HydraBed Reel Lift Pump Clutch Wiring and Initial Startup

1. Confirm that all hydraulic connections are secured and that the oil reservoir is properly filled with the appropriate hydraulic fluid.

2. IMPORTANT SAFETY STEP: Using an overhead hoist or other safe and controlled lifting method, carefully move the reel arm assembly from its stowed position on the bed surface to its most rearward position near the floor/ground. As the arm assembly rotates, it will be necessary to momentarily shift the Load/Unload valve to allow trapped air to return to the reservoir. Once the arm assembly is at rest in its fully rearward (down) position, again activate the Load/Unload control to allow any remaining air to escape to the reservoir.

3. Strip approximately 4' of the gray jacket off one end of the gray jacketed 16ga cable to expose the white and black conductors in preparation for Steps 3 and 4 below.

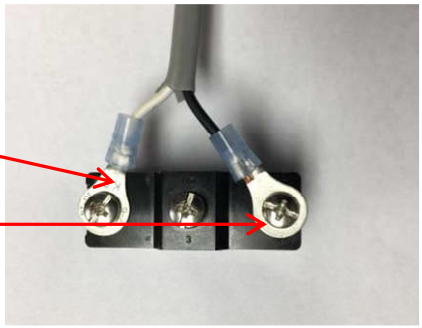
4. Connect the white conductor of the gray jacketed 16ga cable to the appropriate factory upfitter switch power output lead. NOTE: If truck is not equipped with upfitter switches, it will be necessary to field install an in-cab ON/OFF switch supplied by an existing keyed circuit capable of providing 10 amps.

5. Connect the black conductor of the gray jacketed 16ga cable to the pump clutch power input lead.

6. Utilizing application-appropriate routing and securing methods, run the gray jacketed 16ga cable parallel to the hydraulic hoses along the inside of the Hydra Bed frame, then through the grommet on the bulkhead plate to the valve toolbox lid switch.

7. Connect the white conductor to the COMMON (#1) screw terminal on the valve toolbox lid switch.

8. Connect the black conductor to the Normally Closed (NO #2) screw terminal on the valve toolbox lid switch.



9. Test the clutch electrical circuit by following these steps:
    a. Open the valve toolbox lid.
    b. Start the truck and confirm that all belts, accessories and the hydraulic pump clutch pulley are running true and free.
    c. Engage the selected upfitter switch and confirm that its indicator light illuminates and that the pump clutch engages. NOTE: Shortly after clutch is engaged, you should hear a distinct change in sound indicating the pump has successfully obtained oil flow from the reservoir. If this does not occur within 10 seconds of initial engagement, turn off truck engine and repeat Step 1. Operating the pump with inadequate oil will damage the pump and void the warranty.
    d. Close the toolbox lid and the pump clutch should disengage due to the lid switch being activated which will interrupt the clutch electrical supply. If clutch DOES NOT DISENGAGE when valve toolbox lid is closed, adjust lid switch in its mount to obtain proper actuation when lid is closed.

10. With the engine running, the upfitter switch ON and the valve toolbox lid open, activate the UNLOAD function. This will send oil to the base end ports of the cylinders and force air out of the rod end ports through special internal bleeding provisions. Because the reel arm assembly is already fully rearward (from Step 2), there will be no addition UNLOAD motion of the arm assembly, but once the air is pushed out of the cylinders, you will hear the truck engine RPM drop as the pump develops pressure.

