

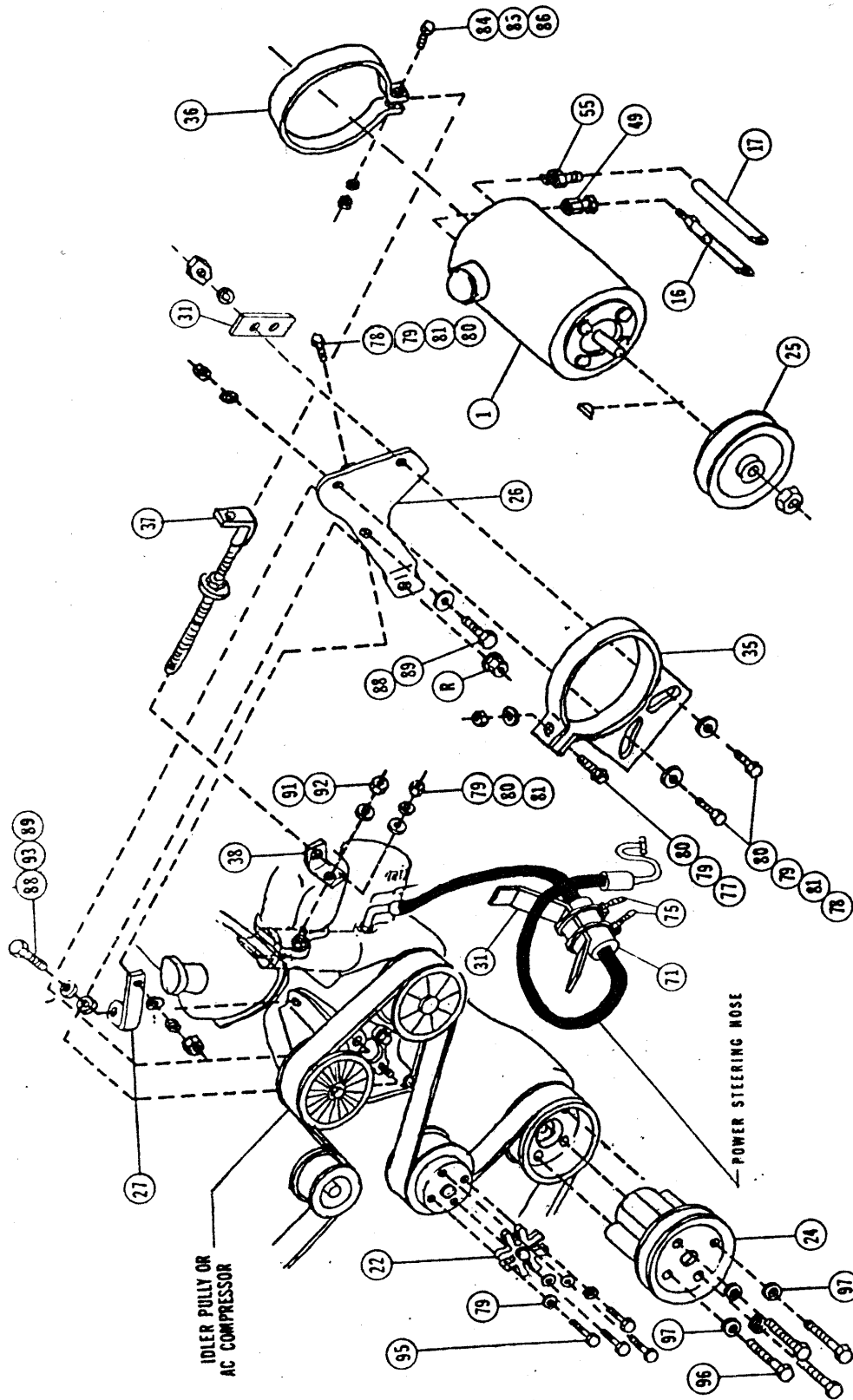
SERIES
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FORD V8-302
W-W/O AC
UNDERHOOD VALVE

