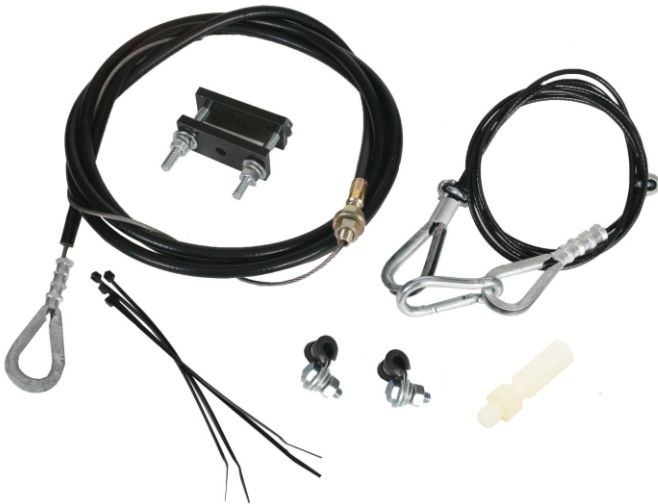




ReadyBrake Cable Installation Instructions



RB-011 Kit Pictured

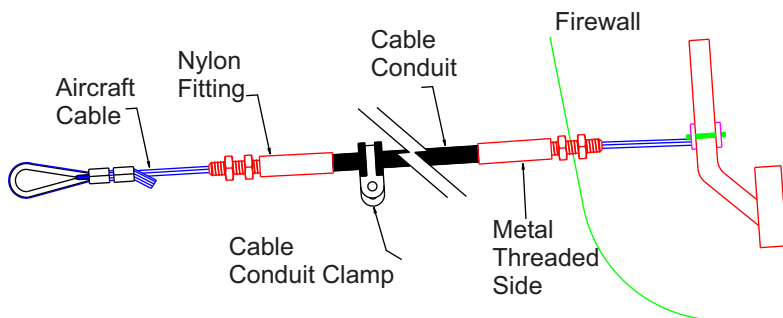
Tools You Will Need

- Drill with 1/8" bit, 5/16" bit, 3/8" bit and possibly 1" bit
- Cable cutters - Utility Knife - Tape Measure
- 2 each 7/16" wrenches - 1/2" wrench - 7 mm socket
- Flathead Screwdriver

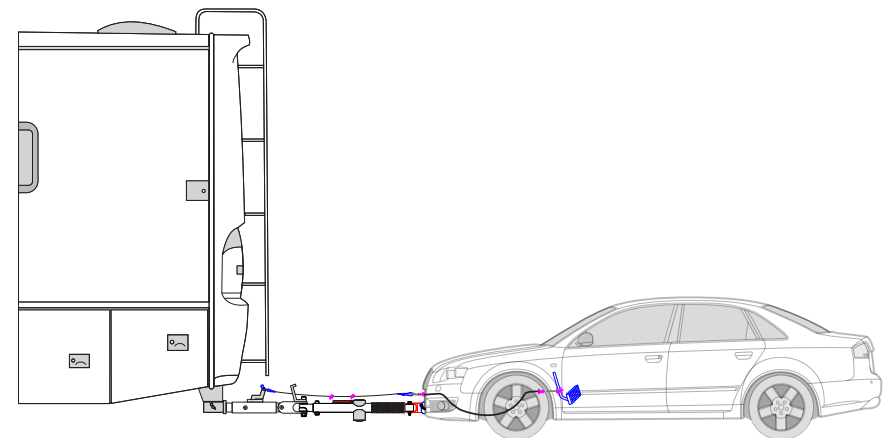
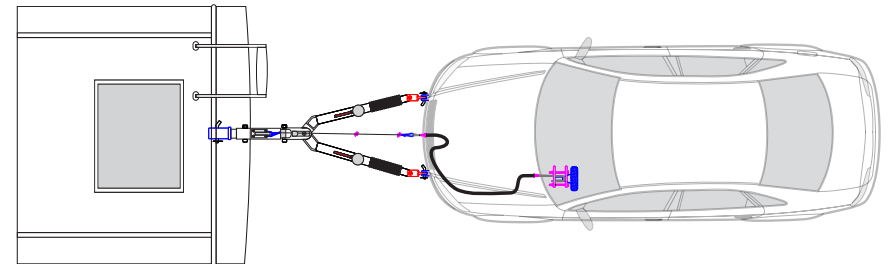
How to Install the ReadyBrake Cable

These instructions are not vehicle specific. Like motor oil changes each vehicle will have different locations for the oil filter but the process of changing oil remains the same and so is the process of installing a ReadyBrake cable.

