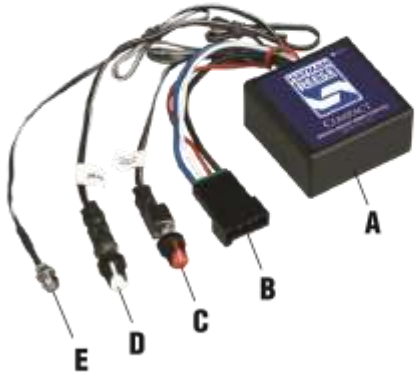
INSTRUCTIONS FOR THE INSTALLATION AND OPERATION OF 05550 HAYMAN REESE COMPACT REMOTE MOUNTED BRAKE CONTROL

FOR 1, 2 AND 3 AXLE BRAKE SYSTEMS



COMPONENTS OF THE BRAKE CONTROL

A. Brake Control Unit
B. Quick Connect Plug
C. Power Output Control/Manual Override Button
D. Sync Control
E. LED Indicator

THIS PACKAGE INCLUDES

(1) Brake Control Unit
(1) Instructions for Installation and Operation
(1) Dash Mounting Label
(1) Warranty Sheet – 3 Yr. Limited Warranty
(1) Double Sided Foam Mounting Pad
(1) Wire Tie

TOOLS REQUIRED

Drill with 7.2mm (9/32in) and 8.0mm (5/16in) bits
Wire Connector Crimp Tool
Wire Cutter/Stripper
Probe type Circuit Tester

MATERIAL REQUIRED

12 Gauge, or larger wire
20 or 30 Amp Auto-Reset Circuit Breaker
Assorted Ring Terminals and Butt Connectors
4" Cable Ties

P/N 120065-078 REV A 02/13

INSTALLATION

⚠ CAUTION Make sure the area behind the dash panel is clear before drilling.

1. Select a suitable mounting location for the OUTPUT, SYNC and LED Indicator.

NOTE:
Mounting can be either Vertical, or the Dash Mounting label can be cut for Horizontal mounting.

2. Remove the panel and mark the surface for the centers of the controls.
3. Drill the top hole for the LED using a 8.0mm (5/16in) bit.
4. Drill the middle and bottom hole for the OUTPUT and SYNC using a 7.2mm (9/32in) bit.
5. Attach the descriptive label over each hole.
6. The Brake Control Unit can be mounted out of site under dash. Remove tape from one side of Double Sided Foam Mounting Pad and adhere to the bottom of the Brake Control Unit. Remove the remaining tape and adhere securely in desired location.

WIRING

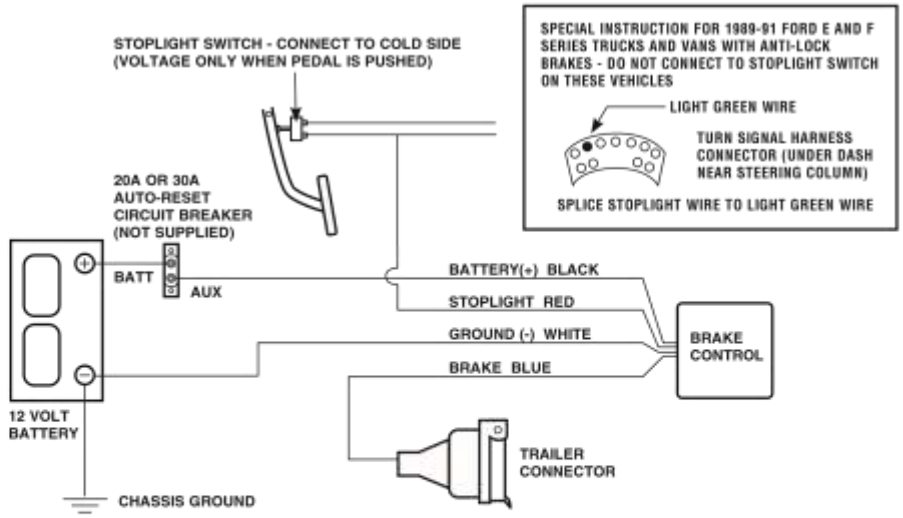
The Compact comes equipped with a quick connect plug exiting at the back of the control.

OPTION 1: Plug & Play

If your vehicle came equipped with a factory tow package, brake control function wires with a connector may exist under the vehicle dash. Consult the vehicle manual or call for the location of the harness. A vehicle specific plug and play harness may be purchased separately. For easy installation simply plug the vehicle specific connector into the factory tow package harness and plug the other end directly into the Quick Connect Plug on the brake control.

OPTION 2: Universal Installation

Remove the Plug & Play connector on the brake control box and splice the wires to the function wires as follows:



READ THIS FIRST:
Read and follow all instructions carefully before wiring brake control. Keep these instructions with the brake control for future reference.