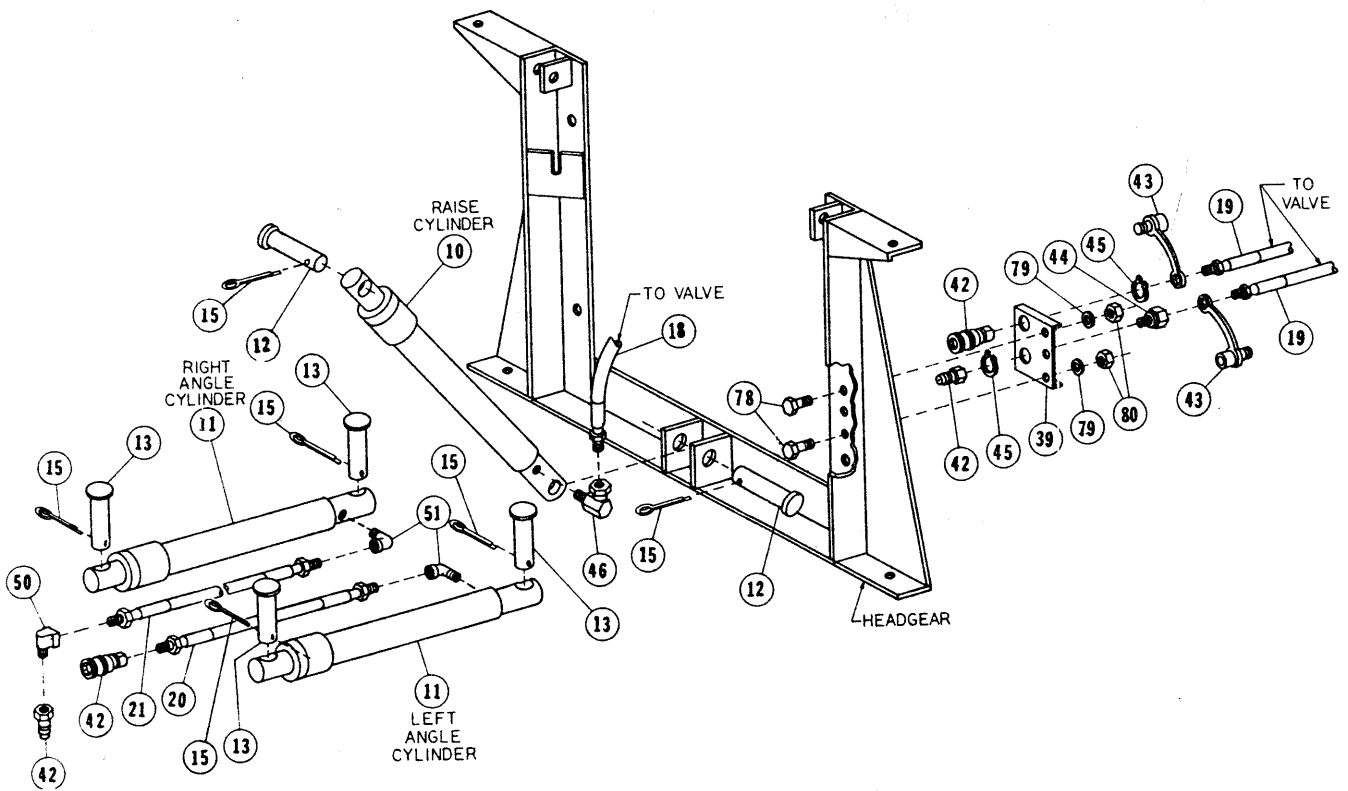
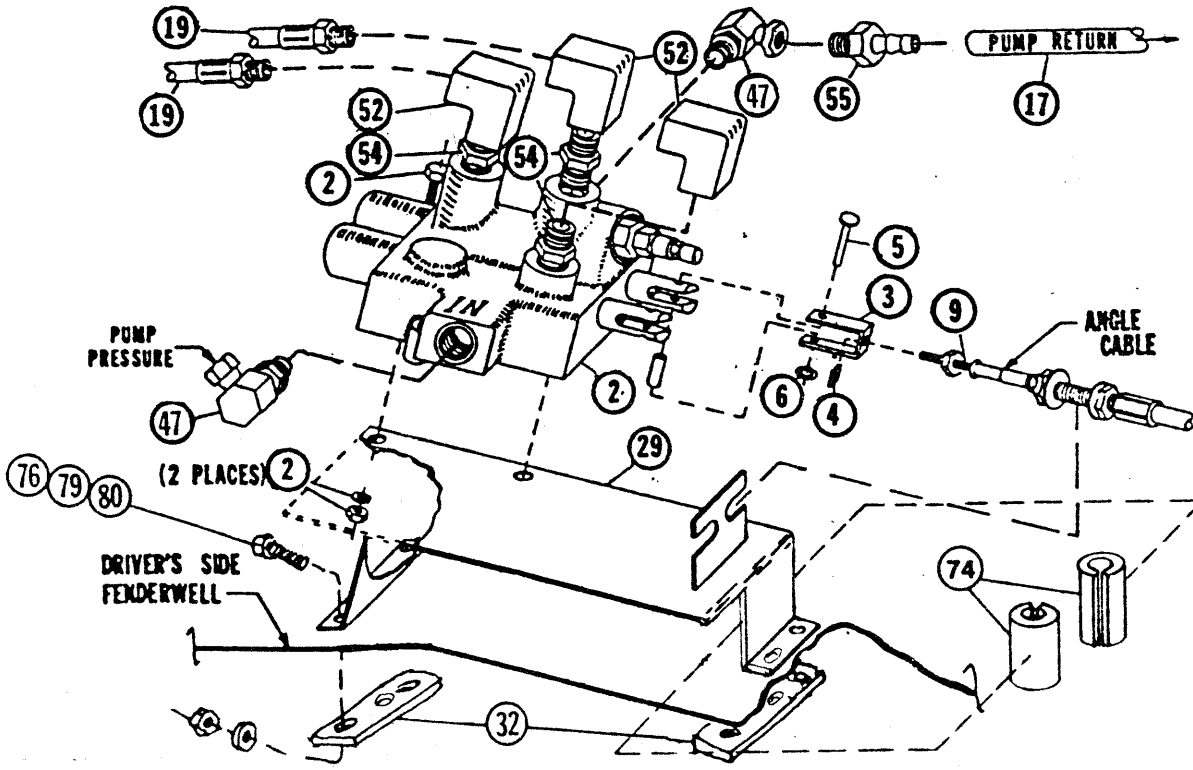
1987

