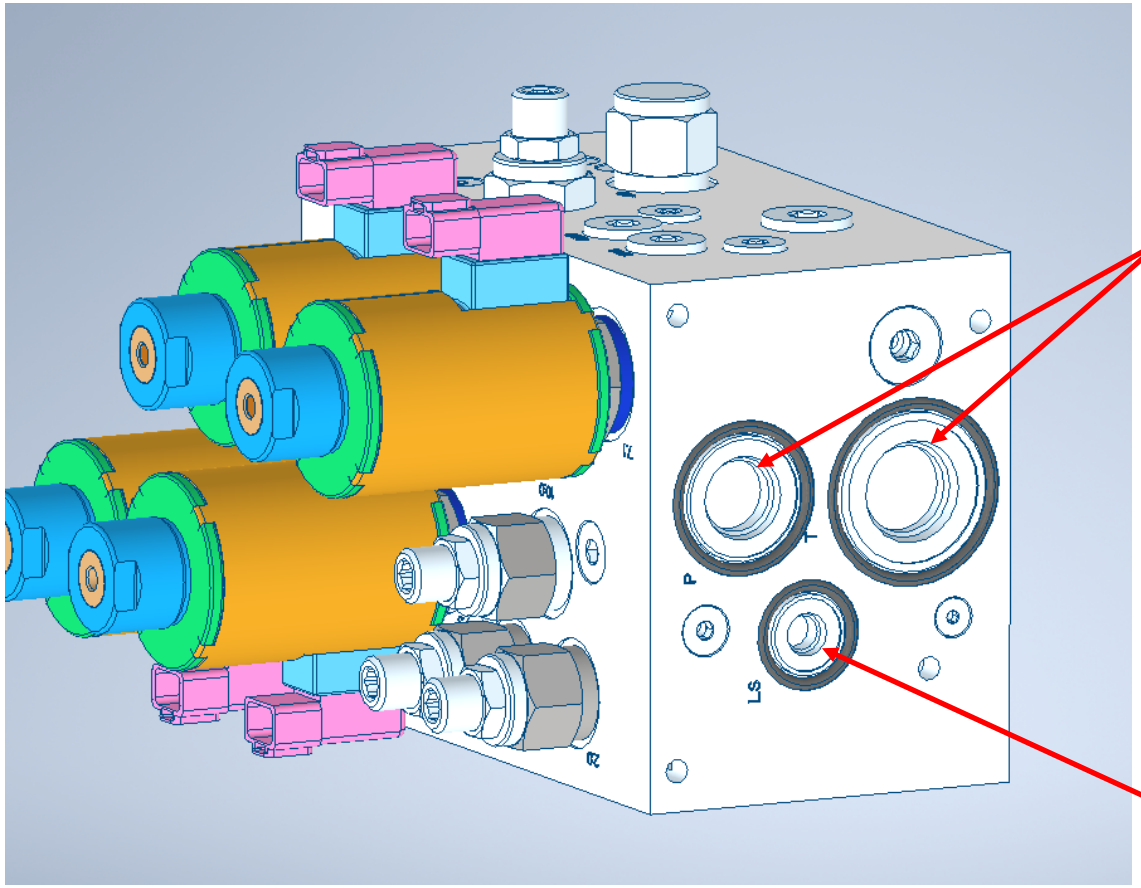
SNG Spreader Manifold Install

Hydraulic Manifold Prep

Looking at Manifold from Driver's Side of Truck



