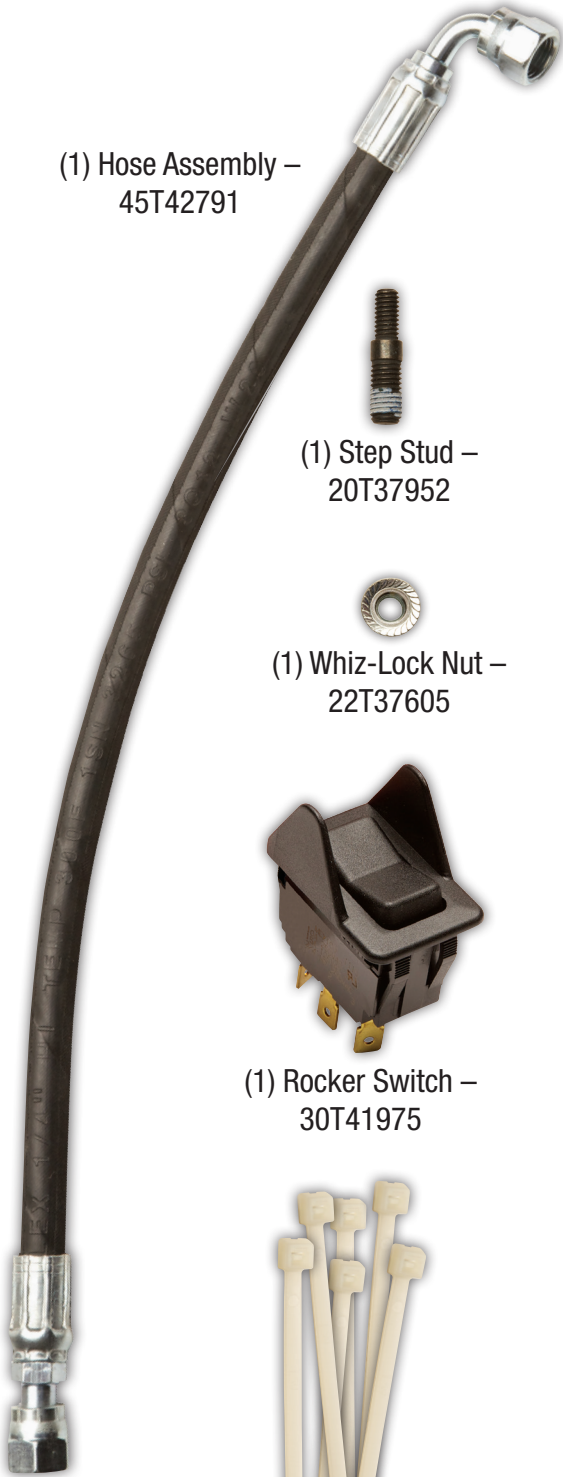




# FR66F1209D3\*B PTO Installation Kit Contents

## Kit # 43TK5247

(1) Hose Assembly –  
45T42791



(1) Metric Straight x ORSF –  
43T42793



(1) Dash Bracket –  
36MA1005

(1) Step Stud –  
20T37952



(1) Face Plate –  
36T41976



(1) Grommet –  
37T35674

(1) Whiz-Lock Nut –  
22T37605



(1) Elbow Fitting –  
43T42792



(3) 12-Point Capscrews –  
19T42075

(1) Rocker Switch –  
30T41975



(1) Dash Bracket Bolt Kit –  
36MK1007

(2) Shoulder Studs –  
20T37914

