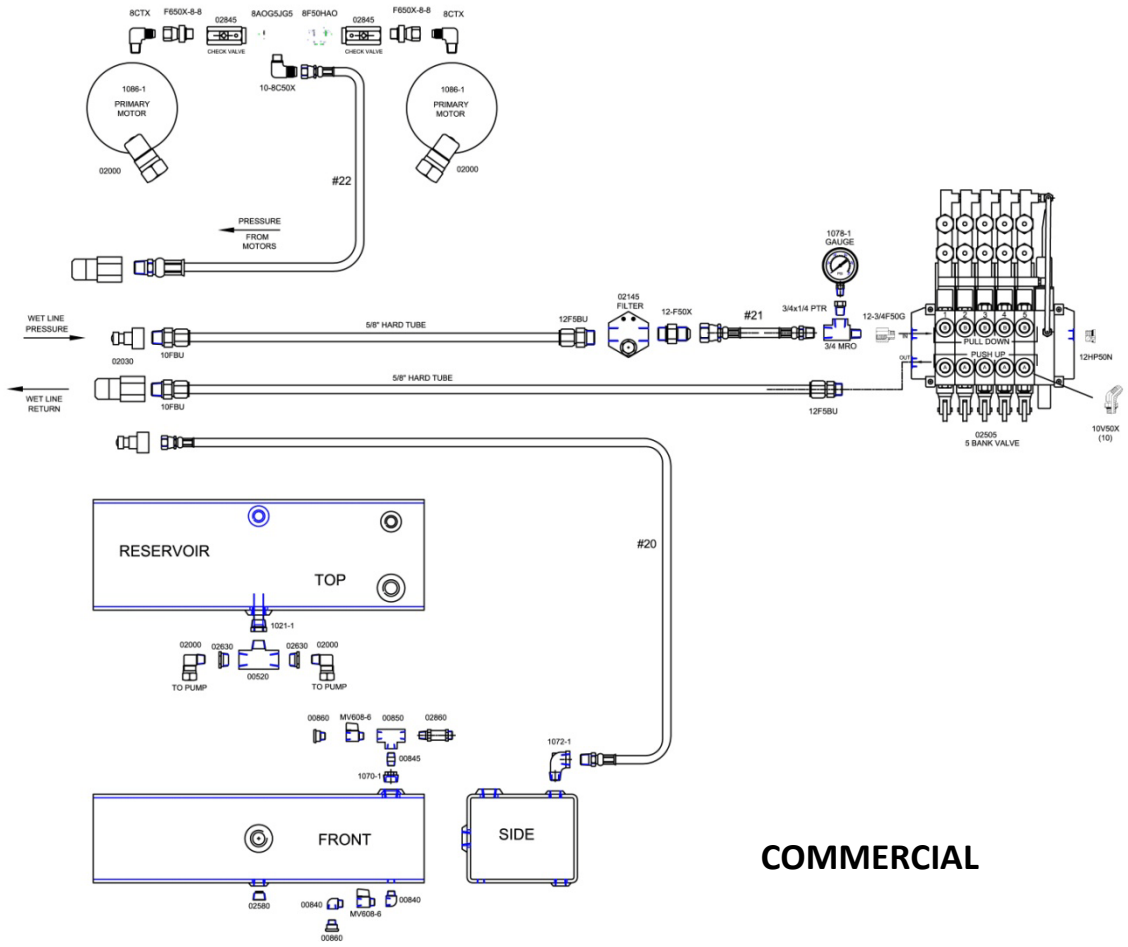
TRU-HITCH - COMMERCIAL ELECTRIC/WETLINE CONNECTIONS

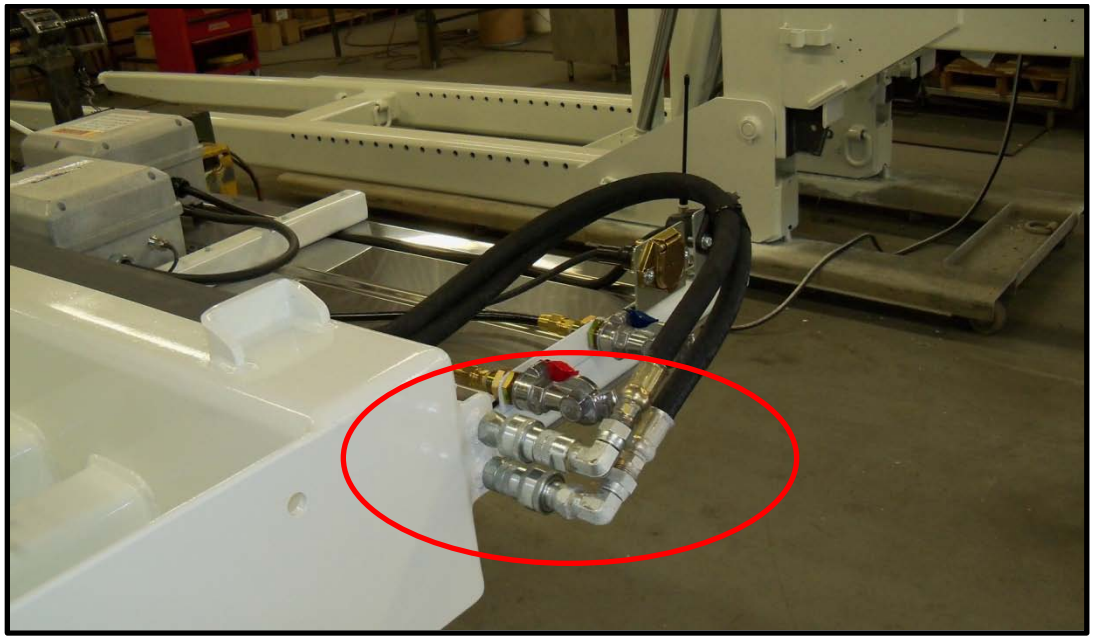
This is how the Tru-Hitch Commercial hydraulic system is plumbed.