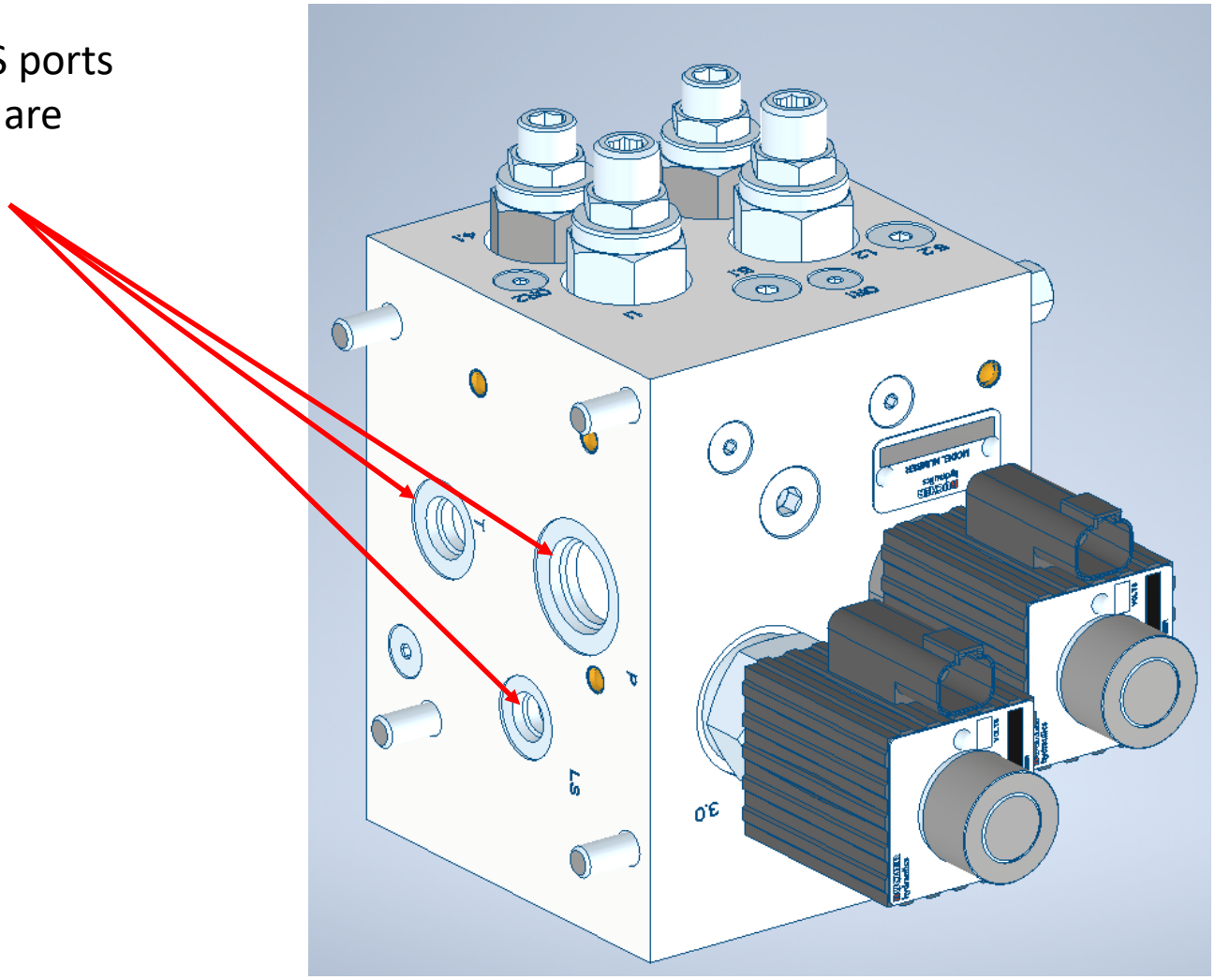
Remove Pressure (P) and/or Tank (T) hoses that were initially hooked up here.

Ensure rubber gaskets are in place at each port.