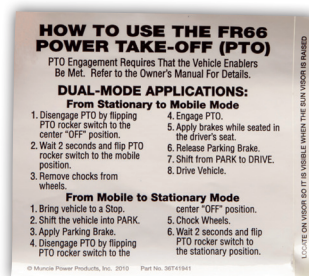


(6) Wire Ties

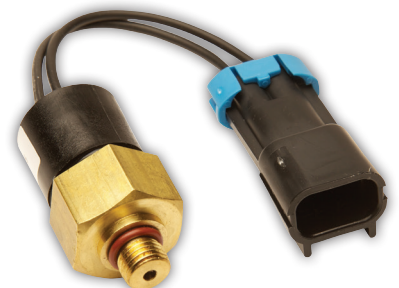


(1) 12V Red Light –  
32MSR12V

(2) Spiralock Nuts –  
22T39282



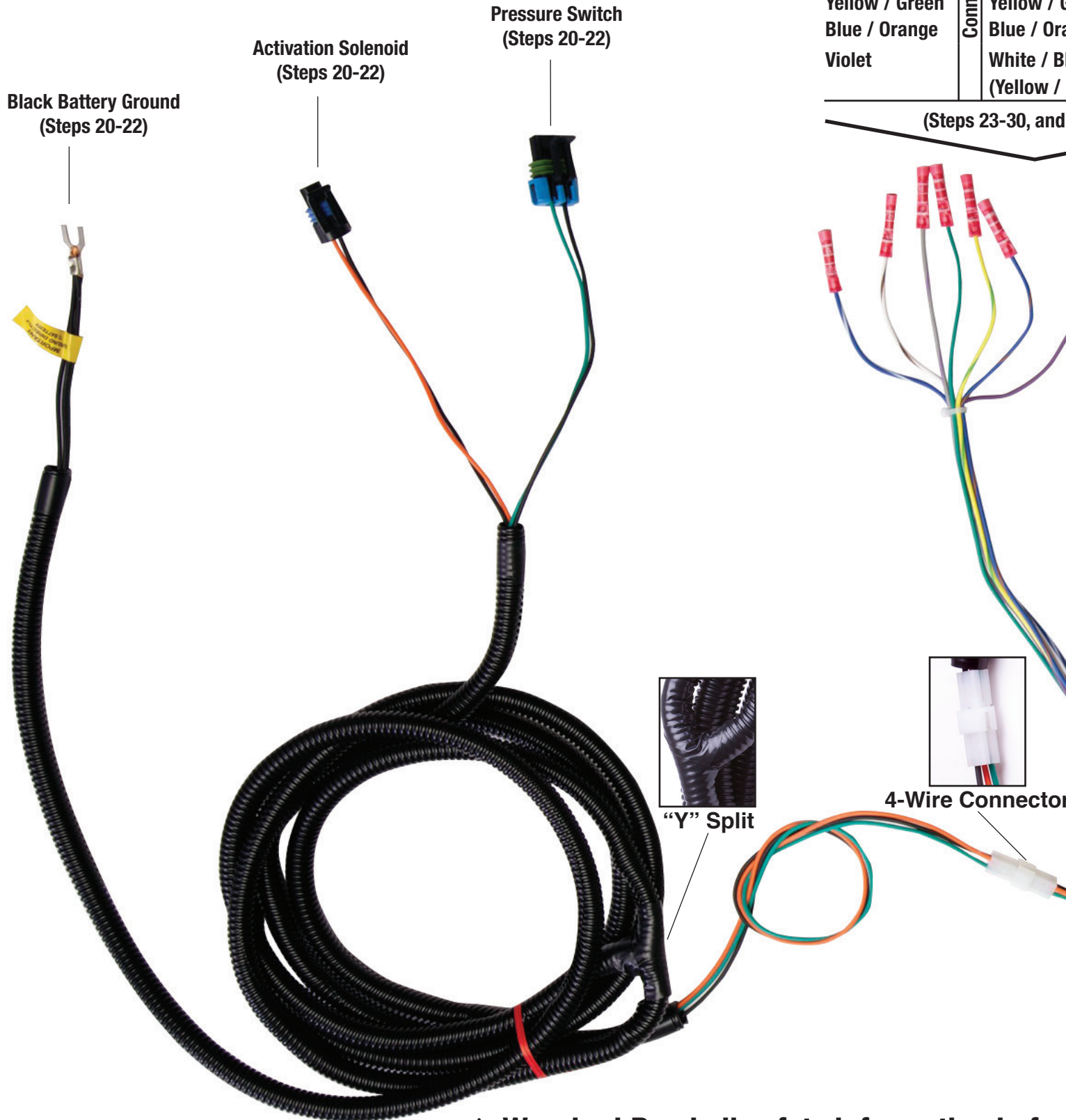
(1) Visor Decal –  
36T41941



(1) Pressure Switch –  
30T60223

# WIRE HARNESS 34T41940 FOR USE IN BOTH STATION

MPP Wire Color	Ford Wire	Connected To
Blue / White	Blue / Wh	
White / Brown	White / B	
Gray / Violet	Gray / Vic	
Green	Green	
Yellow / Green	Yellow / G	
Blue / Orange	Blue / Ora	
Violet	White / B	(Yellow /
(Steps 23-30, and		



