



# EBLING BACK BLADE

2021 BACK BLADE

HISTORY GUIDE





## NOTABLE CHANGES TO THE EBLING BACK BLADE OVER THE YEARS

### **2020 -**

- 2020 - CURRENT GM MOUNTS NOW UTILIZE OEM HITCH

### **2019 -**

- 2 ½" RECEIVER TUBES INCORPORATED ON LATE MODEL TRUCK MOUNTS - GM & FORD (DODGE MOUNTS UTILIZE OEM HITCH) THESE ARE A CUSTOM ORDER MOUNT
- NEW CONTROLLER SWITCHES INCLUDING ROCKER STYLE

### **2018 -**

- TRUCK SIDE & PLOW SIDE HARNESSSES ADDED WIRES FOR FLOAT AND ACCESSORY OPTIONS
- FLOAT OPTION AVAILABLE FOR ALL 2014 AND NEWER VERTICAL PUMP BACK BLADE MODELS
- POLY MOLDBOARD EDGES AVAILABLE FOR ALL TRACTORS

### **2017 -**

- ALL CYLINDERS CHANGED TO ORB PORTS
- ALL HOSES CHANGED TO FEMALE JIC ENDS
- TRACTOR 3-POINT MOUNT REDESIGN
- WING CYL BULKHEAD FITTINGS ELIMINATED
- SIDEKICK INTRODUCED
- FULL LINE OF 24" TRACTOR BLADES INTRODUCED
- SPRING BAR CHANGED TO 5/8" FOR ALL MODELS

### **2014 -**

- PUMP CHANGED TO VERTICAL
- ADJUSTABLE - BOLT ON QD ARMS
- SLIDE ON MOLDBOARD ENDS (2014 MODEL YEAR ONLY)
- WIRING/CONTROLLERS WERE CHANGED



## **2009 -**

- ADJUSTABLE WING CYLINDERS

## **2008 -**

- FROM "HOODED" TO STRAIGHT MOLDBOARD DESIGN
- ADJUSTABLE UPPER ARMS
- SHEAR BOLT FOR HYDRAULIC WINGS
- CLEVIS PINS IN ALL MOVING WELDMENTS
- QD ARM/MOUNT DESIGN INTRODUCED
- CORNER CLOSURE EDGES
- MOLDBOARD & QD ARM SPACING CHANGED TO 8 ½"
- ELECTRICAL CONNECTIONS MOVED TO INSIDE TRUCK BOX
- A LIMITED NUMBER OF 102" TRUCK MOLDBOARDS WERE PRODUCED, THESE HAD SPECIFIC WING SIZES NOT USED ON ANY OTHER BLADES

## **2007 -**

- 30" TRACTOR BLADE INTRODUCED

## **2007 & PRIOR -**

- MOUNTS WERE BUILT WITH AN EBLING MADE REAR BUMPER WHICH TOOK PLACE OF THE OEM BUMPER. THE ELECTRICAL HOOK UPS WERE MOUNTED IN A VALANCE BETWEEN THE BUMPER AND THE BED OF THE TRUCK. THIS STYLE REQUIRES THE LONG VERTICAL QD PINS.
- AROUND 2007A LIMITED NUMBER OF MOUNTS WERE MADE WITH ARMS THAT SLID INTO THE HITCH CROSSTUBE ENDS AND ACCEPTED THE QD CHANNEL WITH LONG VERTICAL QD PINS. THESE MOUNTS/PARTS ARE NO LONGER AVAILABLE.



- THE ELECTRICAL HOOK UPS THAT GO ALONG WITH THE ABOVE MENTIONED MOUNTS WERE DOWN UNDERNEATH THE OEM BUMPER.

