Electric Brake Master Installation Tips

We have installed a lot of these kits and have come up with a few tips from our experiences to help make sure your installation goes smoothly.

• When designing your brake system, make sure to mount the pump lower than the master cylinder due to the nature of the gravity feed system. The gravity feed is the 5/16” line from the bottom of the master cylinder to the pump.

FLUID RECOMMENDATION

• DOT 5 fluid is the only fluid we recommend for this system. DOT 3 and DOT 4 may be used but we have found this may cause issues of gelling or crystalization of the fluid if the car isn’t driven regularly.

• We recommend keeping a couple rags damp with soap and water to clean up spills, DOT 5 is silicone based so it requires soap to properly clean.

• If you are not using all new brake components, we recommend having the brakes disassembled and cleaned professionally. You will need to clear the entire braking system of all other brake fluid. DOT 5 DOES NOT MIX WITH ANY OTHER BRAKE FLUIDS.

BLEEDING RECOMMENDATION

• Ensure that the brake pedal swings freely throughout the stroke of the master cylinder and there is no binding. Any issues will need to be remedied before bleeding the system.

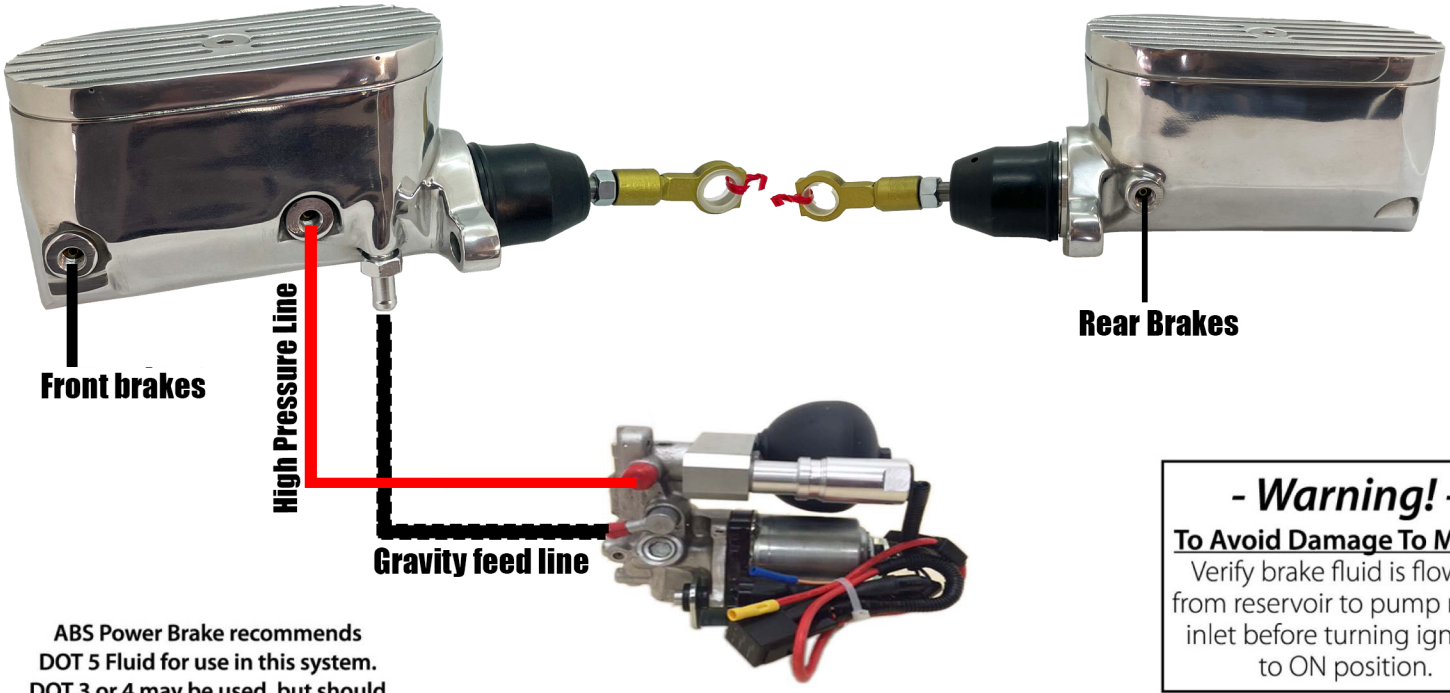
• We have had good results bleeding the pump system before trying to bleed the master and brake system at the brake calipers. Once you turn the key on and the pump cycles to build pressure, use a rag around the pressure line at the pump and loosen it slightly to release air trapped inside.

- Initially the pump may take a couple minutes to build pressure.
- The pump builds pressure of up to 2000 PSI in the braking system. Depressing the brake pedal releases that pressure causing the pump to cycle. 2-5 Pedal depressions will cause the pump to run in a correctly operating system

• **Please note:** This product is built for a custom installation and as such, can be installed however you’d like as long as it follows the engineering parameters of the brake system.

ELECTRIC HIGH POWER MASTER

Images are for reference only and may not represent your exact part



ABS Power Brake recommends DOT 5 Fluid for use in this system. DOT 3 or 4 may be used, but should never be mixed with DOT 5 Fluid. Due to the nature of the pump system, DOT 3 or 4 may introduce moisture which causes gelling or crystallization if the vehicle is not driven regulary.

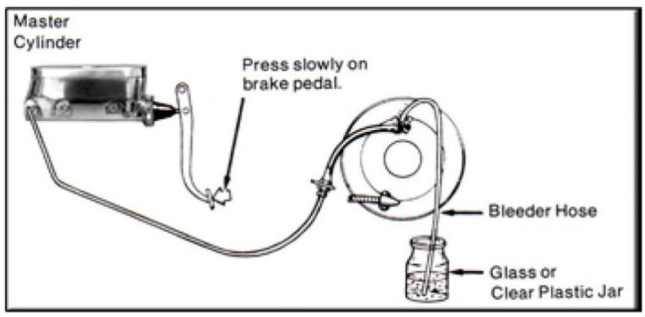
Red Wire - Connects to Battery.
Tan Wire- Connects to Ignition Switch.

- Warning! -

To Avoid Damage To Motor:
Verify brake fluid is flowing from reservoir to pump motor inlet before turning ignition to ON position.

BLEEDING THE SYSTEM:

Setup for initial bleeding: It takes two people, one to operate the brake pedal and the other at the bleeder on the wheel cylinder or caliper. The person operating the bleeder should give instructions to the person who is operating the pedal. Bleeder is opened only when the pedal is pushed down and being held. Bleeder needs to be closed before the pedal gets released. Bleed front brakes first then rears. Be sure there is clear fluid with no bubbles coming out of each bleeder. Refill brake fluid reservoir no more than a 1/4" from the top. The next step is to loosen the pressure line at the pump fitting and turn ignition switch to the on position. Allow pump to run until a continious stream of fluid flows from fitting. Tighten fitting and turn ignition switch to the off position. Remove any excess fluid and turn ignition on and let pump run untill full pressure is achieved and the pump turns itself off. The system is now fully pressurized and ready. Apply brake pedal and check complete system for leaks before test driving vehicle.



Note: Do not add more fluid to the reservoir, you do not want it to overflow.

The Electric High Power Master system uses the accumulator to provide power assist to your braking system in the event of a power failure to the pump electric motor. This will provide several full pressure stops (up to 10) before you slowly begin to feel a harder pedal, up to the point where you will have standard manual brakes. You will never lose the brakes due to a pump or power failure.