PECULIAR HYDRAULICS
BELT DRIVE, SLC

HPS4579
REV D



6288






SERIES
G

HYDRAULICS PARTS LIST

HPS4579 REV D
A4468

REF#	QTY IN KIT A4468-40 HPS4579		PART#	DESCRIPTION * PART OF 6900 BOLT BAG
1		1	A2311	PUMP TANK ASSEMBLY
2		1	A4466	CONTROL VALVE ASSEMBLY
3		2	4483	CLEVIS
4		2	4494	10-32 SQUARE NUT
5		2	4491	CLEVIS PIN
6		2	4493	3/16 PUSH NUT
7				
8		1	4419	SINGLE LEVER CONTROL HEAD
9		2	4949	30" CONTROL CABLE, SLC
10	1		A318	10" LIFT CYLINDER ASSEMBLY
11	2		A3660	12" ANGLE CYLINDER ASSEMBLY
12	2		6814	CLEVIS PIN
13	4		6816	ANCHOR PIN
14				
15	6		90601	1/4 X 1-1/2 COTTER PIN
16		1	5223	32" H.P. HOSE, 1/4P TO 3/8P
17		1	5653	28" L.P. HOSE
18		1	5192	60" H.P. HOSE, 1/4P TO 1/4P
19		2	5193	54" H.P. HOSE, 1/4P TO 1/4P
20		1	376	32" H.P. HOSE, 1/4P TO 1/4P
21		1	4424	36" H.P. HOSE, 1/4P TO 1/4P
22		1	* 5026	FAN SPACER, 1/4"
23		1	419	FAN BELT, 53" (NOT SHOWN)
24		1	5786	DRIVE SHEAVE
25		1	3696	PUMP SHEAVE
26		1	6029	PUMP BRACKET
27		1	6030	PUMP BRACKET BRACE
28				
29		1	5178	VALVE PLATE
30				
31		1	6507	HOSE SUPPORT BRACKET
32		2	6031	BACKING PLATE
33		1	6154	AIR INTAKE BRACKET
34				
35		1	1549	SADDLE BRACKET, R.H.
36	1		2036	REAR TANK STRAP
37	1		2116	UNIVERSAL BRACE ROD
38		1	* 2115	UNIVERSAL BRACE TAB
39		1	4467	DISCONNECT MOUNTING PLATE
40				
41				
42	2		A1587	DISCONNECT ASSEMBLY
43	2		1588	DUST PLUG
44		1	* 4486	BULKHEAD ADAPTER
45		2	* 4485	7/8" SNAP RING
46	1		319	1/4" X 90 SWIVEL ADAPTOR
47	2		2315	9/16 O.R. TO 3/8P X 90 SWL.ADPT.
48				
49		1	* 1659	1/4" STRAIGHT SWIVEL ADAPTOR
50		1	* 765	1/4" BRASS BAR STREET ELL

