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+ SYNC - OUTPUT ACTIVATOR OUTPUT ACTIVATOR OUTPUTCONTROL More Output Less Output OUTPUTINDICATOR SYNC CONTROL MANUALCONTROL More Aggressive Braking Less Aggressive Braking Push to ApplyTrailer Brakes CONTROLS OUTPUT CONTROL The output control is located on the front of the brakecontrol unit at the top left side. The output control establishes the maximum amount ofpower available to the trailer brakes. As the setting is moved to the left more power will beavailable to the brakes when the brake pedal ispressed or the manual control is used. The output control would be adjusted when trailer loadchanges, when different trailers are used or to adjustfor a change in road conditions. SYNC CONTROL The sync control is located on the left side of the brakecontrol unit, forward of the mounting bracket. The synccontrol adjusts brake aggressiveness or the time it takesto reach the full output set by the output control when thebrake pedal is pressed.



The sync adjustment has no effect on the manual control.



The brakes become more aggressive as the switch is moved toward the front of the tow vehicle. The sync control would be adjusted for individual driver preference or changing road conditions. MANUAL CONTROL The manual control is located on the front of the brake control unit at the right side. The manual control only applies the trailer brakes and would be used in situations when it is desirable to reduce speed slowly. When the manual control is pushed to the left the control begins to apply the trailer brakes. The further to the left it is pushed the harder the brakes are applied until the maximum set by the output control is reached. The manual control activates the tow vehicle and trailer stoplights and the output indicator on the control unit. OUTPUT INDICATOR The red indicator light on the front of the control unit will glow when brakes are applied either by the brake pedal or the manual control (with or without a trailer attached). The indicator will start dim and glow brighter as output increases. The indicator light will also help confirm proper installation. SET UP 1. With a trailer connected, set the sync control half way between + and -. Starting with the output control in the lowest position (all the way right) roll forward slowly and stop. If no trailer braking is felt adjust the output control slightly to the left. Repeat this process until firm trailer brakes are felt. If the trailer brakes lock-up or jerk adjust the output back to the right slightly. 2. Move the sync control back (toward the driver) to about 1/4 of the distance between + and -. 3. Test drive making several stops. Adjust the sync control until stops are smooth and firm. Slight adjustment of the output control may also be desirable. Setting the brake control too aggressively could cause brake pulsing when towing with hazard flashers on. If such settings are necessary, a pulse preventor can be used. 4. Have someone watch the stoplights while the manual control is activated to make sure the stop-lights on both the tow vehicle and trailer are working. Note: If any problems occur during set up refer to the Trouble shooting section of these instructions. USAGE TIPS Light pressure on the brake pedal will activate the trailer's brakes with little or no effect on the tow vehicle's brakes.

This is useful for gradual slowing on steep downhill grades or before stops. INSTRUCTIONS FOR THE INSTALLATION AND OPERATION OF ELECTRONIC TRAILER BRAKE CONTROL FOR 2 AND 4 BRAKE SYSTEMS IMPORTANT: READ AND FOLLOW THESE INSTRUCTIONS CAREFULLY.



KEEP THESE INSTRUCTIONS IN YOUR TOW VEHICLE FOR FUTURE REFERENCE. THIS PACKAGE INCLUDES: (1) Brake Control Unit (1) Mounting Bracket (4) Mounting Screws (1) Wire Tap Connector (1) Warranty Card TOOLS REQUIRED: Assorted end wrenches Drill with 1/8" bit Wire connector crimp tool Probe type circuit tester Wire cutter/stripper Screwdriver MATERIAL REQUIRED: 12 Ga. or larger wire 20 Amp auto-reset circuit breaker Assorted ring terminals & butt connectors 4" cable ties (6-10) + SYNC - Periodic adjustment of the Sync and Output controls may be necessary to correct for changing road conditions, trailer loading, brake wear and/or driver preference. On some vehicles, operating the brake control's manual control will not disengage "Cruise Control." TROUBLE SHOOTING GUIDE PROBLEM LIGHT POSSIBLE CAUSES SOLUTION TRAILER BRAKING IS DELAYED ON INCORRECT SYNC ADJUSTMENT ADJUST TO MORE AGGRESSIVE POSITION TRAILER BRAKES COME ON TOO FAST ON INCORRECT SYNC ADJUSTMENT ADJUST TO LESS AGGRESSIVE POSITION TRAILER BRAKES ARE WEAK ON INCORRECT OUTPUT ADJUSTMENT ADJUST FOR MORE OUTPUT TRAILER BRAKES COME ON TOO HARD ON INCORRECT OUTPUT ADJUSTMENT ADJUST FOR LESS OUTPUT NO TRAILER BRAKES - PEDAL OR MANUAL OFF NO POWER TO UNIT THRU BLACK "BATTERY +" WIRE CHECK WIRE CONNECTIONS AT: BATTERY, OPERATION CIRCUIT BREAKER, BRAKE CONTROL OUTPUT ADJUSTED TOO LOW RE-ADJUST (SEE SET UP) NO TRAILER BRAKES - PEDAL OR MANUAL ON NO CONNECTION TO TRAILER BRAKES THRU BLUE CHECK TRAILER CONNECTOR CONTACTS OPERATION (BRIGHT) "BRAKE" WIRE CHECK WIRE CONNECTIONS (SEE WIRING) TRAILER OR TRAILER BRAKES NOT GROUNDED CHECK TRAILER AND BRAKE GROUNDS NO TRAILER BRAKES USING BRAKE PEDAL OFF NO CONNECTION AT STOPLIGHT SWITCH THRU RED CHECK STOPLIGHT CONNECTION MANUAL OPERATION WORKS (PEDAL) "STOPLIGHT" WIRE (SEE WIRING STEP 8) ON (MANUAL) TRAILER BRAKES LOCKED ON WHEN RED "STOPLIGHT" WIRE CONNECTED TO WRONG CHECK CONNECTION (SEE WIRING STEP 8) CONNECTED TO CONTROL ON SIDE OF STOPLIGHT SWITCH OR TO BATTERY + BREAK-AWAY SWITCH ACTIVATED CHECK SWITCH AND CORRECT TRAILER BRAKES SEEM TO BE WORKING DIM OR FAULTY WHITE "GROUND" WIRE CONNECTION CHECK CONNECTIONS FLICKERS WEAK OR INCONSISTANT TRAILER BRAKES DIM OR SHORT IN BLUE "BRAKE" WIRE CIRCUIT LOCATE SHORT & CORRECT FLICKERS SHORT IN TRAILER BRAKE CIRCUIT LOCATE SHORT & REPAIR BRAKE CONTROL OVERHEATS, SMELLS DIM BLACK "BATTERY +" WIRE & WHITE "GROUND" BRAKE CONTROL UNIT DESTROYED HOT, LOW OR NO BRAKE OUTPUT WIRE CONNECTIONS REVERSED CORRECT WIRING & REPLACE UNIT TOWING PRODUCTS 47774 Anchor Court West Plymouth, MI 48170 © TOWING PRODUCTS 2003 PRINTED IN CHINA 05100-037 1 of 3 rev. 1/21/03 Note: A standard voltmeter will not show true output voltage. 05100-037 1/21/03 English 3/6/03 2:00 PM Page 1