**⚠ Warning! Read all safety information before**  
 Additionally, you must have completed the installation

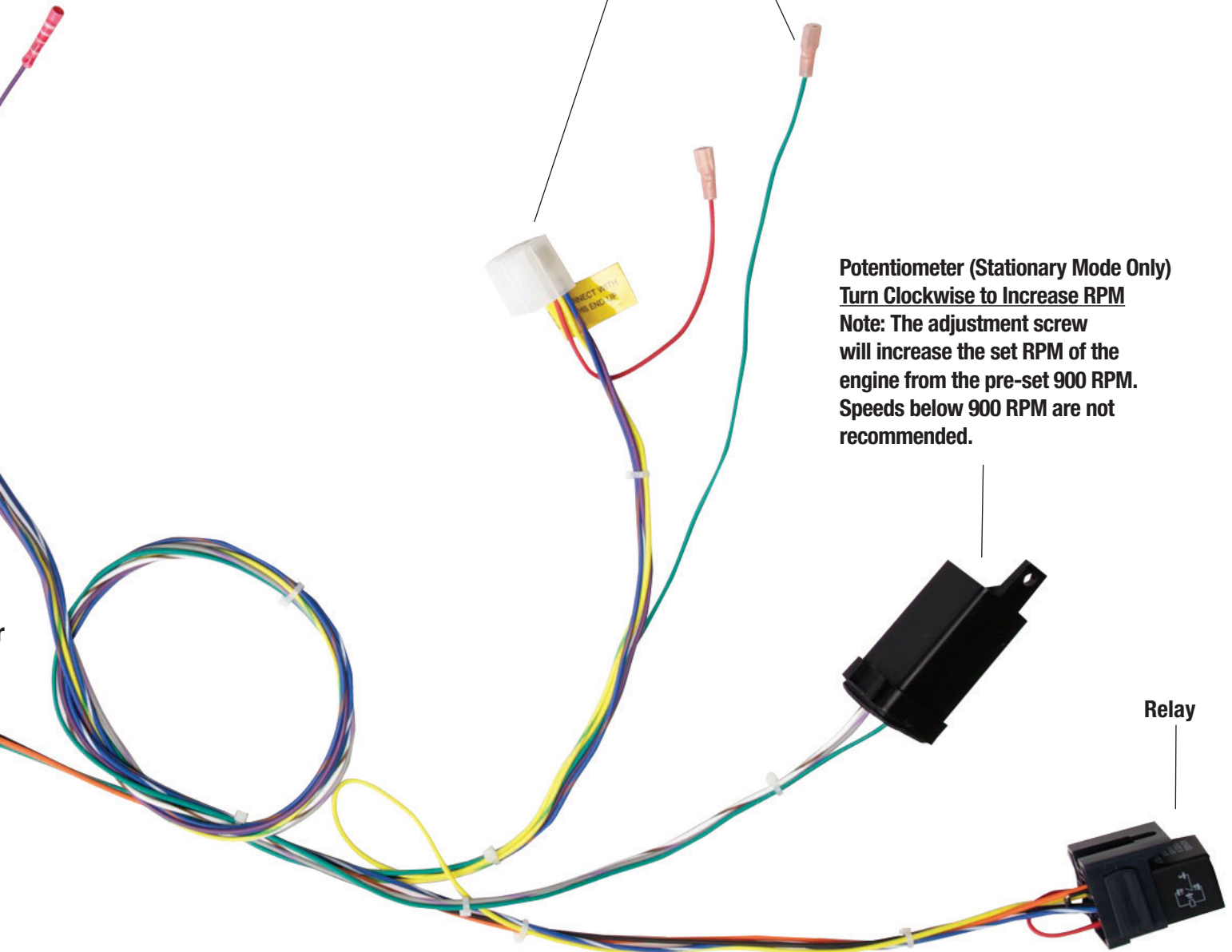
# PRIMARY AND MOBILE MODE. (F250 – F550 DIESEL ONLY)

- White
  - Brown
  - Purple
  - Green
  - Orange
  - Blue
  - Orange - (Early Build)
- Step 33)

Rocker Switch Connection  
(Steps 31-32) (Yellow / Green Wire on top)  
Red and Green Wire used with indicator light.