REF#	QTY IN KIT		PART#	DESCRIPTION
	A4468	HPS4579		
51		2	2780	1/4" BRASS BAR STREET ELL (FORGED)
52		3	* 2318	1/4" BRASS BAR ELL
53				
54		3	* 3058	9/16 O.R. TO 1/4P ADAPTOR
55	2		1658	QUILL
56				
57				
58				
59				
60				
61				
62				
63				
64				
65				
66				
67				
68				
69				
70				
71		1	* 6595	3/4" SPLIT HOSE GROMMET
72	1		5704	SAFETY DECAL
73	2		3042	GROMMET
74	1	1	* 4477	3/8" SPLIT HOSE GROMMET
75	3	3	* 3666	TIE WRAPS
76		5	* 90048	5/16 X 1-1/4 (NC) GR.5 CAPSCREW
77	1		90054	5/16 X 1-1/2 (NC) GR.5 CAPSCREW
78	4	1	90042	5/16 X 1 (NC) GR.5 CAPSCREW
79	6	8	* 90360	5/16 LOCKWASHER
80	7	4	* 90332	5/16 (NC) NUT
81	4	1	* 90313	5/16 FLATWASHER
82				
83				
84	1		90614	1/4 X 1-1/4 (NC) GR.5 CAPSCREW
85	1		90359	1/4 LOCKWASHER
86	1		90330	1/4 (NC) NUT
87				
88		2	* 90636	M10 X 1.5 X 40 GR. 10.9 CAPSCREW
89		2	* 90429	M10 LOCKWASHER
90		2	* 90315	3/8 FLATWASHER
91		1	* 90361	3/8 LOCKWASHER
92		1	* 90334	3/8 (NC) NUT
93		1	* 90420	M10 FLATWASHER
94				
95		4	* 90051	5/16 X 1-1/4 (NF) GR. 5 CAPSCREW
96		4	* 90156	3/8 X 4-1/4 (NC) GR. 5 CAPSCREW
97		4	* 4268	SPACER WASHER

FASTENER TORQUE (FT-LB)			
DIAMETER- THREADS PER INCH	GRADE DESIGNATION		
	 GRADE 2	 GRADE 5	 GRADE 8
1/4 - 20	6	9	13
5/16 - 18	11	18	28
3/8 - 16	19	31	46
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	150	378	591
1 - 8	220	583	893

1. CYLINDER AND CYLINDER HOSE ASSEMBLY

A. USING BENCH VISE TO HOLD LIFT CYL. (10), REMOVE CLOSURE FROM PORT. SCREW 90° SWIVEL ADAPTOR (46) INTO PORT. PLACE LIFT CYL. WITH INSTALLED ADAPTOR BETWEEN EARS ON UNDERSIDE OF LIFT ARM AND LOWER HEADGEAR EARS. ATTACH CYLINDER TO EARS USING CLEVIS PINS (12) AND COTTER PINS (15).

B. USING BENCH VISE TO HOLD 32" H.P. HOSE (20), INSTALL FEMALE HALF OF HOSE DISCONNECT ASSEMBLY (42) DIRECTLY TO HOSE. THEN, HOLDING 36" H.P. HOSE (21), INSTALL BRASS BAR STREET ELL (50) AND MALE HALF OF HOSE DISCONNECT ASSEMBLY (42) ON THE SAME HOSE END.

C. USING BENCH VISE TO HOLD ANGLE CYLINDER (11)), REMOVE CLOSURES FROM PORTS AND SCREW BRASS FORGED STREET ELLS (51) INTO PORTS SO THAT ELLS ARE PARALLEL WITH CYLINDER AND POINT TOWARD LIVE END. INSTALL 32" H.P. HOSE WITH FEMALE DISCONNECT HALF TO DRIVERS SIDE ANGLE CYLINDER STREET ELL. INSTALL OTHER H.P. HOSE WITH MALE DISCONNECT HALF TO PASSENGER SIDE ANGLE CYLINDER STREET ELLS. INSTALL ANGLE CYLINDERS TO A-FRAME ON THEIR RESPECTIVE SIDES SO THAT ELLS ARE BETWEEN CYLINDERS AND A-FRAME. SECURE CYLINDERS WITH ANCHOR PINS (13) AT PORT END AND RAM END. SECURE ANCHOR PINS WITH COTTER PINS (15).

2. CONTROL HEAD AND CONTROL CABLES

NOTE: DASH BRACKET, HARDWARE, DRILLING GUIDE AND MOUNTING INSTRUCTIONS WILL BE FOUND IN PECULIAR ATTACHING BOX.

A. DRILL THREE 5/8" HOLES IN FIREWALL FOR CONTROL CABLES AND WIRING HARNESS USING DRILLING GUIDE AS A REFERENCE ONLY. BE SURE BOTH SIDES OF FIREWALL ARE CLEAR OF OBSTRUCTIONS BEFORE DRILLING.