#### **MISC -**

- MANY DIFFERENT VERSIONS OF PUMP COVERS HAVE BEEN USED OVER THE YEARS. ALL ARE AVAILABLE FOR PARTS WITH THE EXCEPTION OF CLOTH "BAG" TYPE USED ON 2013 AND PRIOR HORIZONTAL PUMPS. A DESCRIPTION WILL BE NEEDED TO ID THE EXACT COVER PART.
- 2008 - 2012 WIRING CAN BE USED WITH A 2013 & NEWER BLADE AND VISA VERSA WITH WIRING CHANGES SHOWN IN MECHANICS GUIDE.
- 2005 - 2012 WIRING USED SQUARE 4-WAY PLUGS UNDER DASH FOR CONTROLLER WITH 6-WAY PLUG AT PLOW CONNECTION
- 2004 & PRIOR WIRING USED FLAT FOUR PLUGS UNDER DASH WITH 6-WAY PLUG AT PLOW CONNECTION. 2 FLAT 4'S FOR HYDRAULIC WINGS & SINGLE FLAT 4 FOR FIXED WINGS
- "HOODED" MOLDBOARD & WING CUTTING EDGES ARE DIFFERENT THAN STRAIGHT DESIGN



# 2017 TO CURRENT HYDRAULIC WING

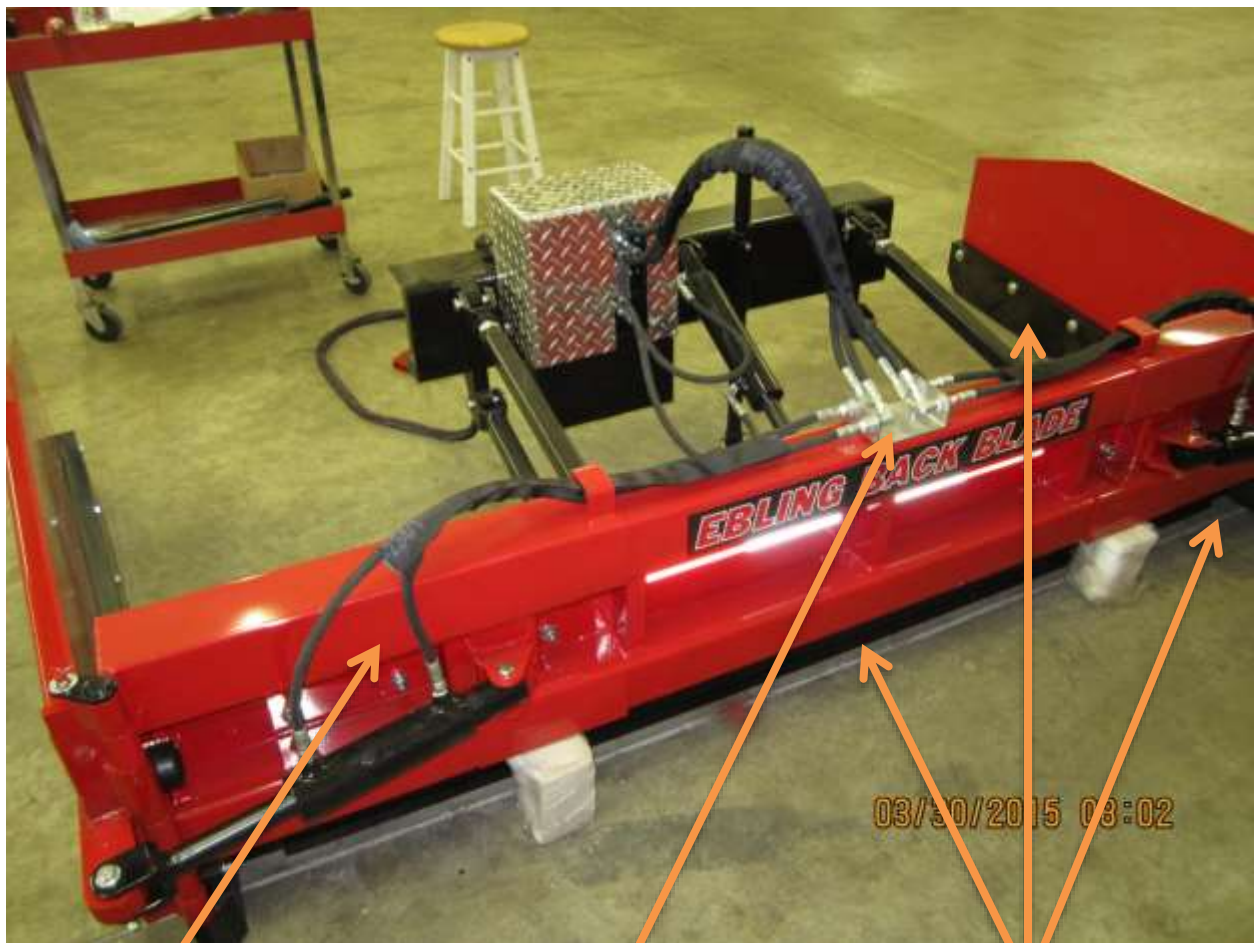


