



FA SERIES PTO

ADDITIONAL WIRING INSTRUCTIONS

WIRING PROCEDURE:

1. The connection for the FA Series PTO is important. The PTO connections are found behind the access panel located below the steering wheel.
2. The PTO wires are taped together and are labeled "Power Take Off Circuit."
3. Find the "Data Link Connector" located below the access panel and follow the wire up behind the panel.
4. Care must be taken because Ford also provides 4 "Customer Pass Through Circuits" for connection of auxiliary body builder's circuits.
5. The Two PTO Circuit wires are located below the "Pass Through" wires.
6. Be sure to look carefully at the wires before connecting them. Ford changed the color code after Job1. The wire which provides 12V is Light Blue with a Pink stripe (Originally Red with a Yellow stripe). The other wire is Light Blue with a Yellow stripe. This wire connects to the Muncie "Blue w/Yellow". These wires have been shortened by Ford and you will need to follow the data link bundle up to the joint with the main cable. Pull the joint apart to find the correct wires.

If you fail to connect this wire the PTO will not be able to do any work. The Pump will not be able to build any pressure.

7. It is important that if you need to weld on the vehicle that the Ford recommended procedures be followed. These include disconnecting the battery, PCM, and ABS electrical connections.

IMPORTANT: Whenever the vehicle battery is disconnected and because the PCM has been disconnected, the PCM will need to be reset. This is accomplished by driving the truck. If you do not reset the PCM the PTO will not function. There is a window in which you can reset the computer. Turn the engine off and restart just prior to driving.