B. INSTALL DASH BRACKET AS PER DASH BRACKET INSTRUCTIONS.

C. LOOSEN JAM NUTS ON CONTROL HEAD END OF CABLES (9) AND INSTALL INTO SLOTS IN CONTROL HEAD (8). (RAISE CABLE CENTERS IN BEGINNING OF LOWER SLOT). SNAP CABLE ENDS ONTO BALL STUDS AND TIGHTEN JAM NUTS TO SECURE CABLES TO CONTROL HEAD. REMOVE THE NUTS AND WASHERS FROM THE VALVE END OF THE CABLES. ROUTE THE CABLES OUT THROUGH THE FIREWALL UP TO THE TOP OF THE DRIVER SIDE FENDER WELL. ATTACH CONTROL HEAD TO DASH BRACKET AS PER DASH BRACKET INSTRUCTIONS. INSTALL RUBBER GROMMETS (73) AROUND CABLES WHERE THEY PASS THROUGH FIREWALL.

3. VALVE AND VALVE PLATE

A. USING BENCH VISE TO HOLD CONTROL VALVE ASSEMBLY (2) REMOVE CLOSURES FROM VALVE PORTS. SCREW 90 DEGREE SWIVEL ADAPTOR UNIONS (47) INTO "IN" AND "OUT" PORTS. SCREW QUILL (55) INTO INSTALLED ADAPTOR IN "OUT" PORT.

NOTE: VALVE FITTINGS ARE INSTALLED AS DESCRIBED TO INSURE PROPER INSTALLATION. FIRST INDICATION OF INCORRECT INSTALLATION IS FAILURE OF PLOW TO LIFT ALTHOUGH PLOW WILL ANGLE.

INSTALL (3) 9/16 O-RING TO 1/4" PIPE ADAPTORS (54) IN LIFT AND ANGLE PORTS. INSTALL ONE 1/4" BRASS BAR ELL (52) TO EACH ADAPTOR. WHEN TIGHT, ELLS SHOULD POINT AWAY FROM CABLE END OF VALVE.

NOTE: IF VEHICLE IS EQUIPPED WITH CRUISE CONTROL, TEMPORARILY REMOVE UNIT FROM FENDER WELL. WHEN VALVE INSTALLATION IS COMPLETE, RETURN CRUISE CONTROL UNIT TO ITS ORIGINAL LOCATION.

B. REMOVE ELECTRICAL DEVICE(S) FROM BRACKET ON REAR SIDE OF AIR INTAKE BOX AND SAVE FASTENERS.

C. MOUNT VALVE TO VALVE PLATE (29) USING TWO 1/4 X 1-1/4 CAPSCREWS, LOCKWASHERS AND NUTS FROM VALVE BAG. CONNECT CONTROL CABLES TO VALVE PLATE BEFORE FASTENING VALVE PLATE TO VEHICLE. BEGIN BY REINSTALLING JAM NUTS AND WASHERS ON CABLES. PLACE CONTROL CABLES IN RESPECTIVE SLOTS OF VALVE PLATE BULKHEAD WITH ONE NUT AND ONE WASHER ON EACH SIDE OF BULKHEAD. CENTER CABLES IN SLOTS SO THAT THEY ARE EXACTLY IN LINE WITH VALVE SPOOL CENTERS. ATTACH CABLE CLEVIS (3) TO CABLES USING SQUARE NUTS (4). SLIP CABLE CLEVISES OVER SPOOLS. INSTALL CLEVIS PIN (5) THROUGH CLEVIS AND SPOOL AND SECURE WITH PUSH NUT (6) ON CLEVIS PIN. TEMPORARILY ADJUST CABLES SO THAT CONTROL LEVER IS SOMEWHERE NEAR CENTERED IN CONTROL HEAD.

D. NOTE: BEFORE INSTALLING VALVE PLATE, CUT 3/8" SPLIT HOSE GROMMET (74) IN HALF AND INSTALL ON REARMOSE EDGES OF VALVE PLATE TO PROTECT WIRING FROM CHAFFING ON SHARP EDGES.

ALIGN VALVE PLATE ON PLASTIC INNER FENDER SO THAT CABLES RUN IN AS STRAIGHT AND SMOOTH A PATH AS POSSIBLE. USING THE MOUNTING HOLES IN THE VALVE PLATE AS GUIDES, DRILL (4) 11/32" HOLES THROUGH INNER FENDER. FASTEN VALVE PLATE TO INNER FENDER WITH (4) 5/16 X 1-1/4 CAPSCREWS (76), (2) BACKING PLATES (32), LOCKWASHERS (79) AND NUTS (80). POSITION ELECTRICAL DEVICE(S) (FROM STEP B.) ON INNER FENDER, DRILL 1/8" PILOT HOLES AS NEEDED AND FASTEN WITH ORIGINAL SCREWS.

