receptacle to the pump clutch wire and route to 10A in-line fuse holder.
    - If the customer desires the provided independent ON/OFF toggle switch, use the 'Ignition On' (KEYED) wire that is bundled with the upfitter wires as your power source rather than an upfitter switch.
        - Route power to the toggle switch from the 'Ignition On' wire.
        - The yellow *(10-12 AWG)* heat shrink female spade connector will need to be crimped with the provided 8 foot black wire and the red lead from the 'System On' LED. Route the 8 foot red wire to the pump clutch and connect the weatherpack female receptacle to the male weatherpack coming from the pump clutch. The white lead from the 'System On' LED indicator is to be connected to the nearest sufficient ground. The yellow *(10-12 AWG)* heat shrink female spade connector will connect to the opposite terminal of the toggle switch than the power.
    - Below are some possible examples of upfitter switches.

Using an Add-A-Fuse assembly

- If the truck is not equipped with upfitter switches, determine whether mini fuses or micro fuses are used and use the corresponding Add-A-Fuse assembly.
- **IMPORTANT!** First, check the owner's manual to determine the 'Ignition On' (keyed) circuits and use appropriate judgement to locate a circuit that is safe to use. CAUTION: *Certain truck circuits, such as automatic headlights, are sensor-controlled for automatic ON and OFF functions. DO NOT utilize such circuits to obtain power.*
    - Use a 12V test light to verify if this KEYED circuit is appropriate. To do this, connect the clip of your test light to the negative battery terminal or another known ground such as the truck's frame and probe the identified circuit terminals while an assistant cycles the ignition key on and off for verification.
- When an appropriate power source is located and you have safely connected it, use the blue *(14-18 AWG)* heat shrink butt connector on the Add-A-Fuse assembly to connect the red 8 foot wire to the power source.
    - Route the red wire from the source into the cab to the ON/OFF switch that is mounted to the dash bracket.
    - The yellow *(10-12 AWG)* heat shrink female spade connector will need to be crimped with the provided 8 foot red wire with the weatherpack and the red lead from the 'System On' LED. Route the 8foot red wire to the pump clutch and connect the female weatherpack receptacle to the male weatherpack coming from the pump clutch. The white lead from the 'System On' LED indicator is to be connected to the nearest sufficient ground. The yellow *(10-12 AWG)* heat shrink female spade connector will connect to the opposite terminal of the toggle switch than the power.