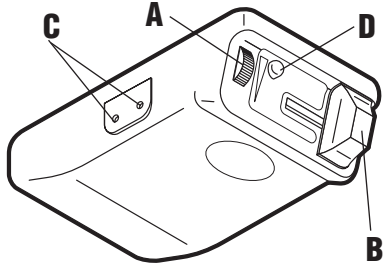


Electronic Brake Control For 2 to 4 brake applications

READ THIS FIRST:

Read and follow all instructions carefully before installing or operating the Brake Control. Keep these instructions with the Brake Control for future reference.

Components of the Brake Control

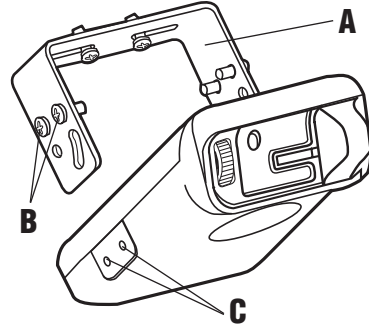


- A. Power Knob
- B. Manual Slide Knob
- C. Bracket Mounting Holes
- D. Bi-Colored Light

Important Facts to Remember

1. Do not mount or activate RF generating items (cell phones, two way radios) near (less than 12") the Brake Control.
2. **CAUTION** Reversing the connection to a breakaway battery on the trailer will destroy the Brake Control.
3. **CAUTION** Disconnect trailer plug from the tow vehicle prior to testing a breakaway switch or you may destroy the Brake Control.
4. The light is:
 - GREEN when trailer is connected
 - RED when brake pedal or manual is activated and trailer is connected.
 - Flashing RED or OFF when trailer is not connected.
5. The GREEN light draws 10 milliamperes of current from tow vehicle. It would take over 5,000 hours to drain the tow vehicles battery.
6. **WARNING** The Gross Combined Weight Rating (GCWR) must never exceed the vehicle manufacturers recommendation.
7. This control specifically designed for use with electric trailer brakes.
- 8.

Installation Guide



- A. Mounting Bracket
- B. #6 x 3/8" Screws
- C. Mounting Holes

1. **CAUTION** Drilling or use of longer screws may damage unit.
2. Securely mount *bracket* to a solid surface.
3. Insert supplied #6 x 3/8" screws on each side into the mounting holes.
4. Adjust Brake Control to desired position and tighten *screws* until snug.

Adjusting the Power to the Trailer Brakes

Once the control has been installed, it is necessary to set the power needed to stop the trailer during a braking event.

1. Connect trailer to tow vehicle.
2. Locate the *manual slide knob* and *power knob* on the control.
3. Turn *power knob* to minimum. Turn *power knob* in the + direction about a 1/4 of a turn.
4. Drive tow vehicle and trailer on a dry level paved surface at 25 mph and apply *manual slide knob*.
 - ✓ If trailer brakes lock up:
 - Turn power down using *power knob*.
 - ✓ If braking was not sufficient:
 - Turn power up using *power knob*.
5. Repeat Step (4) until power has been set to a point just below wheel lock up or at a sufficient force as to achieve maximum braking power.

NOTE:

1. Always warm the trailer's brakes before setting the power. Warm trailer brakes tend to be more responsive than cold brakes. To warm trailer brakes, drive a short distance (1/4 mile) at 45 MPH with manual lever engaged enough to cause trailer braking at a low level.
2. **WARNING** The power should never be set high enough to cause trailer brakes to lock up. Skidding trailer wheels can cause loss of directional stability of trailer and tow vehicle.
3. The power may need to be adjusted for different load weights and road conditions.
4. Not all trailer brakes will lock up due to various conditions. However, inability to lock up the brakes generally indicates the need for an inspection to determine the cause.
5. The driver may find it necessary to readjust the power to a lower setting for extended periods of in town stop and go driving. It is always good practice to readjust the power when returning to highway driving.

Troubleshooting Chart

Situation	Probable Cause
No trailer brakes with manual knob activated. Light is GREEN.	<ul style="list-style-type: none"> • POWER set to minimum, adjust to a higher setting.
No trailer brakes with foot pedal depressed. Light is GREEN.	<ul style="list-style-type: none"> • POWER set to minimum, adjust to a higher setting. • RED (stoptlight) wire connected incorrectly. • Bad connection on RED wire. • Blown stoptlight fuse.
Trailer braking is weak. Light is GREEN / RED.	<ul style="list-style-type: none"> • POWER set too low, adjust to a higher setting.
Trailer braking is weak or inconsistent. Light is OFF, Flashing RED or DIM.	<ul style="list-style-type: none"> • Trailer is not connected to vehicle. • Open circuit on brake line. • Ground connection is poor. • No POWER to unit through BLACK wire.
Trailer braking is too strong. Light is GREEN / RED.	<ul style="list-style-type: none"> • POWER set too high, adjust to a lower setting.
Trailer brakes locked when connected to vehicle. Light is RED.	<ul style="list-style-type: none"> • RED (stoptlight) wire connected incorrectly. • Breakaway system employed. • BLACK & WHITE wires reversed, control destroyed.
Light is GREEN all the time	<ul style="list-style-type: none"> • Short from brake line to ground. • BLACK & WHITE wires reversed, control destroyed.

Appendix A: Trailer Brake Adjustment**

Brakes should be adjusted after the first 200 miles of operation when the brake shoes and drums have "seated" and at 3000 mile intervals, or as use and performance requires. The brakes should be adjusted in the following manner:

1. Jack up trailer and secure on adequate capacity jack stands. Follow trailer manufacturers recommendations for lifting and supporting the unit. Check that the wheel and drum rotate freely.
 - 1. **WARNING** Do not lift or support trailer on any part of the axle or the suspension system.
2. Remove the adjusting hole cover from the adjusting slot on the bottom of the brake backing plate.
3. With a screwdriver or standard adjusting tool, rotate the starwheel of the adjuster assembly to expand the brake shoes. Adjust the brake shoes out until the pressure of the linings against the drum makes the wheel very difficult to turn.

Note: With drop spindle axles, a modified adjusting tool with about an 80 degree angle should be used.

4. Then rotate the starwheel in the opposite direction until the wheel turns freely with a slight lining drag.
5. Replace the adjusting hole cover and lower the wheel to the ground.
6. Repeat the above procedure on all brakes.
 - 1. **WARNING** Never crawl under your trailer unless it is resting on properly placed jack stands.

Follow the trailer manufacturers recommendations for lifting and supporting the unit. Do not lift or place supports on any part of the suspension system.

**Note: Trailer Brake Adjustment procedures courtesy Dexter Axle.