E. WITH VALVE PLATE FASTENED TO INNER FENDER, RE-ADJUST CONTROL CABLES SO THAT CONTROL HEAD LEVER IS CENTERED BETWEEN BOTH ANGLE AND RAISE/LOWER POSITIONS. IF CABLE CLEVIS DOES NOT ALLOW ENOUGH ADJUSTMENT, REPOSITION CABLE AT VALVE PLATE BULKHEAD. AFTER CHECKING TO SEE THAT THE VALVE SPOOLS ARE IN THE CENTERED POSITION, TIGHTEN CABLE CLEVIS NUTS.

CAUTION: VALVE SPOOLS MUST BE FREE AND SELF CENTERING WHEN CABLES AND CONTROL HEAD ARE ATTACHED. FAILURE TO CENTER SPOOLS WILL RESTRICT FLUID FLOW THROUGH VALVE. THIS MAY CAUSE HYDRAULIC FLUID TO OVERHEAT RESULTING IN PUMP DAMAGE AND OR HYDRAULIC HOSE FAILURE. HOSE FAILURES CAN CAUSE ENGINE FIRES.

WHEN ADJUSTED, THE CONTROL LEVER MUST BE IN THE NEUTRAL POSITION TO ALLOW ENOUGH SPOOL TRAVEL EACH WAY FOR PROPER VALVE ACTUATION.

4. DRIVE SHEAVE INSTALLATION

A. INSTALL DRIVE SHEAVE (24) INTO CENTER OF CRANKSHAFT PULLEY BEING CERTAIN MACHINED PILOT OF DRIVE SHEAVE SEATS FULLY INTO CRANKSHAFT PULLEY. FASTEN DRIVE SHEAVE TO CRANKSHAFT WITH FOUR 3/8 X 4-1/4" CAPSCREWS (96) AND SPACER WASHERS (97) TORQUED TO 31 FT. LBS.

B. REMOVE AND DISCARD FOUR CAPSCREWS HOLDING FAN TO WATER PUMP SHAFT

FLANGE. PLACE FAN SPACER (22) BETWEEN FAN AND PULLEY, REINSTALL FAN AND SECURE WITH FOUR 5/16 X 1-1/4 (NF) GR.5 CAPSCREWS (95) AND LOCKWASHERS (79) TORQUED TO 18 FT. LBS.

5. PUMP TANK AND PUMP BRACKET

A. REMOVE THE TWO CAPSCREWS HOLDING THE CATALYST FILTER CONTAINER TO THE DRIVER'S SIDE FENDER WELL. REMOVE FLEXIBLE PLASTIC PIPE FROM MOLDED PLASTIC AIR INTAKE DUCT. LIFT AND PLACE CONTAINER UP OUT OF THE WAY.

B. REMOVE DRIVERS SIDE FRONT BOLT HOLDING AIR CONDITIONER COMPRESSOR OR IDLER PEDESTAL TO POWER STEERING BRACKET. REMOVE NUT FROM CENTER STUD ON FACE OF POWER STEERING BRACKET. REMOVE THE LOWER REAR BOLT HOLDING THE AIR CONDITIONER COMPRESSOR BRACKET OR IDLER PEDESTAL TO THE POWER STEERING BRACKET. (THIS THIRD BOLT HOLE WILL BE USED TO FASTEN THE REAR END OF THE PUMP BRACKET BRACE)

C. PLACE THE PUMP BRACKET (26) ABOVE THE POWER STEERING PUMP AND BELOW THE AIR CONDITIONER COMPRESSOR OR IDLER PULLEY WITH THE HOLE IN THE LONG NARROW END OF THE BRACKET OVER THE CENTER STUD ON THE FACE OF THE POWER STEERING BRACKET. REUSE THE NUT REMOVED FROM THE STUD TO SECURE THIS END OF THE BRACKET. ALIGN THE OTHER MOUNTING HOLE IN THE PUMP BRACKET WITH THE HOLE IN THE AIR CONDITIONER COMPRESSOR OR IDLER PEDESTAL AND FASTEN WITH ONE M10 X 1.5 X 40 CAPSCREW (88) AND M10 LOCKWASHER (89). INSERT ONE M10 X 1.5 X 40 CAPSCREW (88) WITH M10 LOCKWASHER (89) AND FLATWASHER (93) THROUGH THE BENT END OF THE PUMP BRACKET BRACE (27) AND PLACE TWO 3/8" FLATWASHERS (90) ON OVER THE CAPSCREW AGAINST THE BACK SIDE OF THE BRACE. CONNECT THE PUMP BRACKET BRACE TO THE REMAINING VACANT HOLE IN THE AIR CONDITIONER COMPRESSOR BRACKET OR IDLER PEDESTAL. (REMEMBER TO PLACE THE TWO FLATWASHERS BETWEEN THE BRACE AND VEHICLE) CONNECT PUMP BRACKET BRACE TO TAB ON PUMP BRACKET WITH ONE 5/16 X 1 (NC) GR.5 CAPSCREW (78), FLATWASHER (81), LOCKWASHER (79) AND NUT (80). INSTALL LONG LEG OF UNIVERSAL BRACE TAB (38) ON OVER FIRST EXHAUST MANIFOLD STUD AND NUT. SECURE BRACE TAB WITH ONE 3/8" LOCKWASHER (91) AND NUT (92).

