

Automatic Electric Brake Foot Controller No. 1100-28

P-1386
819-0129

Installation Instructions



 **Warner**[®]
Electric

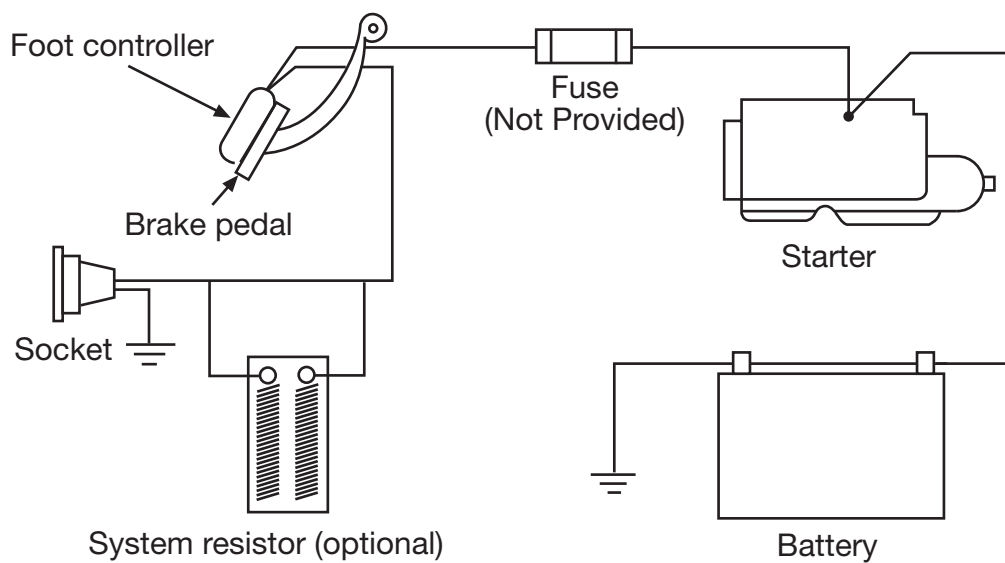
An Altra Industrial Motion Company

⚠ WARNING Failure to follow these instructions may result in product damage, equipment damage, and serious or fatal injury to personnel.

Parts Included in Kit



Typical Installation



Installation Instructions

1. Electrical connection is required for all installations. Approximately 25 ft. of automotive-type multi-stranded 14 gage or heavier single wire with tough, thermoplastic insulation meeting SAE standard J558a is required.

Note: When towing a very light trailer, Warner Electric System Resistor 1100-41 may be required to properly proportion braking force between the trailer and the towing vehicle.

2. Mount the controller on the brake pedal as shown on page 4. Tighten it securely to the pedal with the clamp provided in the kit. Insert the connector end of one hook-up wire segment into a matching connector extending from the controller.
3. An electrical socket which mates with the trailer power cable is to be installed in the rear of the towing vehicle. Strip one end of the hook-up wire and connect it to the brake terminal of this socket.
4. Secure a single length of wire from the brake connection of the socket to the underside of the towing vehicle and route it to the engine firewall. Position the wire to insure maximum protection from scraping on the road surface in rough terrain, flying stones, spray, etc. Also avoid attaching wires near mufflers and exhaust pipes. Wires should be clamped at frequent intervals.
5. Remove a knock-out plug or cut a hole in the firewall near the mounted controller.
6. Cut the wire to a proper length for reaching the controller. Strip the wire and feed it through the firewall hole.
7. Connect this wire to one of the lead wires extending from the back of the controller.

Note: Solder or crimp clamp connections will be required when connecting the controller lead wires. Wrap electrician's tape around all bare wire joints. Do not use twist-type connectors.

8. Making chassis ground connection is the next installation step. Strip one end of the remaining length of hook-up wire and connect it securely to the ground terminal of the socket at the rear of the towing vehicle.
9. Feed the wire under the towing vehicle to a convenient chassis ground, such as a body or chassis nut and bolt, battery ground post, etc. Cut and strip the wire and attach it securely to this ground.

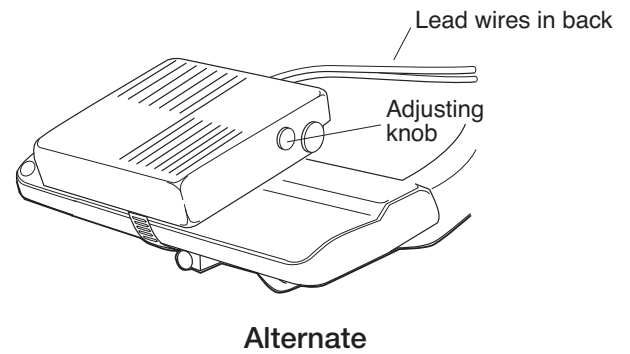
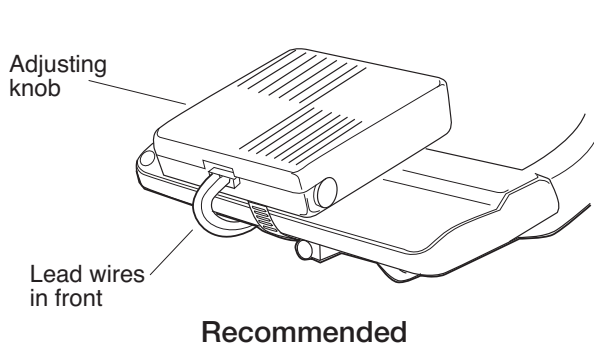
▲CAUTION A good ground connection is essential for proper operation. It is the responsibility of the installer to ensure a good ground and that connections are protected from the elements.

10. The power lead to the controller is last to be connected. Strip one end of the hook-up wire and feed it through a hole in the firewall from the engine side. Solder or crimp this wire to the remaining black controller lead.

▲CAUTION Before proceeding, detach one of the power cables from the towing vehicle battery to prevent arcing.

Cut the hook-up wire to the proper length to attach it to the live terminal of the starter solenoid or relay, strip the wire and complete the connection. Attaching this lead completes your electrical connection. Reconnect the towing vehicle battery cable.

Tape together wires leading from the controller and secure them to the steering column or underside of the dash. Plug all holes in the firewall with sealant or rubber grommets to prevent exhaust gases from entering through the holes and to protect the wires from abrasion.



Adjusting Your Controller

Controller knob adjustment – the pedal mounted controller has a Trailer Brake Adjust knob which affects the rate of application of the trailer brake. This adjustment has **no bearing** on the maximum braking capacity of the trailer brakes.

Because of the wide variety of towing vehicles and trailers, it is necessary to balance the trailer brakes with the towing vehicle brakes to provide for a safe, comfortable stop. This adjustment should be made to provide for a slight lead of the trailer brakes over the tow vehicle brakes. Turning the handle clockwise will decrease the rate of application of the trailer brakes, while counter-clockwise will increase the rate of application. When the desired setting is reached, the controller will hold the adjustment but may be varied at any time by rotating the knob as described above. After this adjustment, there should be no sensation of the trailer pushing the tow vehicle during a stop, nor should there be an excessive sensation of the trailer pulling the tow vehicle during a stop.

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Changes in Dimensions and Specifications

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