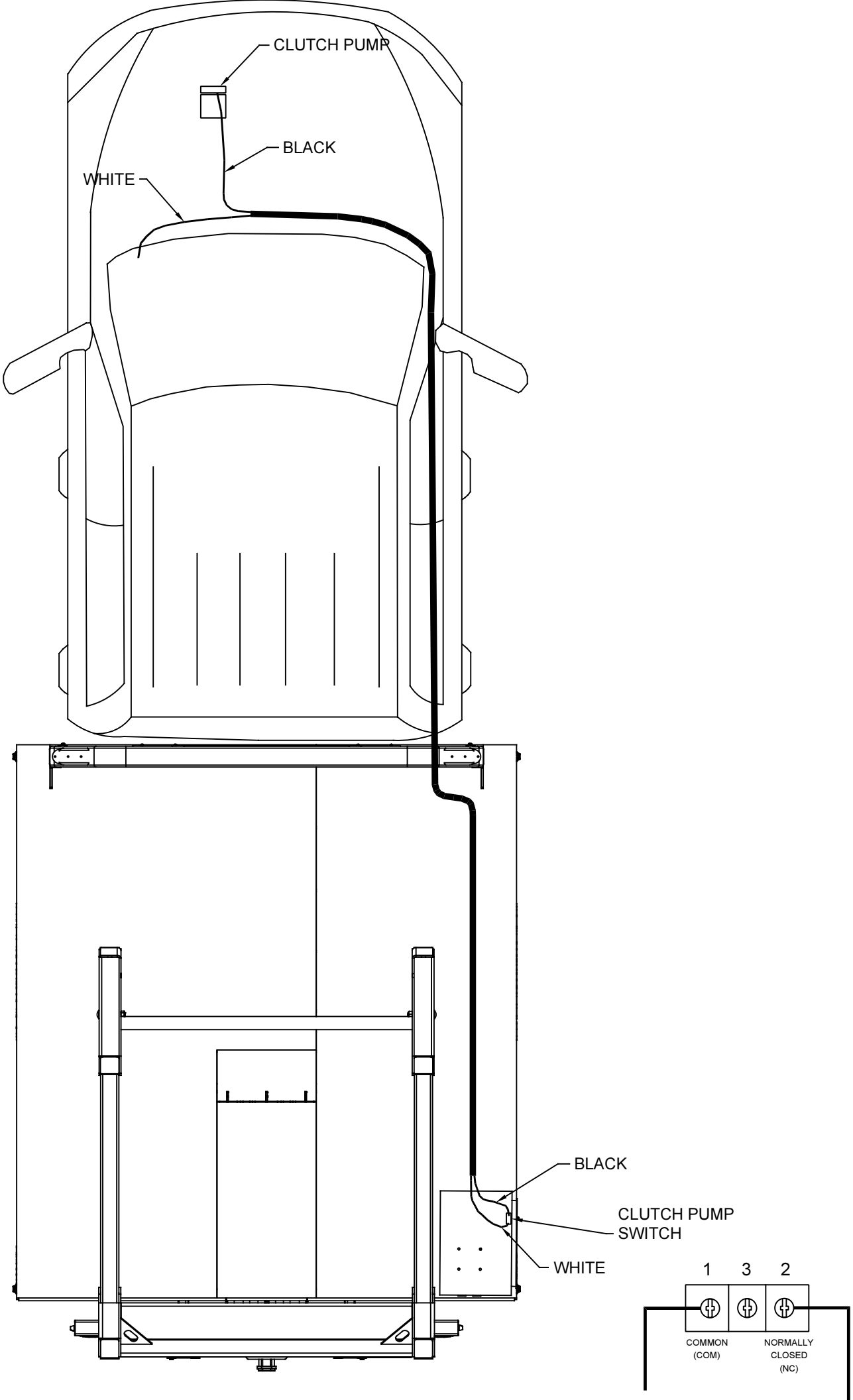
11. Pump hydraulic output requires proper clutch burnishing. To burnish the pump clutch, hold the control to UNLOAD and have an assistant engage and disengage the upfitter switch 10 times at engine idle, 10 times at 1,000 engine RPM and 10 times at 1,500 engine RPM.

12. Activate the LOAD function to raise the arms to their fully stowed position on the bed surface.

13. Top off the oil reservoir to the check plug.

14. Insert a test gauge into one of the tool circuit hydraulic quick couplers (if equipped).

15. With pump engaged, activate the tool circuit control to confirm the system pressure is 2,200 PSI.


CLUTCH PUMP
BLACK
WHITE
BLACK
CLUTCH PUMP
SWITCH
WHITE
1
3
2
COMMON
(COM)
NORMALLY
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