The Tru Hitch can work independently or with a truck driven PTO.

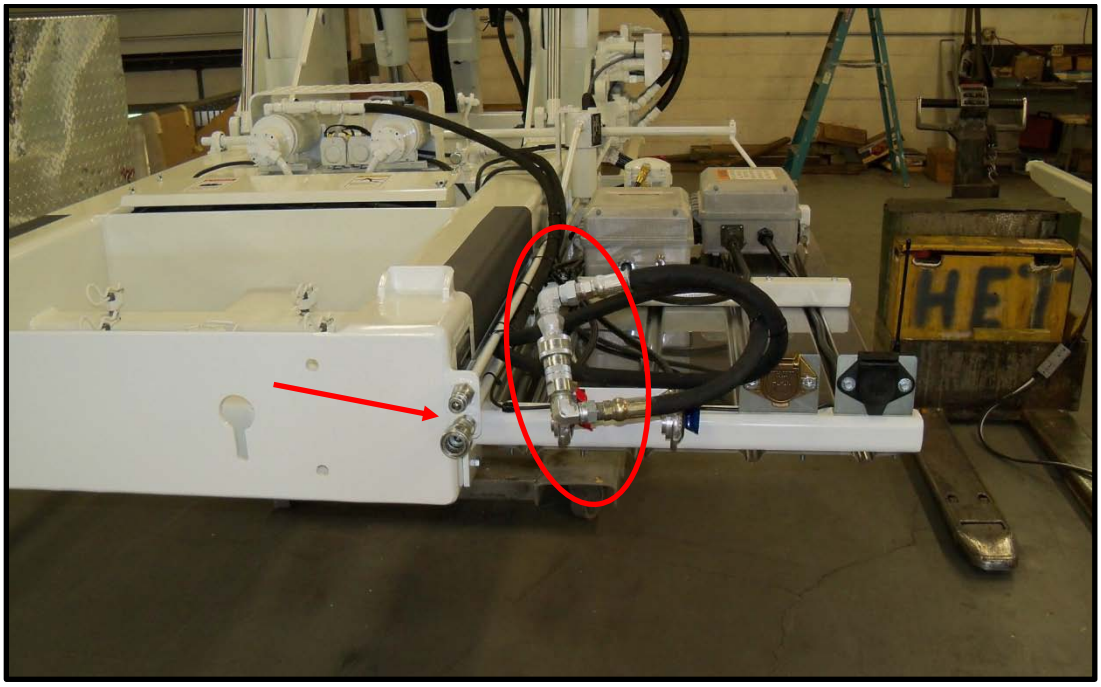


COMMERCIAL

TRU-HITCH - COMMERCIAL ELECTRIC/WETLINE CONNECTIONS



In “Electric” mode the soft lines are connected to the hard lines.