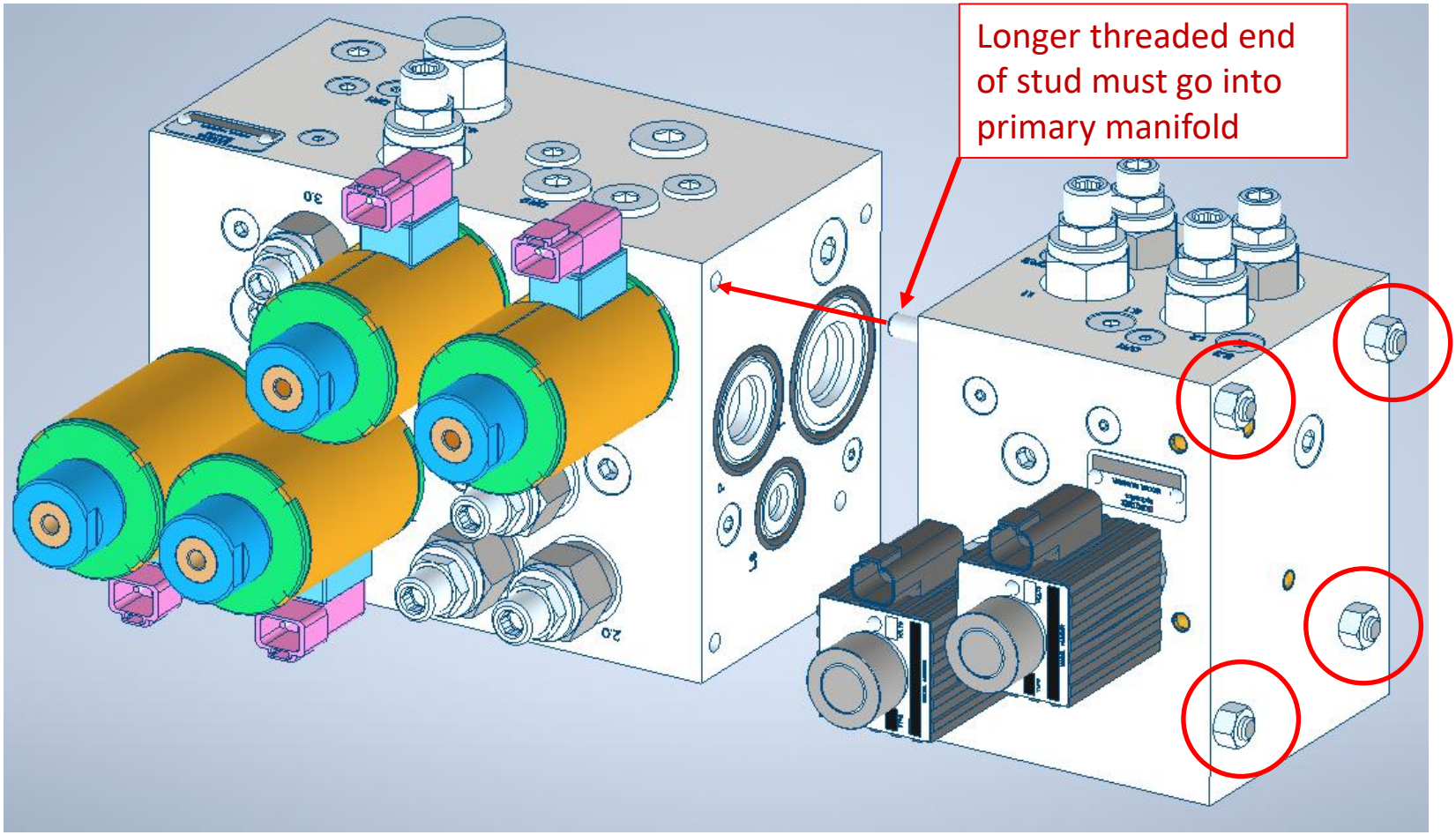
Remove set screw in the LS port so that it is open.