D. HOLDING PUMP TANK (1) IN BENCH VISE, SCREW 1/4" STRAIGHT SWIVEL ADAPTOR (49) ONTO PRESSURE PORT OF PUMP AND SCREW QUILL (55) INTO RETURN PORT OF PUMP. INSTALL PUMP SHEAVE (25) ONTO PUMP SHAFT USING LOCKNUT AND KEY SUPPLIED WITH PUMP. REMOVE PUMP FROM VISE AND INSTALL SADDLE BRACKET (35) ON OVER FRONT OF PUMP. SECURE WITH A 5/16 X 1-1/2 GR. 5 CAPSCREW (77), LOCKWASHER (79) AND NUT (80). ATTACH SADDLE BRACKET AND PUMP TO PUMP BRACKET USING ONE 5/16 X 1 (NC) CAPSCREW (78), FLATWASHER (81) THRU THE UPPER HOLE AND ONE 5/16 X 1-1/4 (NC) GR.5 CAPSCREW (93) AND FLATWASHER (81) THRU THE LOWER HOLE. SECURE THE TOP CAPSCREW BUT DO NOT TIGHTEN, WITH ONE 5/16 LOCKWASHER (79) AND NUT (80). PLACE THE TOP HOLE OF THE HOSE SUPPORT BRACKET (31) ON OVER THE 5/16 X 1-1/4 CAPSCREW (**ON THE BACK SIDE OF PUMP BRACKET**) AND SECURE WITH ONE 5/16 LOCKWASHER (79) AND NUT (80). INSTALL 3/4" SPLIT HOSE GROMMET (71) ONTO POWER STEERING HOSE BENEATH THE HOSE SUPPORT BRACKET. SECURE POWER STEERING HOSE AND SPLIT HOSE GROMMET TO HOSE SUPPORT BRACKET WITH TWO TIE WRAPS (75).

E. INSTALL 53" V-BELT (23) ON OVER INSTALLED DRIVE AND PUMP SHEAVES. POSITION THE POWER STEERING HOSE AND SUPPORT BRACKET TO MINIMIZE HOSE

TWIST AND MAXIMIZE HOSE BEND RADIUS. TIGHTEN V-BELT AND SADDLE BRACKET FASTENERS. ADJUST FOR PROPER BELT TENSION BY PIVOTING SADDLE BRACKET ON TOP BOLT.

NOTE: THERE SHOULD BE A MINIMUM OF 1/2" CLEARANCE BETWEEN HOSE SUPPORT BRACKET AND DRIVE SHEAVE V-BELT. BEND BRACKET TO INCREASE CLEARANCE IF NECESSARY.

F. ALIGN SHEAVES AND TIGHTEN 1-1/2" SADDLE BRACKET FASTENER. INSTALL REAR TANK STRAP (36) ON OVER REAR OF PUMP TANK. CHECK LENGTH OF UNIVERSAL BRACE ROD (37) AND CUT TO LENGTH AS NEEDED. INSTALL ONE 5/16 NUT (80) AND FLATWASHER (81) ONTO BRACE ROD AND INSERT BRACE ROD THROUGH PREVIOUSLY INSTALLED UNIVERSAL BRACE TAB. CONNECT BRACE ROD TO TANK STRAP WITH ONE 1/4 X 1-1/4 CAPSCREW (84), LOCKWASHER (85) AND NUT (86). FASTEN OTHER END OF BRACE ROD TO BRACE TAB WITH A 5/16 FLATWASHER (81), LOCKWASHER (79) AND NUT (80). USE BRACE ROD TO ADJUST ALIGNMENT OF DRIVE AND PUMP SHEAVES. CHECK BELT FOR PROPER TENSION.

G. LOOSEN THE TWO BRASS COLORED NUTS ON COOLANT RESERVOIR AND CATALYST FILTER CONTAINER BRACE. WITH LONG LEG OF AIR INTAKE BRACKET (33) TOWARDS FIREWALL, SLIDE TOP SLOT OF BRACKET BETWEEN CATALYST BRACE AND TAB ON RESERVOIR. ROTATE BRACKET COUNTER CLOCKWISE AND SLIDE LOWER SLOT ONTO REMAINING FASTENER. RETIGHTEN FASTENERS. REINSTALL CATALYST FILTER CONTAINER. THE CONTAINER SHOULD BE RESTING ON TOP OF THE AIR INTAKE BRACKET. THE AIR INTAKE BRACKET CANNOT BE USED ON PRE-JUNE VEHICLES.