**All Hoses Have #6 JIC Female Ends - All Cylinders Have ORB Ports - Bulkhead Fittings Eliminated**

**Cutting Edges Are The Same For 2008-2013 & 2015-Current (2014 & 102" MBs Are Different Edges)**



# 2014 ONLY HYDRAULIC WING & FIXED WING



**2014 Models Had Slide On Moldboard Ends. This Is The Case For Hydraulic & Fixed Wings**

**2014 Had Removable Bulkhead Fitting Plate**

**All Cutting & Corner Edges For This Model Year Are Different Than Other Years. See Parts Guide For Details**



# 2008-2013 HYDRAULIC WING



**Bulkhead Fittings For Wing Cylinders**

**Horizontal Pump With "Stack Valves"**

**Flow Control Valve To Adjust Drop Speed And Eliminate Any Chattering On Lower Function**



## 2008-2013 HYDRAULIC WING



**Horizontal Pump With  
"Stack Valves"**

**Flow Control Valve To  
Adjust Drop Speed  
And Eliminate Any  
Chattering On Lower  
Function**

**Bulkhead Fittings For  
Wing Cylinders**





## 2008 ONLY HYDRAULIC WING



**Non Adjustable Wing Cylinders  
New Adjustable Cylinders Are  
Compatible**



## 2008-2014 QD ARMS



**QD Arms Welded In Position  
For Mount Width, They Are  
Now Adjustable**



## 2007 & PRIOR QD ATTACHMENT



**QD Channel Attaches Directly To  
Bumper With No Arms, Using  
Longer Vertical QD Pins**



## 2007 & PRIOR QD ATTACHMENT

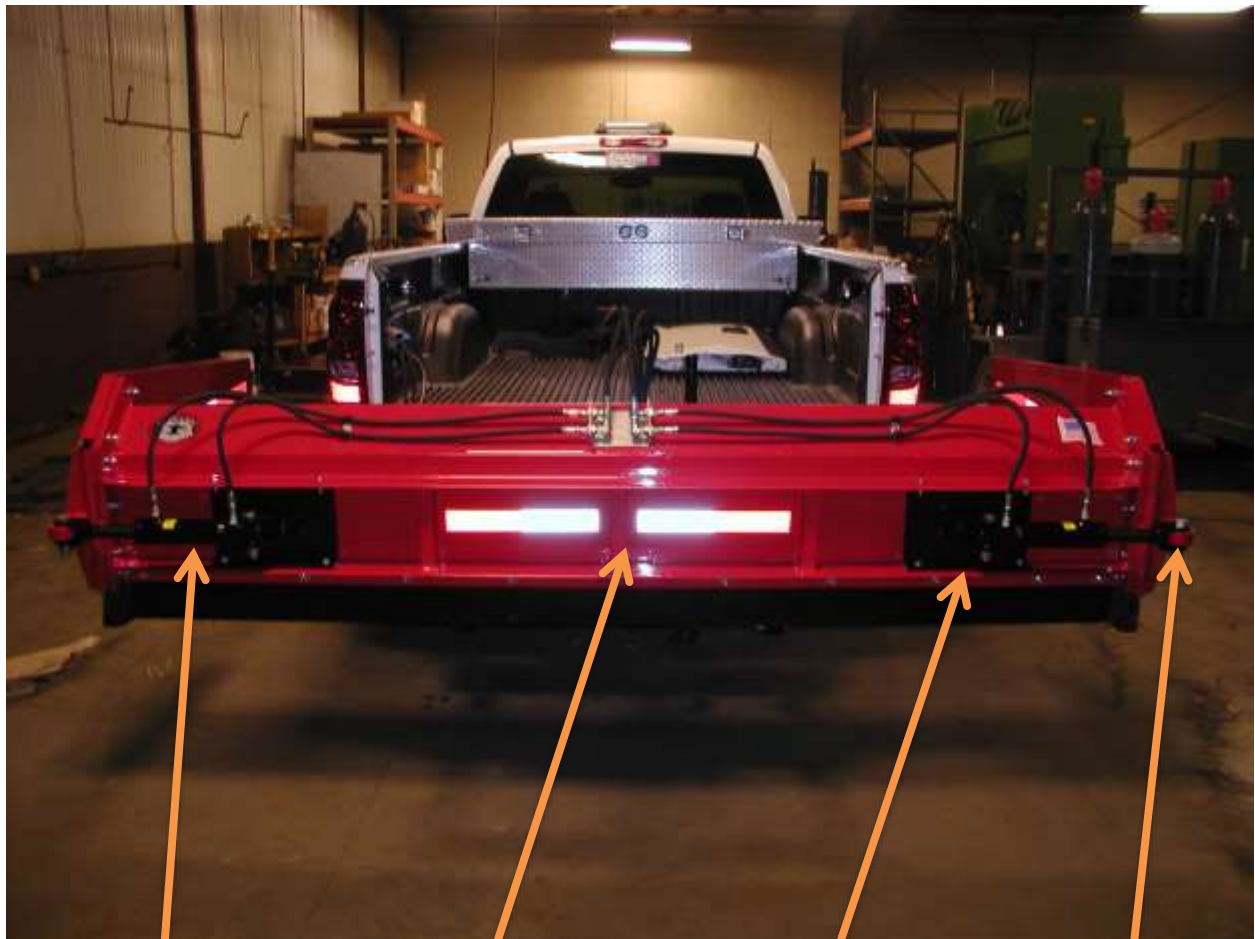


**QD Channel Attaches Directly To  
Bumper With No Arms, Using  
Longer Vertical QD Pins**

**Electrical Connections  
Mounted In Valance**



# 2007 & PRIOR HOODED MOLDBOARD



**Wing Cyls Not Compatible With Newer Models**

**Hooded Moldboard Design**

**Wing Cyl Clevis Channel With Shear Bolts**

**3/4" Wing Arm Attachment Bolts**



## 2007 & PRIOR HOODED MOLDBOARD



**3", 6" Or 9" Moldboard  
Extensions Were Available**



## 2007 & PRIOR HOODED MOLDBOARD



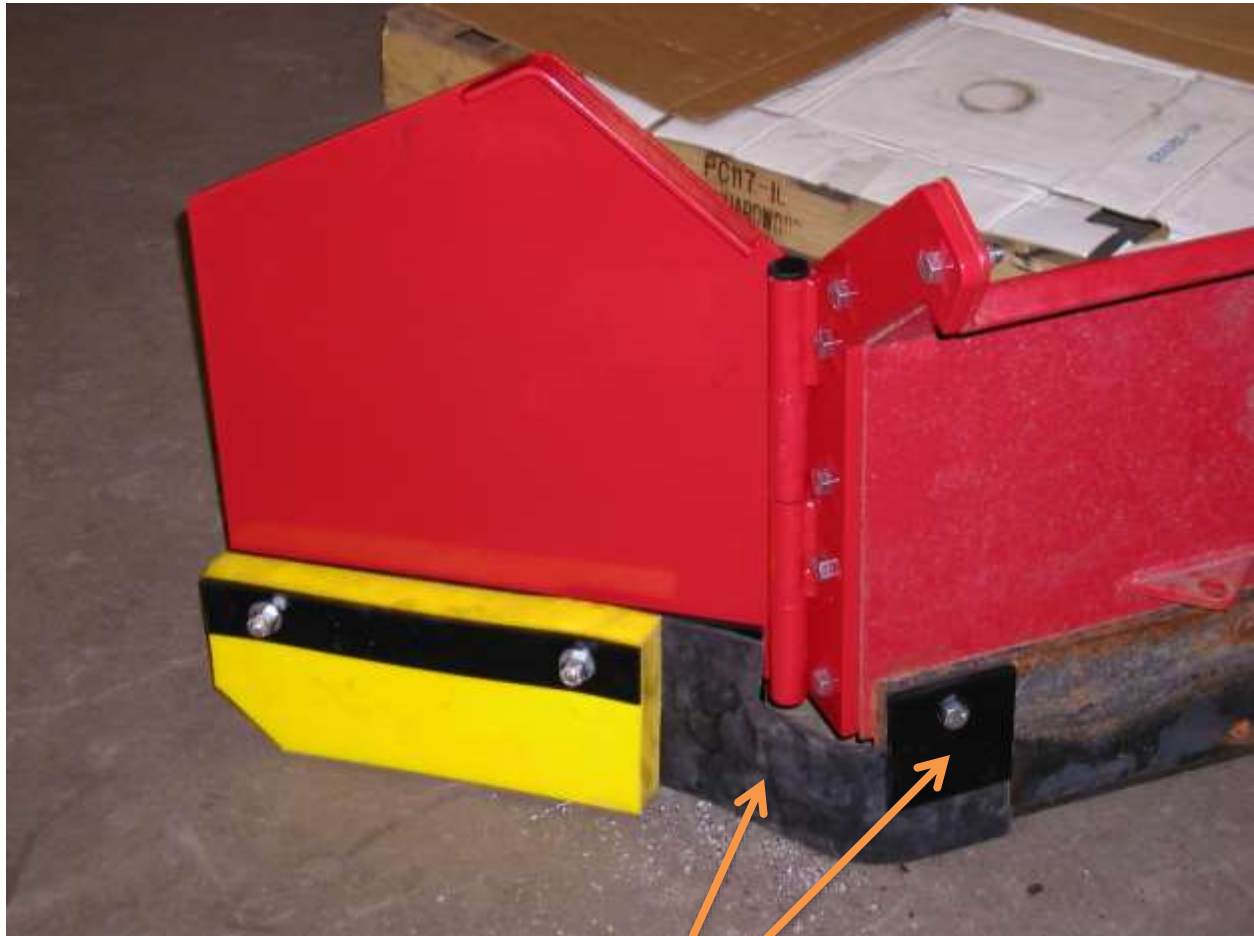
**3/4" Wing Arm Bolt**

**Cutting Edges Are  
Different Part  
Numbers Than  
Straight Moldboards**

**16' Wing With Angle Iron  
Reinforcement**



## 2007 & PRIOR HOODED MOLDBOARD



**1/4" Rubber Corner Closures  
With Squish Plates Called  
"Dribble Guards"**





## 2007 & PRIOR HOODED FIXED WINGS



**These Examples Are Clutch  
Pump Hydraulics**



## 2007 & PRIOR HOODED FIXED WINGS



**These Examples Are Clutch  
Pump Hydraulics**



## 2007 SIDE ARM QD MOUNT



**QD Arms Attached Into Side Of Hitch  
Tube, QD Channel Attached To Arms  
Using Long Vertical QD Pins**



## 2007 SIDE ARM QD MOUNT



**QD Arms Attached Into Side Of Hitch  
Tube, QD Channel Attached To Arms  
Using Long Vertical QD Pins**

**Electrical Connections Under  
OEM Bumper**



## 2002 -2004 HYDRAULIC WINGS



Originally the hydraulic wing models had cylinders working together instead of separate controls

The stack valves had 2 blocks, 1 for lift/lower & 1 for the wings



**Example Of A Very Early  
Back Blade Design  
2 Arm Lift**