Potentiometer (Stationary Mode Only)  
Turn Clockwise to Increase RPM  
Note: The adjustment screw will increase the set RPM of the engine from the pre-set 900 RPM. Speeds below 900 RPM are not recommended.

Relay



Be installing the wire harness for FR66 PTO.

on of the FR66 PTO prior to installing the wire harness.

19. (From step 19, page 10 of Installation / Operator's Manual)

20. Separate the wire harness at the 4-Wire connector. The engine compartment portion of the wire harness has (3) connections: the battery ground, activation solenoid, and pressure switch.

21. Connect the wire harness to the pressure switch and solenoid (both are on the FR66 PTO). Also, connect the ground lead of the harness to the battery ground terminal.

22. Now route the 4-Wire connector of the engine compartment half of the wire harness to feed into the cab. The connector is designed to fit through the 5/8" grommet (37T35674). Be sure to tie the harness away from rotating components (driveshafts, belts, etc.).

23. Remove the access panel located below the steering wheel. (Figure 1)

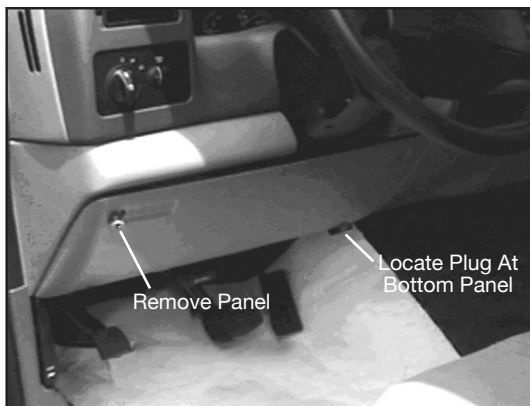


Figure 1

24. Locate the 4-Wire connector that was fed through the passenger barrier and re-connect the in-cab half of the harness to the engine compartment half.

25. In the cab near the parking brake pedal, you will find the Ford blunt cut wires for connection to the FR66 PTO wiring harness. Easier access to the wires can be obtained once the access panel has been removed and by removing the screws holding the fuse box. (Figure 2)



Figure 2

27. For **Stationary AND Mobile Operation**, connect the Muncie Yellow / Green wire to the Ford Yellow / Green wire; circuit PTORS1, AND connect the Muncie Blue / Orange wire to the Ford Blue / Orange wire (Blue / Gray early build); circuit PTORS2.

28. Connect the Muncie White / Brown wire to the Ford White / Brown wire; circuit PTOREF.

29. Connect the Muncie Green wire to the Ford Green Wire; circuit PTORPM.

30. Connect the Muncie Gray / Violet wire to the Ford Gray / Violet wire; circuit PTORTN.

31. Install the Muncie switch (30T41975) and indicator light (32MSR12V) into the Muncie switch bracket (36MA1005). (Note: Auxiliary dash switches cannot be used for the "Stationary and Mobile" installations.)

32. Route the wire harness to the bracket or switch location. Attach the switch connector block to the switch. (Note: the Yellow / Green wire needs to be at the top of the switch.)

33. Connect the Muncie Violet wire to the Ford White / Blue (Yellow / Orange early build) 12V ignition switch power source. (Figure 3)

34. **With the Truck in park and the PTO switch in the "Off" position, start the truck.** Listen for a few seconds for any unnatural noises. **Always stay clear of rotating components.**

(Note: Should an unnatural noise occur, SHUT OFF the engine and place the ignition keys in your pocket.

Remove the FR66 PTO and examine both the FR66 PTO and the transmission for any defects. Always keep the FR66 PTO and transmission run time to a minimum.)



Figure 3

35. Check transmission oil level and fill to proper level per instructions found in vehicle's owner's manual. Adding a PTO will require additional transmission fluid. Run engine for 5 to 10 minutes to check for leaks. **Always stay clear of rotating components.**

36. **SHUT OFF engine and place the ignition keys in your pocket.** Inspect the cap screws to make sure they are properly tightened. Mounting bolts should be checked on a regular basis. Re-install the 4x4 drive shaft if removed in step 3 of the PTO installation process.

37. For help installing pumps or other equipment refer back to page 11 of Installation / Operator's Manual.