

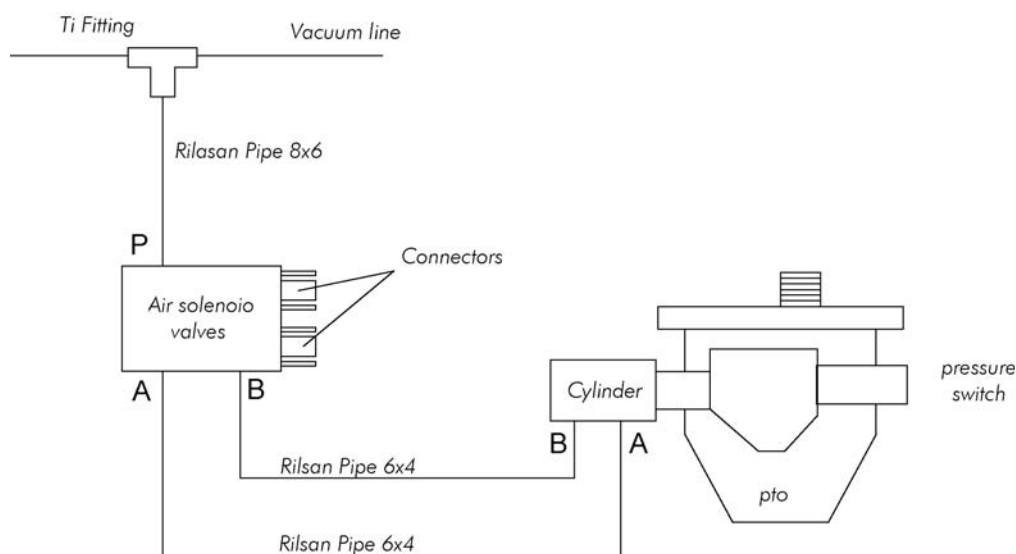
MOUNTING INSTRUCTIONS

IPV9**VACUUM PTO**

Plan and working system:

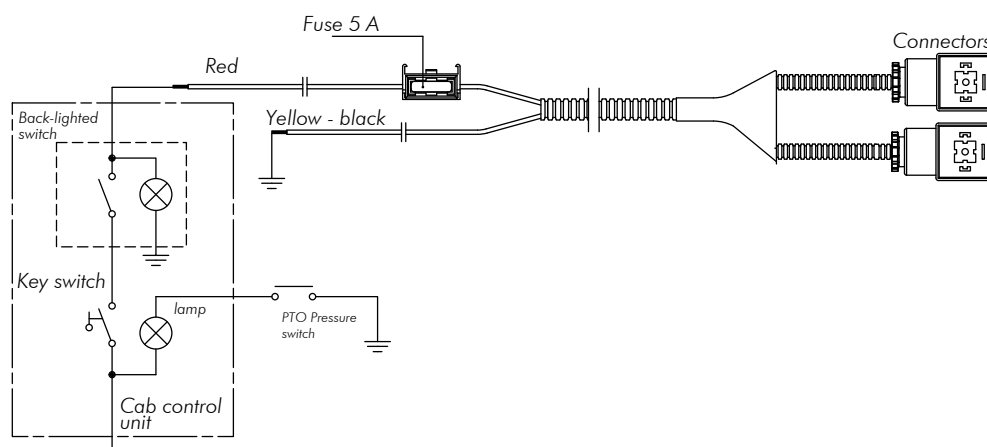
Pneumatic plan:

The pneumatic system is made by taking out the depression from the pipe of the servo-brake on the truck through a T-connector (each vehicle brand requires a different one) and to deliver it to a P port of a solenoid valve assembly. The ports A and B of the solenoid valves are connected to the PTO cylinder by Rilsan pipes.



Electric plan:

The electric plan is composed of a switch and a lamp built-in a control box to be located in the cabin, a pressure signal switch fitted on the PTO, 2 connectors of the solenoid valves and wired cables.



How it works:

In neutral position one of the two chambers of the PTO cylinder is in communication with the vacuum system. This allows the PTO as well as the small safety spring to keep the disengagement position.

By the control switch in the cab together with the clutch pedal pressed you switch the vacuum from chamber A to B of the PTO cylinder allowing the PTO to be engaged. Thanks to the pressure signal switch the lamp in the cab is ON that means the PTO is engaged.

Now, by pressing the control switch in the cab together with the clutch pedal pressed you restore the neutral position.