6. HYDRAULIC HOSE INSTALLATION

A. ATTACH ONE END OF 32" H.P. HOSE (16) TO THE 1/4" BRASS BAR ELL ON PUMP TANK AND PUSH ONE END OF 28" LP HOSE (17) ONTO THE QUILL ON PUMP TANK. ROUTE THESE HOSES TO THE CONTROL VALVE.

CAUTION: KEEP HOSES AWAY FROM HOT OR MOVING ENGINE COMPONENTS. FAILURE TO DO SO MAY CAUSE HOSE TO BURST RESULTING IN A POSSIBLE ENGINE FIRE.

PUSH L.P. HOSE ONTO QUILL AND SCREW H.P. HOSE INTO 90 DEGREE SWIVEL ADAPTOR. INSTALL 60" H.P. HOSE (18) TO BRASS ELL IN LIFT CYLINDER PORT OF VALVE (SPOOL #1). INSTALL TWO 54" HOSES (19) TO BRASS ELLS IN ANGLE PORTS OF VALVE (SPOOL #2). ON VEHICLES WITHOUT AIR CONDITIONING, HOSES MAY BE ROUTED OUT BETWEEN RADIATOR AND RADIATOR WEB THEN THROUGH THE GRILL NEAR THE CENTER OF VEHICLE. IF VEHICLE IS EQUIPPED WITH AIR CONDITIONING, A 1-7/8" HOLE MUST BE DRILLED THROUGH RADIATOR WEB ON DRIVERS SIDE ABOVE THE FRESH AIR INTAKE DUCT. INSTALL SPLIT HOSE GROMMET (74) AROUND HOLE. ROUTE 60" AND 54" HOSES OUT THROUGH THIS HOLE AND THROUGH GRILL NEAR CENTER OF VEHICLE. ATTACH 60" HOSE TO PREVIOUSLY INSTALLED 90 DEGREE SWIVEL ADAPTOR ON LIFT CYLINDER.

7. DISCONNECT ASSEMBLY

A. WITH DISCONNECT MOUNTING PLATE (39) HELD IN BENCH VISE, INSTALL DISCONNECT HALVES AS SHOWN IN ILLUSTRATION. BULKHEAD ADAPTOR (44) AND MALE DISCONNECT HALF (42) GO IN BOTTOM HOLE. FEMALE DISCONNECT HALF (42) GOES IN TOP HOLE. SECURE BOTH WITH 7/8" SNAP RINGS (45). ATTACH MOUNTING PLATE TO BACK OF DRIVERS SIDE HEADGEAR POST WITH TWO 5/16 X 1

CAPSCREWS (78), LOCKWASHERS (79) AND NUTS (80). INSTALL DUST PLUGS (43) OVER ENDS OF HOSES ROUTED TO FRONT OF VEHICLE IN THE PREVIOUS STEP. CONNECT 54" RIGHT ANGLE HOSE (SPOOL #2, CYL. B) TO BACK OF FEMALE DISCONNECT INSTALLED IN TOP HOLE OF DISCONNECT BRACKET. CONNECT 54" LEFT ANGLE HOSE (SPOOL #2, CYL. A) TO BOTTOM (MALE) DISCONNECT. TIGHTEN BY HOLDING HOSES AND ROTATING THE DISCONNECT HALVES IN THE BRACKET.

8. OPERATIONS

A. CHECK ALL FITTINGS AND FASTENERS FOR TIGHTNESS. SECURE HOSES WITH NYLON TIE WRAPS (75). PLACE SAFETY DECAL (72) ON DASH BESIDE CONTROL HEAD.

B. FILL RESERVOIR WITH TYPE "A" AUTOMATIC TRANSMISSION FLUID. START ENGINE, LIFT AND ANGLE BLADE.

NOTE: IF BLADE ANGLES OPPOSITE FROM CONTROL LEVER POSITION, REVERSE THE TWO H.P. HOSE CONNECTIONS ON THE BACK OF THE DISCONNECT BRACKET.

RAISE FRONT END OF VEHICLE UNTIL PLOW IS CLEAR OF GROUND WITH THE LIFT CYLINDER FULLY RETRACTED. CHECK RESERVOIR OIL LEVEL. ANGLE BLADE (WITH LIFT CYLINDER RETRACTED) TO REMOVE AIR FROM SYSTEM. RECHECK RESERVOIR OIL LEVEL.