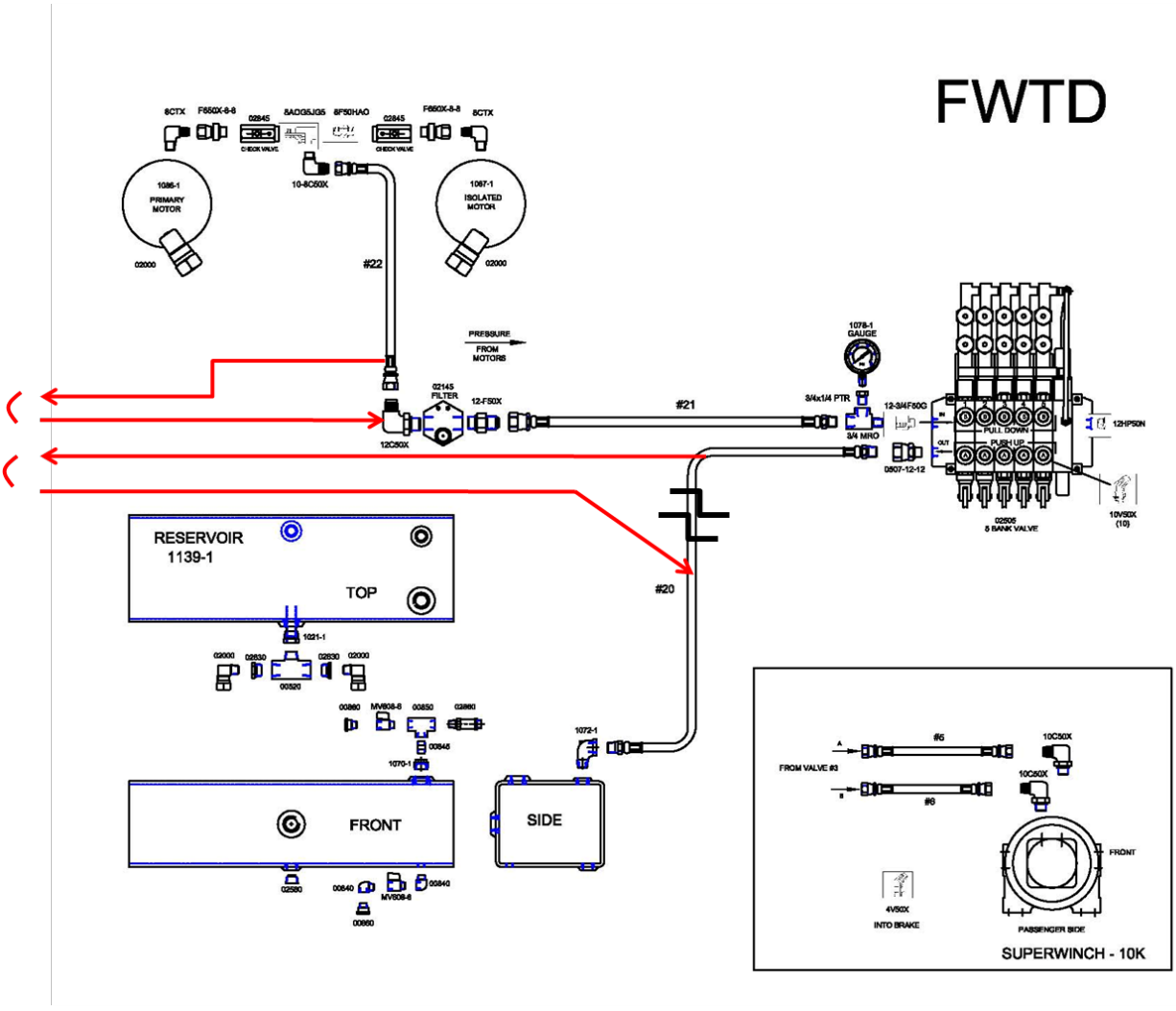
If connecting to a PTO, remove the soft lines from the hard lines and then connect them together. Then connect lines from your truck to the hard line connectors. (This completes the hydraulic flow loop when on wetlines)

TRU-HITCH - COMMERCIAL ELECTRIC/WETLINE CONNECTIONS

(This applies to the 250M FWTD only)

The 250M military version of the Tru-Hitch is plumbed for electric operation only. You could modify the lines as shown in red below to reconfigure the FWTD to a commercial PTO capable layout.

NOTE: SEE WIRING NOTICE ON NEXT PAGE



TRU-HITCH - COMMERCIAL ELECTRIC/WETLINE CONNECTIONS

WIRING NOTICE

(This applies to remote control operation only of a 250M that is modified for use with PTO.)

A military 250M FWTD was built for electric operation only. It does not have an "Electric/Wetline" Switch on its control box. This means that if you were to modify a 250M FWTD to operate by PTO like a commercial hitch, you would have no way to keep the motors on the FWTD from engaging when using the remote control for the FWTD.

A simple solution for this issue is to locate the wire cable (yellow dash) from the control box that attaches to your FWTD motor solenoids. Follow the cable back to the control box and a couple of inches out of the box, strip a short section of the sheathing and add an on/off toggle switch to the black wire. Now you can interrupt power to the FWTD motors while using remote during PTO operation.