

## WIRING THE TARP MOTOR

The motor must be wired with 6 or 8 Gauge wire. Smaller wire will result in poor performance and possible overheating. **Tip:** Use 3/4" conduit to conceal the wire going down from the motor for better safety and looks!

1. Mount the switch bracket in a safe, convenient location, clear of anything that might bump the switch into the "On" position.
2. Unroll the dual connector wire. Strip the ends of the wires and crimp (or solder) the ring terminals onto the exposed copper. Make sure the ring terminals are tightly secured to the wires. It is recommended to cover any exposed copper with heat shrink tubing. Attach the colored wire to the positive post (marked red) on the motor and connect the black wire to the unmarked post.
3. Run the cable from the motor to the bottom of the dump box and towards the hinge at the back. Use cable clips or zip ties to secure the cable to the underside of the box. Take special care to route the cable around the hinge so that it does not get pinched or pulled during operation of the lift. Run the cable back to the front of the box along the frame of the truck and into the cab.
4. Route the cable into the cab and to the mounting location of the switch. Cut off any extra wire and set it aside. Leave enough slack to easily configure the wiring of the switch. A small piece (about 4") of positive (colored) wire will be required to connect the switch to the manual circuit breaker.

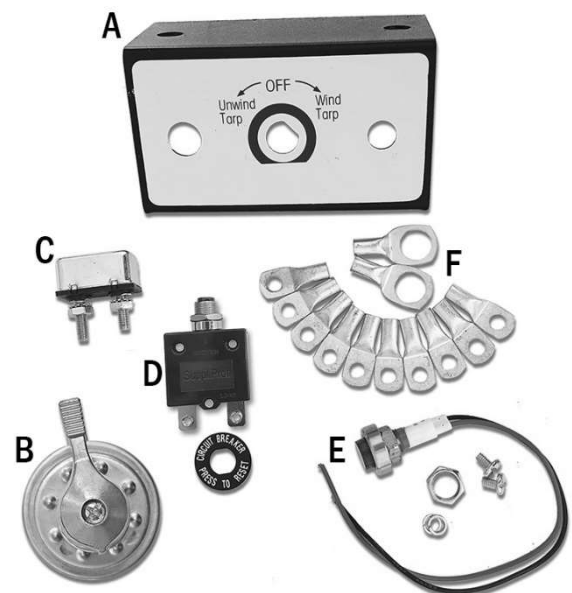
Figure 2

### 5. Wire the Switch

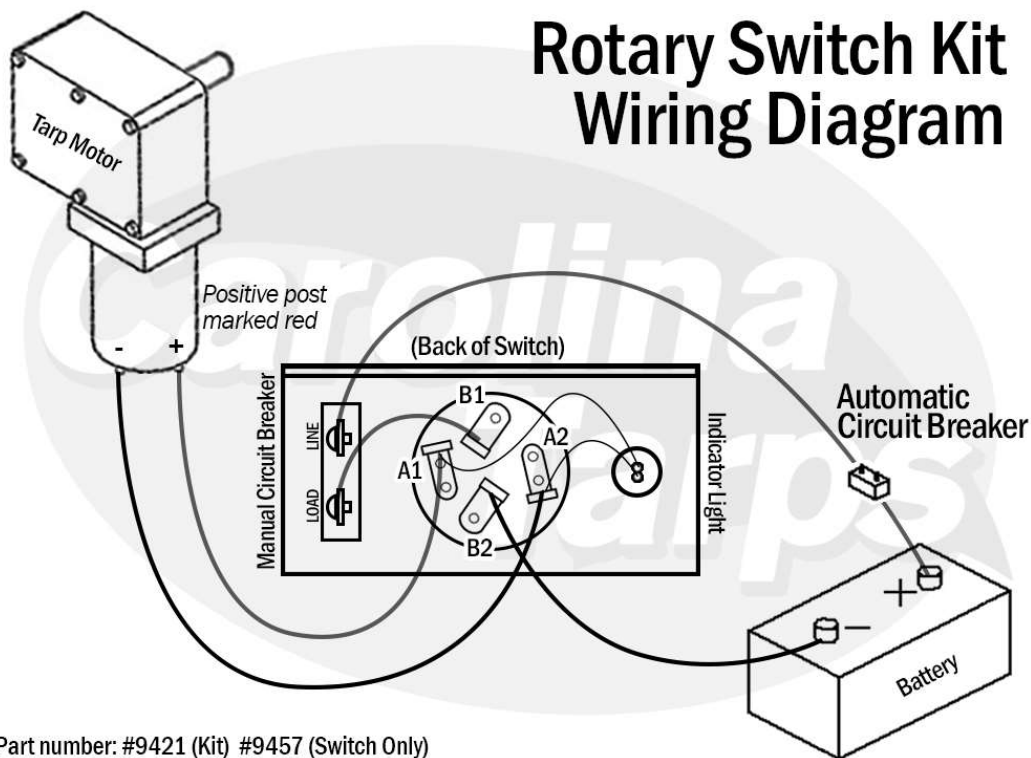
*It is recommended to consult a professional electrician or mechanic when wiring any electronics.*

#### Included Rotary Switch Kit Contents:

- A. Switch Mounting Bracket
- B. Rotary Switch
- C. 50 Amp Automatic Circuit Breaker
- D. 40 Amp Manual Circuit Breaker
- E. Indicator Light
- F. Ring Terminals & Hardware



# Rotary Switch Kit Wiring Diagram



Part number: #9421 (Kit) #9457 (Switch Only)

**FOLLOW THE DIAGRAM, BUT DO NOT CONNECT THE BATTERY UNTIL ALL CONNECTIONS AND WIRING ASSEMBLIES ARE SAFELY COMPLETED.**

**6.** After the switch is wired and mounted, route the cable back out of the cab and towards the battery (Do not connect at this time). Split the dual cable so that you can install the Automatic Circuit Breaker in the positive (+) line.

*Note:* The Automatic Circuit Breaker (C) is marked to indicate which post connects to the battery ("BAT") and which post connects to the switch kit ("AUX"). It is recommended to install the Automatic Circuit Breaker (C) close to the battery, so that potential damage from overload would be limited to the length of wire between the battery and the circuit breaker. The Manual Circuit Breaker (D) is marked with "Load" and "Line" indicators. The "Load" terminal should be connected to the switch and the "Line" terminal should be connected to the Automatic Circuit Breaker (C) and then to the positive terminal on the battery.

**7.** Connect the cables to the correct battery terminals. Confirm that the system is operating correctly. If viewed from the driver side, the axle should spin counter-clockwise when the switch is turned to "Wind". If the axle spins clockwise, you can swap the two wires connected to the motor. The tarp must spool in the correct direction, otherwise debris will be rolled up in it and can cause damage.