Remove Panel

Locate Plug at Bottom of Panel



Locate PTO Circuit Wire

Follow Data Link Connector Wire

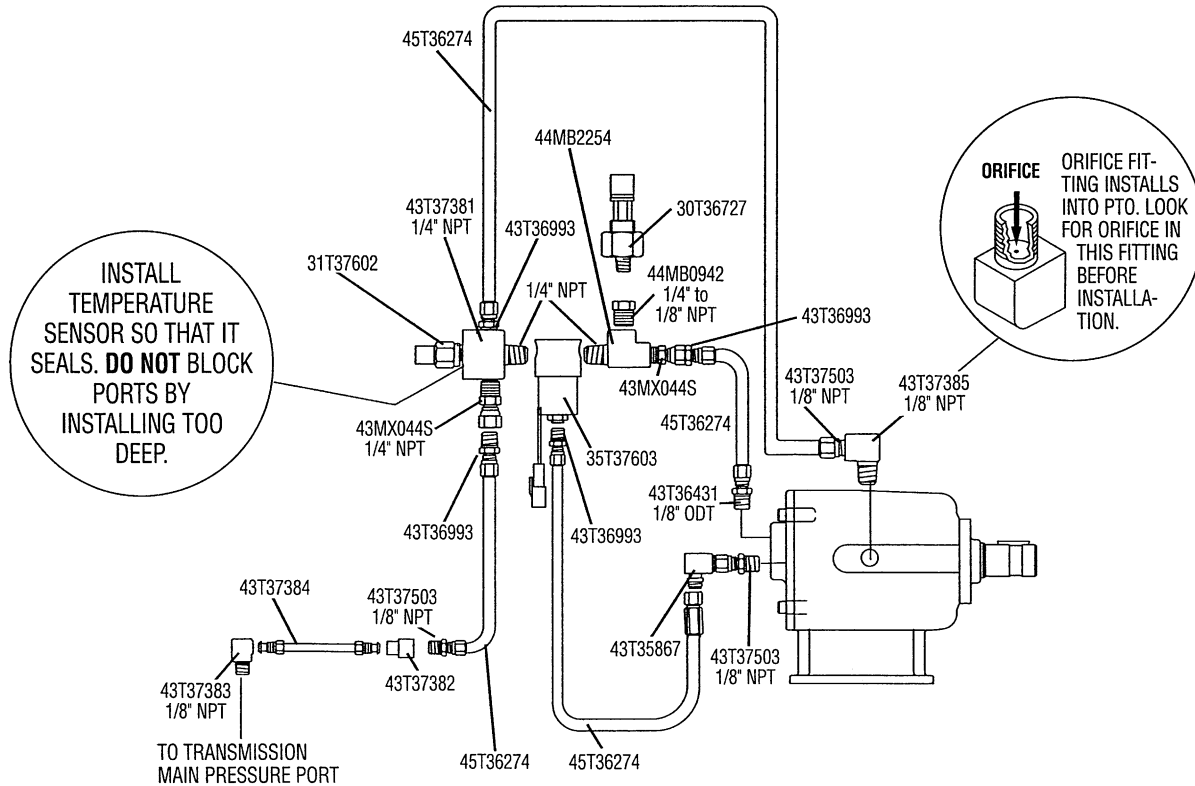


Body Builder Pass-Through

PTO Circuit

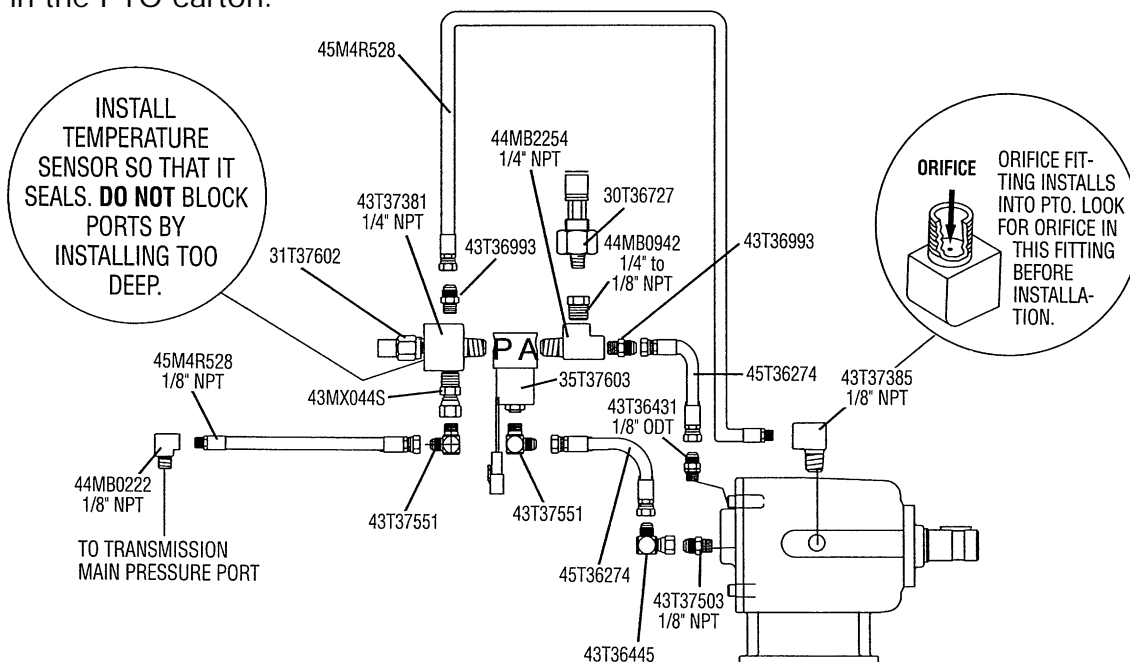
ORIGINAL FA SERIES ELECTRIC/HYDRAULIC SHIFT

Activation Kit No. 43TK3890



REVISED 8/98 FA SERIES ELECTRIC/HYDRAULIC SHIFT

This kit was revised. The transmission elbow was changed and the steel tubing was replaced by rubber hose. If your Kit has a steel tube, then use the above diagram for installation. There is no performance difference with either Kit. Both Kits are installed with the same wiring harness supplied in the PTO carton.



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