EBLING BACK BLADE

BACK BLADE

HISTORY GUIDE

NOTABLE CHANGES TO THE EBLING BACK BLADE OVER THE YEARS

2026 -

- HD MOTORS NOW ON STANDARD & FLOAT PUMPS
- 2 ½" RECEIVERS ON ALL 2017 AND LATER FORD MOUNTS STANDARD
- TRACTOR BACK BLADES REDESIGNED TO 30" X 96" & 30" X 102" MOLDBOARDS WITH 2 OR 4 FOOT WINGS, 3-POINT MOUNTS FIT CAT 1, 2 &3.
- 24" CAT 1 TRACTOR BLADES DISCONTINUED

2022 -

- REDESIGNED HW PUMP WITH FLOAT STANDARD, HIGHER FLOW RATE, HD MOTOR & UPDATED CONTROLLER
- TRACTOR CAT 1&2 3-POINTS RE-DESIGNED TO FIT MOST QUICK ATTACH ADAPTERS AS WELL AS CAT 3 TRACTORS

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 SPDT SWITCHES INCLUDING ROCKER STYLE

2018 –

- TRUCK SIDE & PLOW SIDE HARNESSES 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 TRUCK 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 2007 A 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 HORIZONAL 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 2015-2016 HAD VERTICAL PUMP W/ BULKHEAD FITTINGS / NPT HOSES

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

Horizonal Pump With "Stack Valves"