FITTING INSTRUCTIONS:

- 1) Fit the PTO on the gearbox.
- 2) Search for the pipe of the servo-brake where you can fit the T-connector. (Please refer to the attached chart and pictures according to the different type of vehicles).
- 3) Cut the pipe and fit the T-connector.
- 4) Search for the best position where you can fit the solenoid valves assembly by using the bracket supplied in the kit. The enclosure is IP 65 however it is recommended to protect the valve assembly from water drops.
- 5) By using the Rilsan pipe 8x6 connect the T-connector to the P-connector on the solenoid valves (see the pneumatic plan scheme).
- 6) By using the Rilsan pipe 8x6 connect the A and B ports of the solenoid valves to the A and B ports on the PTO cylinder (see the pneumatic plan scheme).
- 7) Fit the control box in the cab.
- 8) Fasten the electric wiring watching the connections. The connectors can be fitted on both coils independently (see electric plan scheme).

USE:**PTO engagement:**

- 1) Turn the key to ON position
- 2) Press the clutch pedal.
- 3) Press the red button (check that button light and the PTO engaged signal lamp are ON).

PTO engagement:

- 1) Press the clutch pedal
- 2) Press the red button (check that the button light and the PTO engaged signal lamp are OFF)
- 3) Turn the key to OFF position

MANTENINANCE:

Regularly check the different connections are not loose and the pipes are in good condition.

VEHICLE BRANDS:**IVECO DAILY:**

Vacuum location: engine – close to the battery.

Connection: at the entrance of the servo-brake membrane close to the battery.

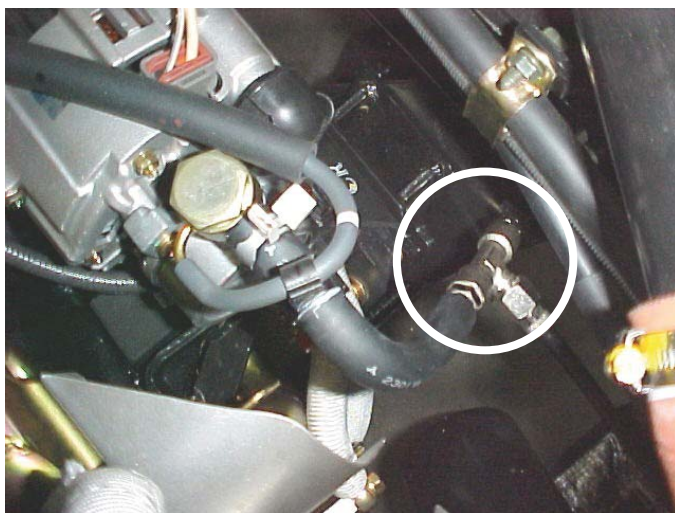


Solenoid valves suggested mounting side: engine area.

ISUZU:

Vacuum location: RH side of the engine on the alternator.

Connection: close to the vacuum pump.

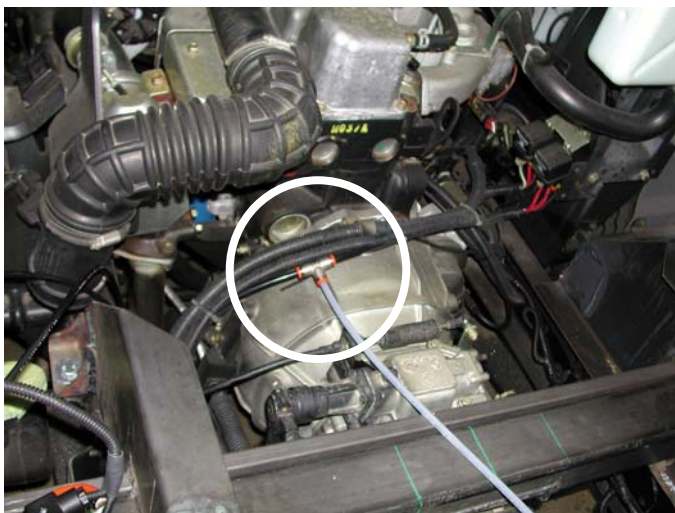


Solenoid valves suggested mounting side: on the chassis or on the frame rear the cab.

NISSAN CABSTAR:

Vacuum location: RH side of the engine.

Connection: from the Rilsan 8x6 pipe on the gearbox.



Solenoid valves suggested mounting side: on the chassis or on the frame rear the cab.

MITSUBISHI CANTER

Vacuum location: LH side of the engine.

Connection: LH side of the engine near the roll-bar.



Solenoid valves suggested mounting side: on the chassis or on the frame rear the cab.



ATTENTION PTO ENGAGED SWITCH USE: OMFB Hydraulic Components spa is not responsible for damage or problems due to a use of the PTO Switch that differs from the simple lighting of the cabin PTO Engaged LED.