Spreader Block Prep

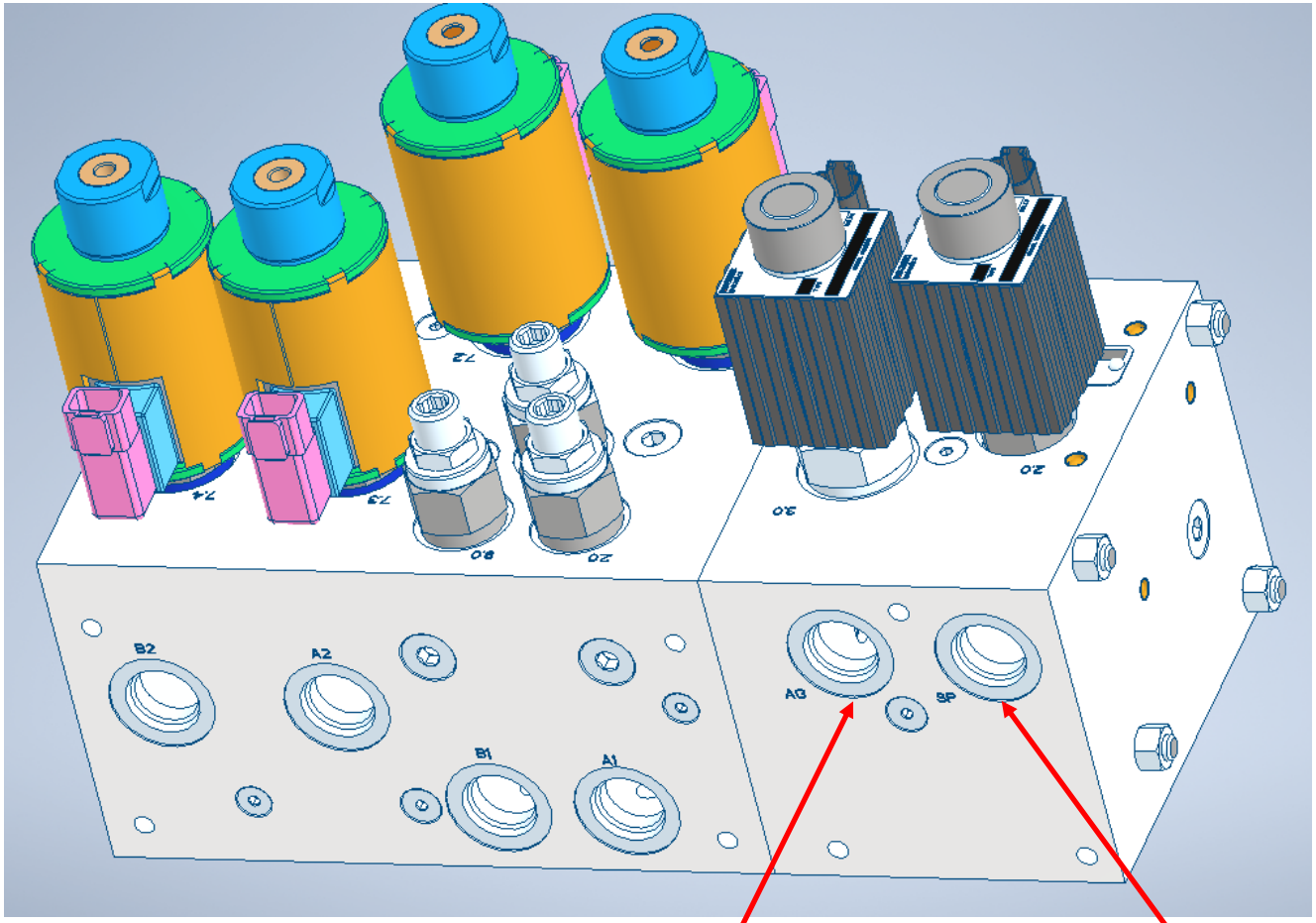
Ensure P, T, and LS ports in Spreader block are open as well.