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

2008-2013

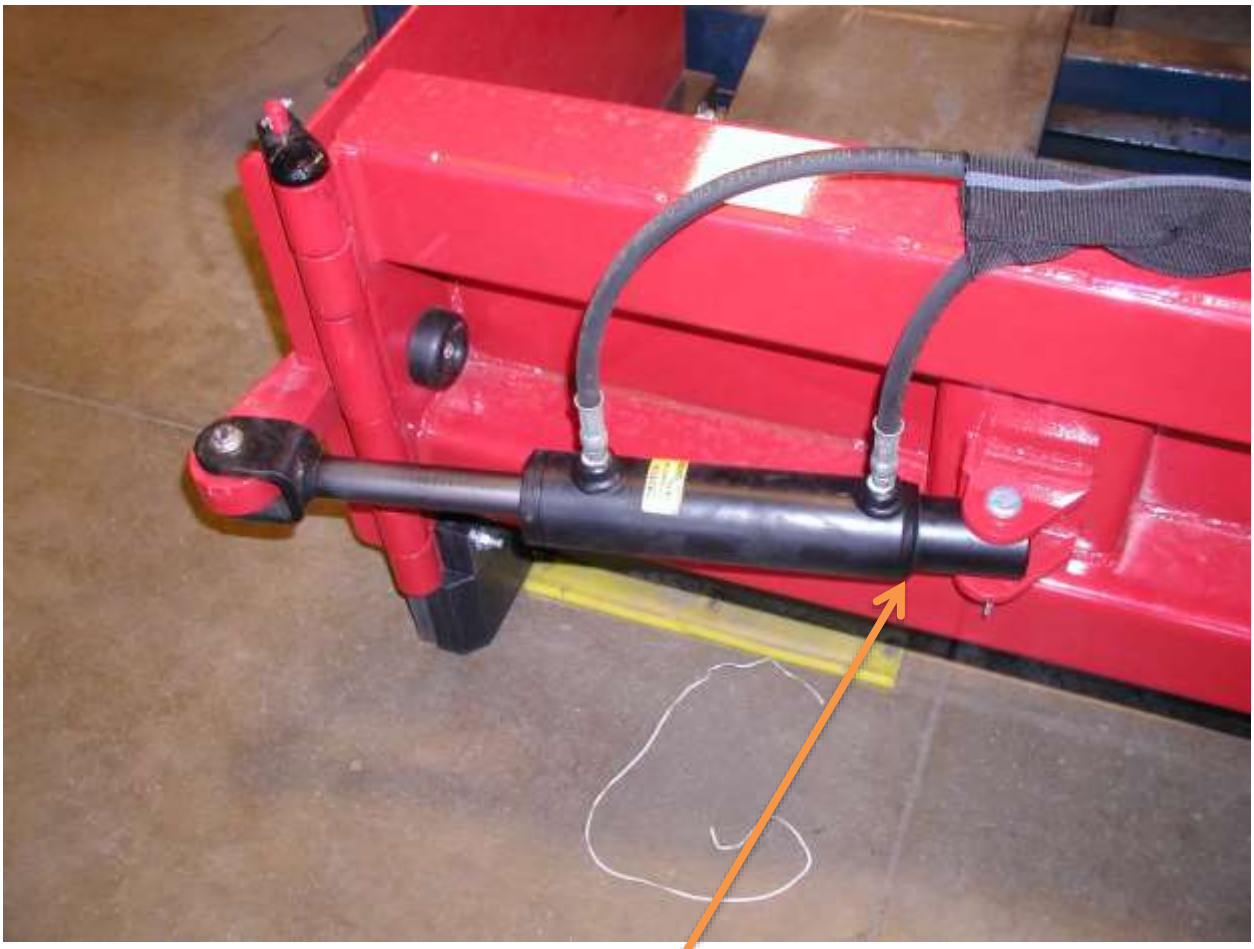
HYDRAULIC WING

Horizonal 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

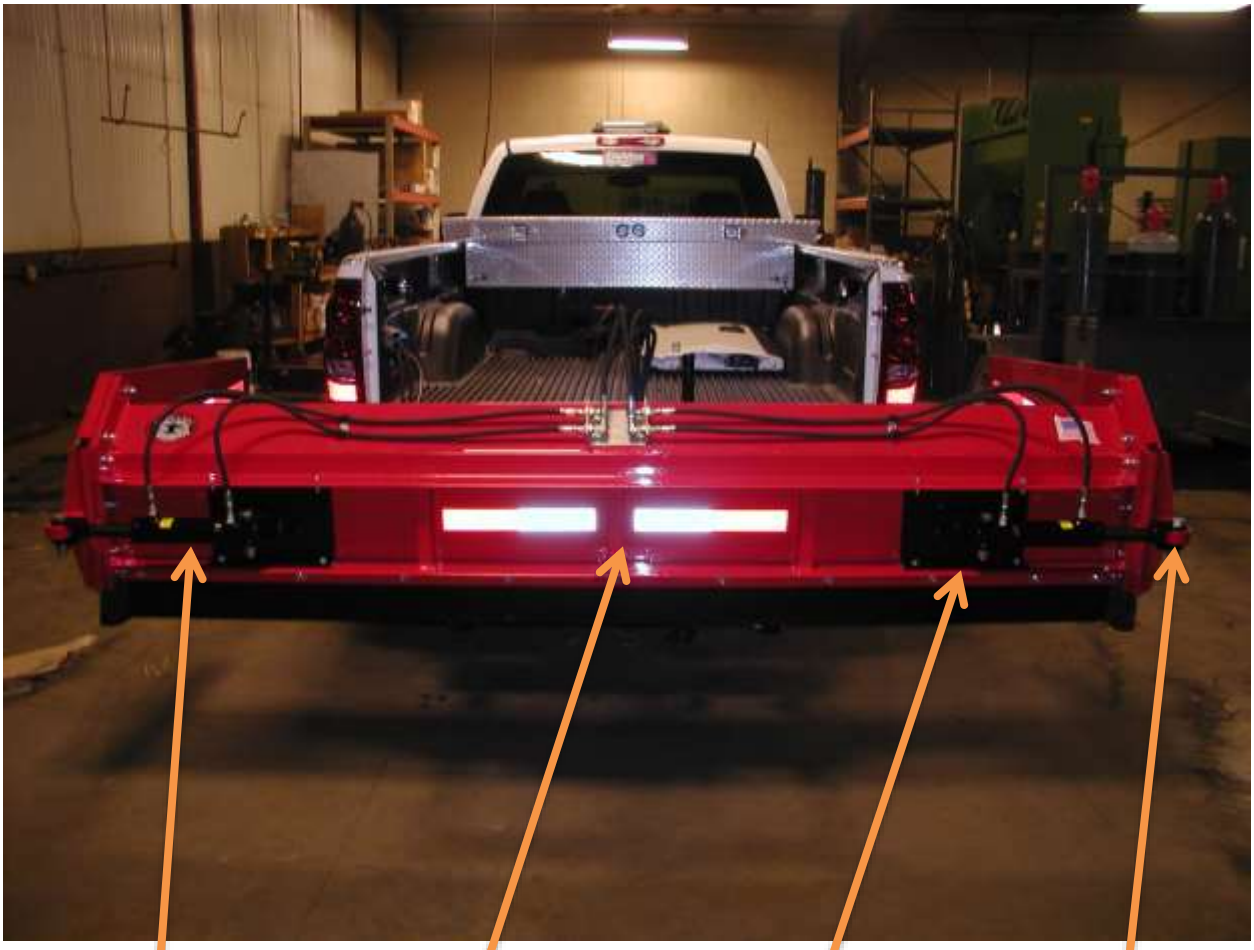
QD Arms Welded In Position For Mount Width, They Are Now Adjustable

