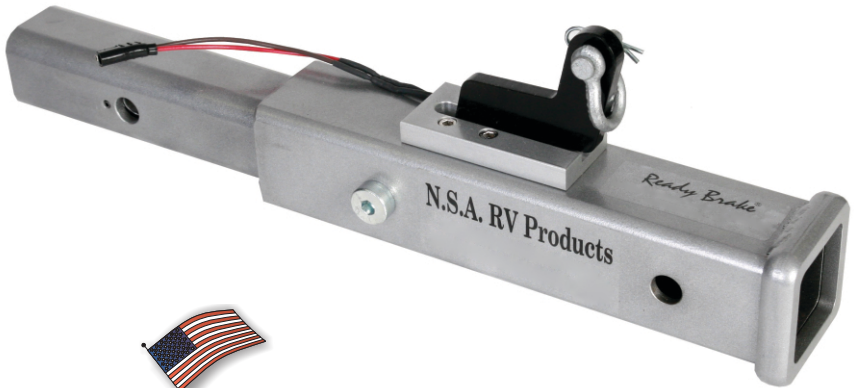




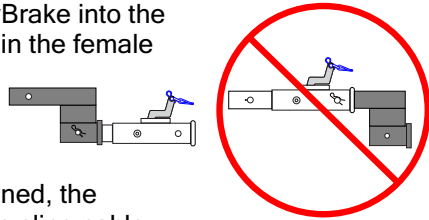
ReadyBrake Owners Manual



Made In USA

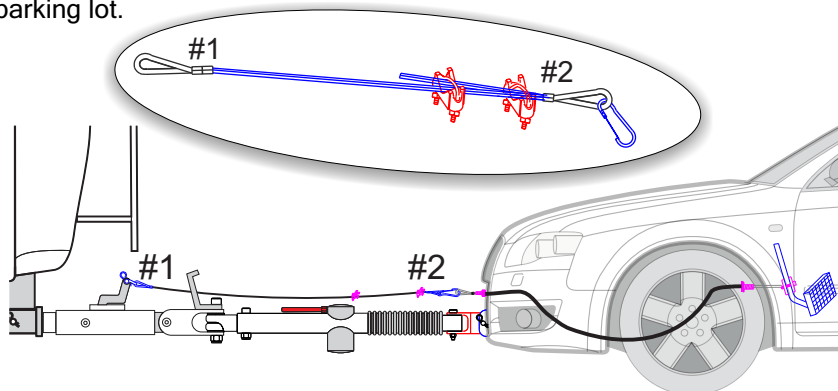
How to Install the ReadyBrake

Insert the ReadyBrake into the 2" receiver of the tow vehicle then align the holes and use a 5/8" pin to secure it into place. Insert a towbar into the female receiver end of the ReadyBrake (cut off excess if more than 6" will be inserted (uncommon)). Connect towbar legs to the towed vehicle base plate. The towbar should be within 2 inches of level for the brake system to work properly. Measure from the ground to the connection point on each vehicle for levelness. If a drop or riser hitch is needed to level the towbar, insert it into the receiver of the tow vehicle and put the ReadyBrake into the drop/riser hitch. Only install towbars in the female receiver end of the ReadyBrake, a drop hitch on this end will bind the moving parts and keep the brake from working. With the towbar level, legs extended and both vehicles aligned, the ReadyBrake can be adjusted with the sling cable.



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 and go while in a safe area like an empty parking lot.

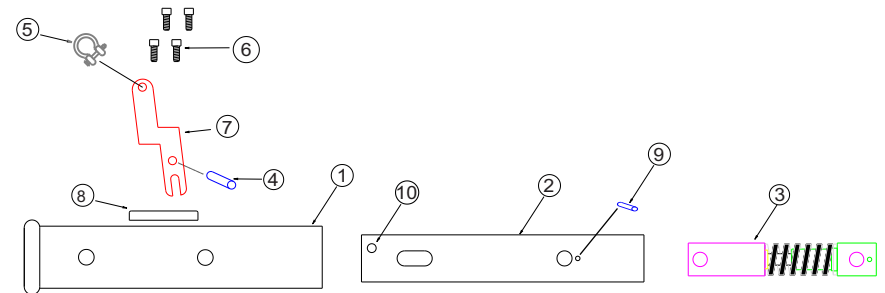


General Use and Tips

The ReadyBrake can only be used on vehicles towed with all 4 wheels on the ground. Do not use with trailers or tow dollies. The loaded weight of your towed vehicle must not exceed the weight rating limits of any component used for towing it. Allow clearance for the actuator arm to move toward the tow vehicle 3 1/2", if there is not enough room a hitch extension can be used. The actuator arm will not move by hand, it takes a few hundred pounds to move it. In the unlikely event the receiver on your tow vehicle is not deep enough for the ReadyBrake to insert, 1" of the ReadyBrake can be cut off to make it fit. Never insert more than 6" of a tow bar head into the ReadyBrake or the actuator arm will be unable to move. Use a locking hitch pin on all connection points to prevent theft or vandalism. Drop and riser hitches create a lever situation so if your towbar is 2 inches from level it is within tolerance and we do not recommend using a drop, if 4 inches from level we recommend using a 2 inch drop to stay in tolerance and create less of a lever and dragging issue.

Maintenance

No maintenance is needed until the ReadyBrake has been used for a season. Once a year spray white lithium grease under the actuator arm (#7), spray into the open end of the ReadyBrake outside body (#1) and the inside body (#2). Also spray the area that these two parts slide against each other and the powder coating is probably wearing off from use, around where the (#2) arrow is pointing in the image below.



Ref#	Qty	Description
1	1	Ready Brake Body Outside
2	1	Ready Brake Body Inside
3	1	Shock & Spring Assembly
4	1	3/8" X 1" Dowel Pin
5	1	Actuator Arm Clevis
6	4	1/4-20x1" Socket Head Cap Screw
7	1	Actuator Arm
8	1	Pivot Block Clamp
9	1	3/16" x 2" spring pin
10	1	3/8" x 2" Dowel Pin