Bolt Together



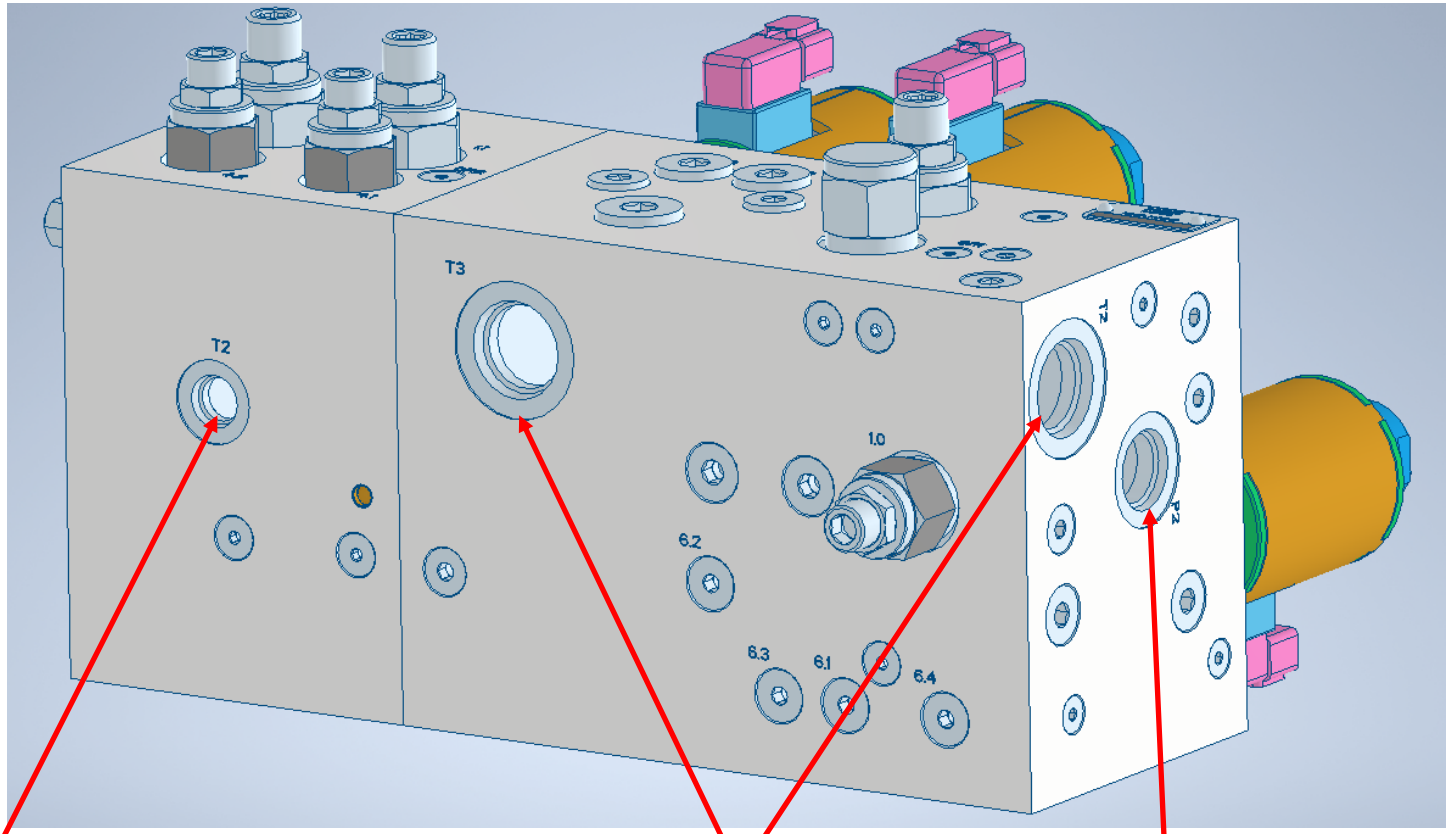
Plumbing



AG Plumbs to Auger Function

SP Plumbs to Spinner Function

Plumbing Cont’d



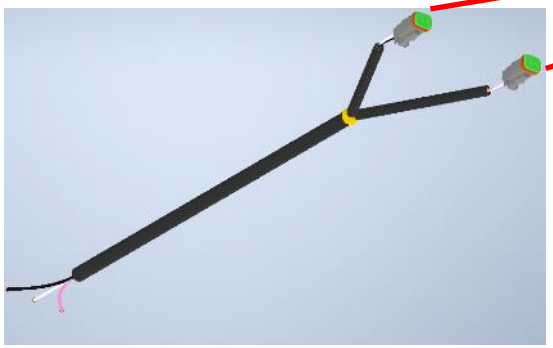
Plug, or route to Tank