First, drill a hole through the floorboard behind the brake pedal. Pull back the carpet and mark a spot directly behind the brake pedal then measure the location from a point that can be seen from the engine side too, such as the steering shaft. From the engine side find this location and verify there will be no obstructions. Proceed by drilling a 1/8" pilot hole. If there is an obstruction drill another hole in a better location remembering to stay behind the brake pedal. A dab of silicone will cover unused holes. Some vehicles may have a "double firewall" requiring you to drill through two layers of metal. With a 5/16" drill bit enlarge the pilot hole. On a "double firewall" you will also need to drill a 1" hole on the cabin side layer to allow for a socket to fit inside to tighten the nut on the cable fitting since the threading is not long enough to reach through both layers.

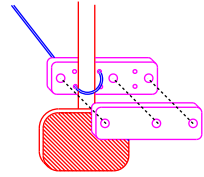


Next, install the cable conduit. Pull the steel aircraft cable out of the cable conduit housing, remove the nut and washer and from the engine side push the metal threading of the cable conduit into the hole you drilled. Fasten the conduit to the firewall with the nut and washer previously removed. Route the conduit through the engine area making sure to avoid moving parts, belts, and hot parts that could melt the cable. We usually route it under the engine or along the driver side wheel well and then curve it back up and toward the middle of the front bumper. The conduit can be curved around corners but do not bend it so sharply it collapses the aluminum housing inside causing the internal cable to bind. Find a location on the front of the vehicle to install the nylon fitting where the cable will hang out. The cable must be near the center of the bumper. We have installed the nylon fitting on the bottom right corner of the front license plate before as an example. Drill a 3/8" hole where you will install the nylon fitting and secure the fitting in this hole using the nylon nut provided. Use the provided cable conduit clamps and wire ties to secure the cable conduit to the vehicle paying special attention to the curves since the conduit will want to straighten out when the cable inside is pulled which can prevent the brake pedal from pulling down. Cut the excess cable conduit so that the end will slip into the nylon fitting. If the conduit is secured properly it should not slip out of the nylon fitting on it's own. Thread the steel cable into the nylon fitting and conduit then feed it all the way in so that the swaged loop end is touching the nylon fitting.



Finally, attach the cable to the brake pedal.

Remove the nuts and bolts from the brake tie. The side with small holes in it goes closest to the floorboard on the back side of the brake pedal arm. Run the cable through one of the small holes on this piece, loop it around the brake pedal arm and then back through another small hole on the brake tie (If you are also installing our RS-5000 Break Away, attach it's cable the same way using the remaining small holes). Replace the bolts into the other brake tie piece through two of the large holes that are closest to each other unless your brake pedal arm is too wide and requires that you use the outside holes. Connect the two brake tie parts together with the brake pedal arm and cable between them. Leave very little slack in the brake cable before tightening the brake tie but keep a loop on the Break Away cable (see instructions for the RS-5000 Break Away). Cut the excess cable. Press the brake pedal in and release it a few times with someone watching outside to see that the cable loop moves back and forth without binding.



How to Adjust the Sling Cable

Loosen the nuts on both cable clamps. Connect the swaged cable loop end to the clevis on the ReadyBrake lever (#1). Connect the spring clip end to the loop of the cable connected to your brake pedal (#2). Adjust the cable leaving enough slack that there is about a 2 inch drop in the center (DO NOT MAKE THE CABLE TIGHT or it will pull your brakes down the entire time). Tighten a cable clamp against the cable loop sleeves (#2) so they can not move then tighten the other clamp toward the middle. Before testing please install the DL-100 or DL-300 monitor system. To test, tow the vehicle at least 20 mph then apply brakes until stopped. The actuator arm should be in an upward position pulling the brake pedal down until you drive forward a few inches to release it. Have a friend ride in the towed vehicle to see that the brake pedal is pulling down and releasing as you stop while in a safe area like an empty parking lot.