2007 & PRIOR QD ATTACHMENT

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

2007 & PRIOR QD ATTACHMENT

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

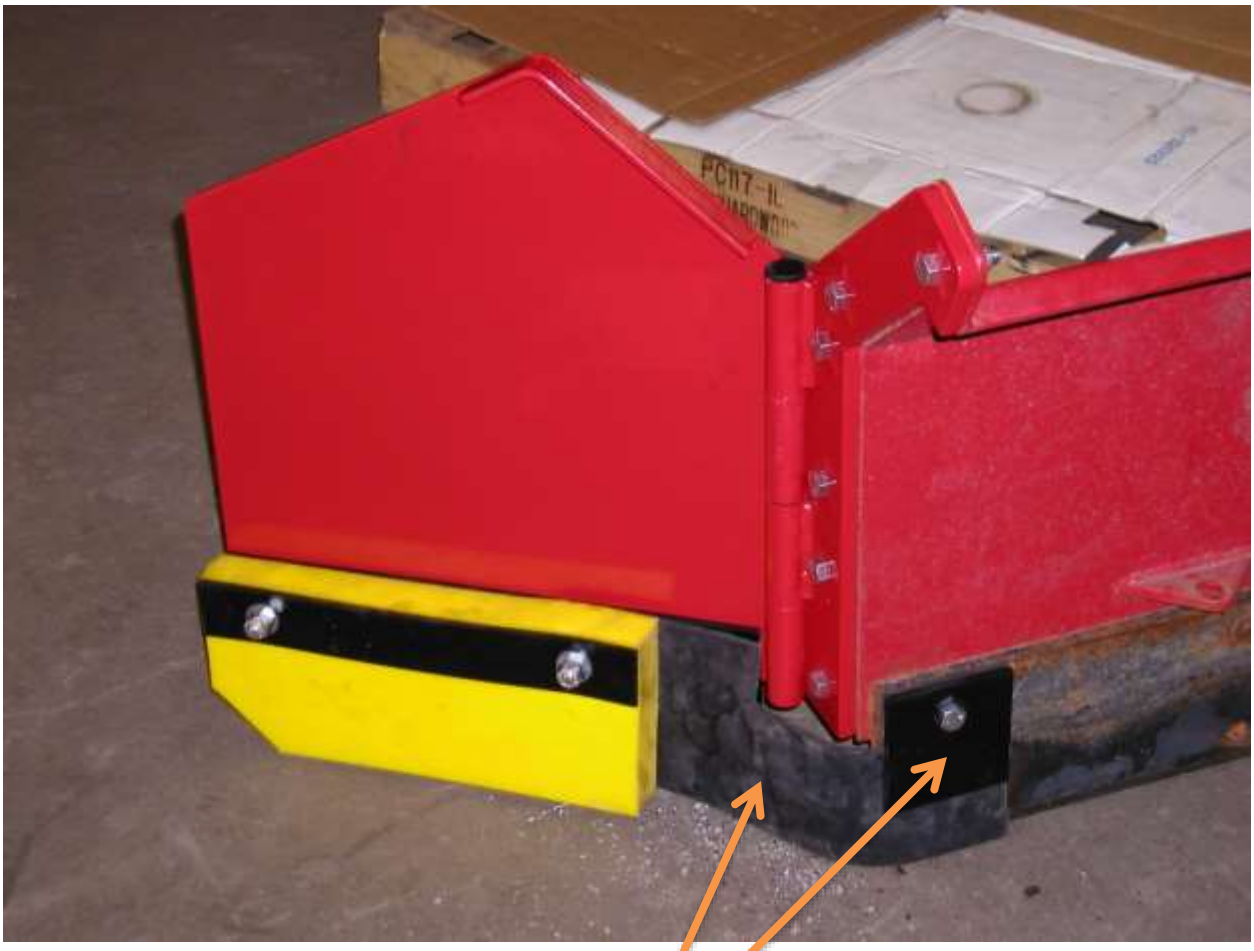
2007 & PRIOR HOODED MOLDBOARD

3/4" Wing Arm Bolt

Cutting Edges Are Different Part Numbers Then 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