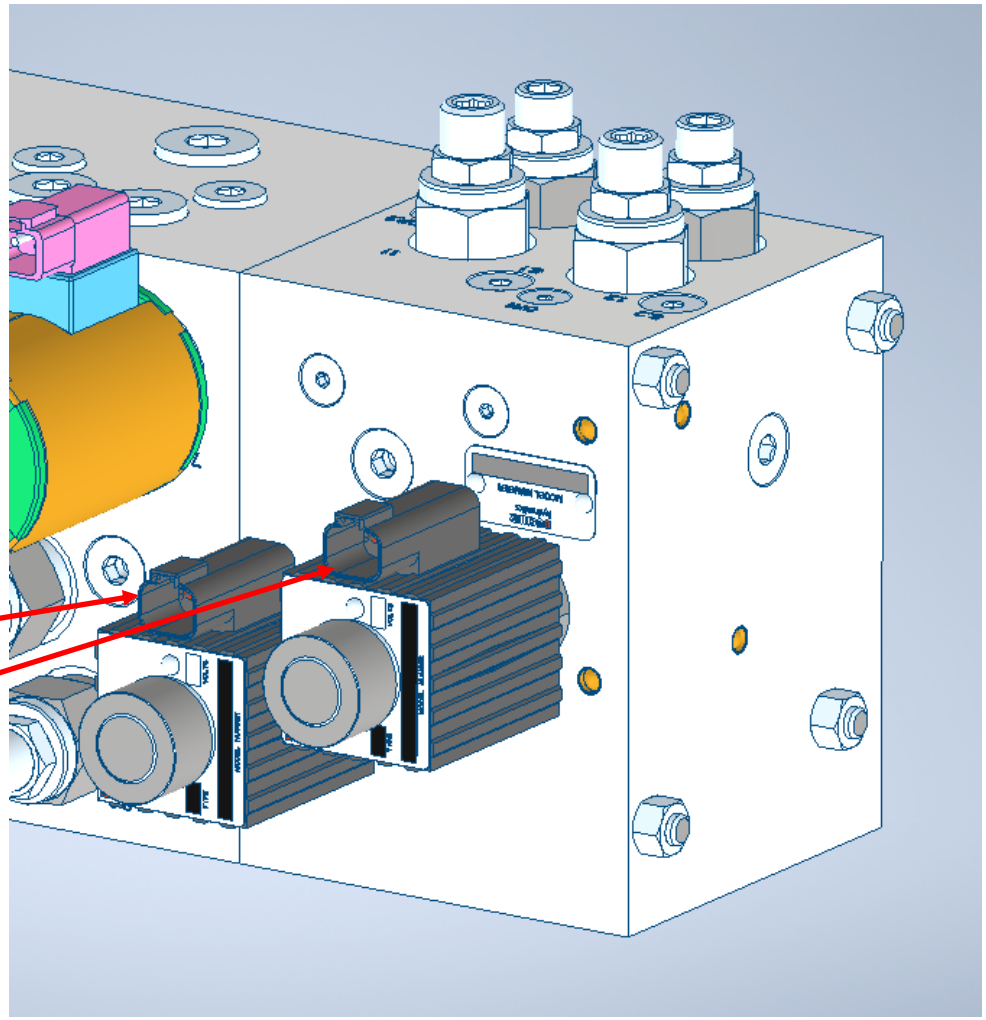
1 or both to Tank.
Plug other if only routing one to Tank

Pressure Supply

Wiring

Use harness 3790070 to connect coil packs to dealer supplied spreader control.