Important Facts to Remember

1. The brake control must be installed with a 12 volt negative ground system.
2. ⚠ WARNING Reversing BLACK and WHITE wires or improper wiring will damage or destroy brake control.
3. ⚠ WARNING Be sure to solidly connect all four wires or brake control will not function properly.
4. Soldering is recommended or crimp-on butt connectors are a suitable substitution.
5. Route all wires as far from the radio antenna as possible to reduce AM interference.
6. ⚠ CAUTION Use of proper gauge wire when installing the brake control is CRITICAL; smaller gauge wire may result in less than efficient braking. **Minimum** wire gauges are as follows:
   - 1-2 axle applications - 14 GA.
   - 3-4 axle applications – 12 GA.
7. Collection of water inside the trailer connector mounted on the tow vehicle will reduce the life of the connector.

Wiring Legend

BLACK Wire (Positive Battery)
WHITE Wire (Negative Battery)
RED Wire (cold side of stoplight switch)
BLUE Wire (brake output to trailer)

1. The WHITE (-) wire must be connected to a known ground.
2. ⚠ CAUTION Inadequate grounding may cause intermittent braking or lack of sufficient voltage to trailer brakes. The WHITE wire must be connected to a suitable ground location. The negative terminal of the battery is a suitable ground location in the absence of a Trailer Tow Package connection.
3. Connect BLACK (+) wire through an automatic reset circuit breaker (20 amp for 1-2 axles, 30 amp for 3-4 axles) to the POSITIVE (+) terminal of the battery. The BLACK wire is the power supply line to the brake control.
4. The RED (stoplight) wire must be connected to the cold side of the brake pedal stoplight switch. Splice down line from the switch; DO NOT disturb the position of the switch.
5. The BLUE (brake output) wire must be connected to the trailer connector's brake wire.

LED Color			Conditions
No LED (OFF	No Trailer Detectec	Unit is Asleep	No Power to Unit
Green LEC	Trailer Detectec	Manual ON, Power set to Minimum	Brake Pedal ON, Power set to Minimum
Red LEC	Brake Pedal Depressec	Manual Button Pressed	Voltage to Trailer Magnets
Red LED Flashinç	Shorted Brake Magnets	Shorted Trailer Wiriç	Open Ground Connec-tion to Vehicle Battery

For TechnicalAssistanceand WarrantyInformation
call: 1-800-812-017or www.haymanreese.com.au

CONTROLS & INDICATORS

POWER OUTPUT CONTROL / MANUAL OVERRIDE BUTTON

The Power OUTPUT Control is located on the rotary control with the red push button.

The Power OUTPUT Control establishes the maximum amount of power available to the trailer brakes.

As the Power OUTPUT Control is rotated from minimum (-) to maximum (+), more power will be available to the brakes when the brake pedal is pressed or the MANUAL Override Button is used.

The Power OUTPUT Control should be adjusted when trailer load changes, when different trailers are used, or to adjust for a change in road conditions.

MANUAL OVERRIDE BUTTON

The MANUAL Override Button is the red push button located on the Power OUTPUT Control.

When pressed, the MANUAL Override Button only applies the trailer brakes, and would be used in situations when it is desirable to reduce speed slowly or to set the Power OUTPUT Level

When the MANUAL Override Button is pushed, the output voltage will ramp up power to the trailer brakes in about ½ second to the maximum power which the user has set.

SYNC CONTROL

The SYNC Control is located on the rotary control with the WHITE knob and is used to adjust the brake aggressiveness or the time it takes to reach the full brake OUTPUT voltage as set by the Power OUTPUT Control. The SYNC control may be adjusted for individual driver preference or changing road conditions.

(-) indicates Less Aggressive, More Time;
(+) indicates More Aggressive, Less Time.

The SYNC adjustment has no effect on the operation of the MANUAL Override Button.

LED INDICATOR

The LED Indicator will be OFF when the trailer is not connected, or the unit is asleep.

The LED Indicator will glow green when the unit is awake and the trailer is connected.

The LED Indicator will glow red when the brakes are applied either by the brake pedal, or by the MANUAL Override Button (with or without a trailer attached).

The LED Indicator will also help confirm proper installation.

SETUP

1. With a trailer connected, set the SYNC Control half way between minimum (-) to maximum (+). Starting with the Power OUTPUT Control in the lowest position (all the way left), roll forward slowly and stop. If no trailer braking is felt adjust the Power OUTPUT Control slightly to the right. Repeat this process until firm trailer brakes are felt. If the trailer brakes lock-up or jerk, adjust the Power OUTPUT Control back to the left slightly.
2. Move the SYNC Control to about ¼ of the distance between minimum (-) to maximum (+).
3. Test drive at 35 KPH (20 MPH) making several stops. Adjust the SYNC Control until stops are smooth and firm, or to the desired level. Slight adjustment of the Power 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 preventer can be used.