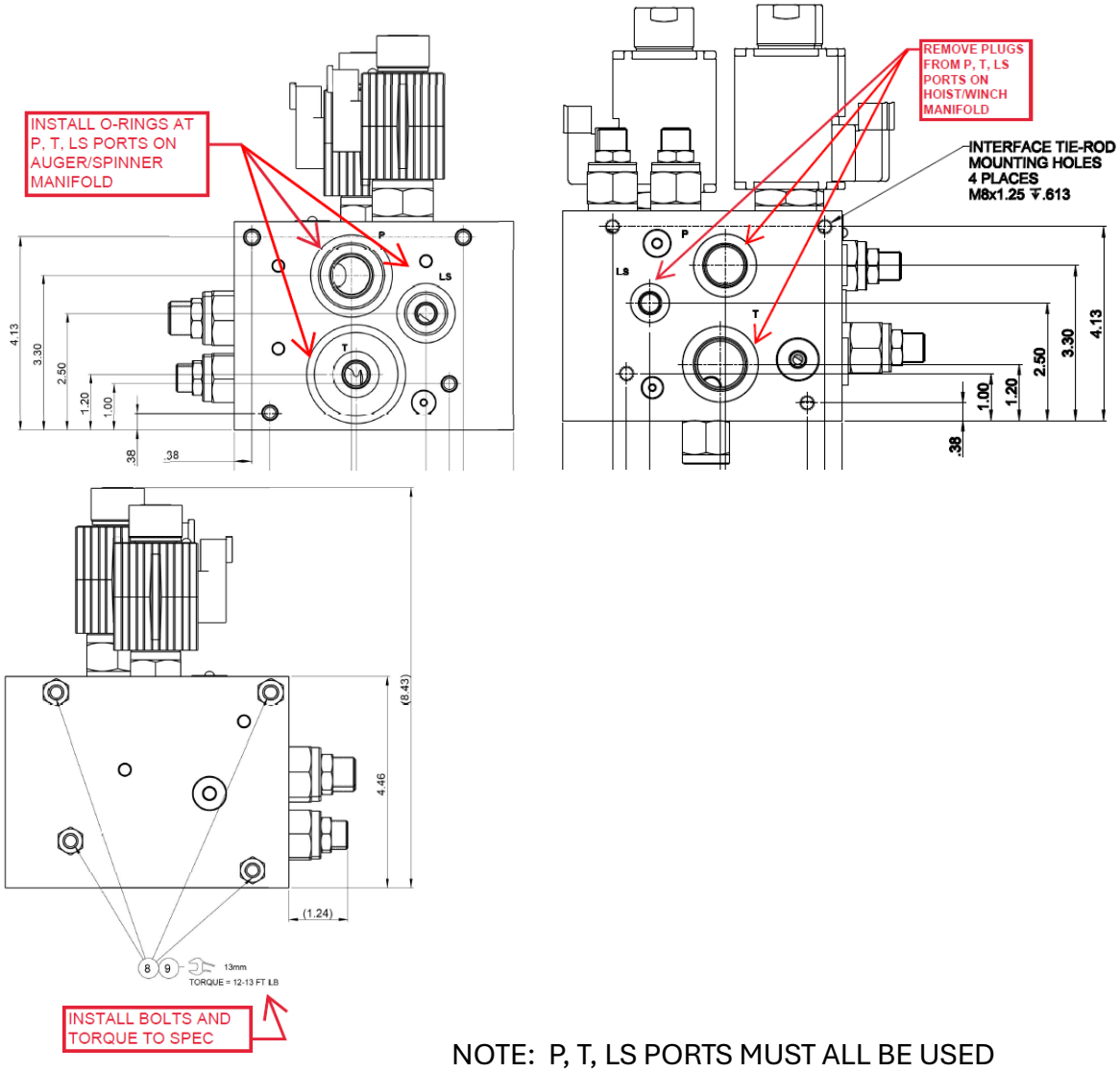
AUGER & SPINNER MANIFOLD

The Auger & Spinner Manifold (Bucher p/n 5207000907) can be used with:

1. the new Hoist/Winch manifold (Bucher p/n 5207000906), as a bolt-on feature
   or
2. the old Hoist/Winch manifold design (Bucher p/n 5207000756), as a remotely mounted feature

To use as a bolt-on to the new Hoist/Winch manifold (Bucher p/n 5207000906), follow the installations steps below to ensure proper plumbing and mounting.

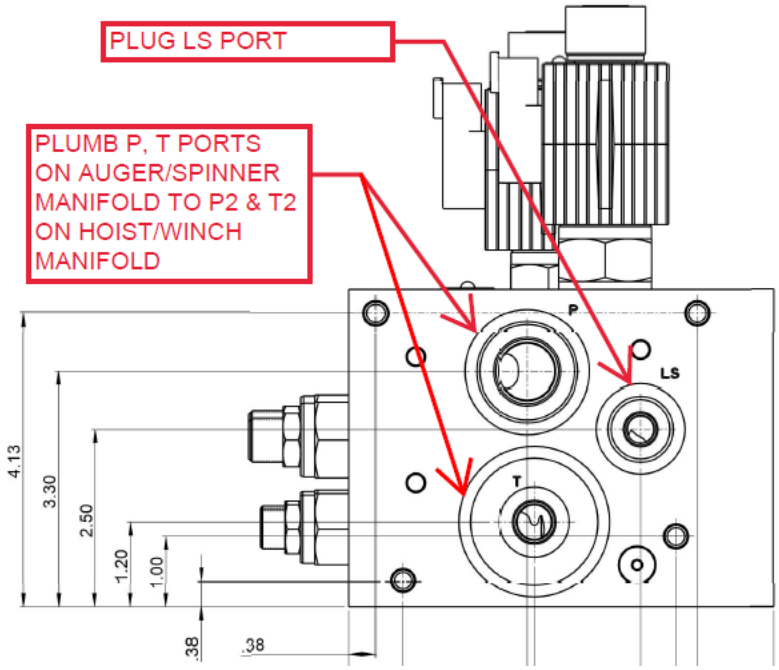
Installation:



NOTE: P, T, LS PORTS MUST ALL BE USED

To use with the old Hoist/Winch manifold design (Bucher p/n 5207000756), as a remotely mounted feature, follow the installations steps below to ensure proper plumbing and mounting.

Installation:



Operation:

Both the Auger & Spinner are controlled using a 12VDC proportional PWM signal (50-100 Hz recommended). Current range is 400 mA (turn on) – 2400 mA (full flow).

The **Auger** is capable of **flows up to 15gpm**. The **Spinner** is capable of **flows up to 8gpm**.

Both valves are pressure compensated, meaning the flows will remain constant regardless of pressures. This helps to ensure even distribution of the media and helps to dial in the flows based on vehicle speed.

NOTE: It is important that the pump flow be capable of supplying the demand for both valves. Otherwise, the valves will be starved and most of the flow will go to the lowest load (Spinner).

NOTE: If using the HOIST function at the same time as the Auger/Spinner and the pump is starved for flow, flows may be affected at the Auger/Spinner. It is possible that the HOIST may not operate at all if the pump flow is very low (engine idle speed).