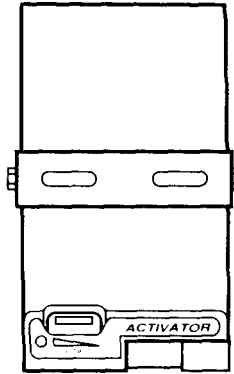




## INSTRUCTIONS FOR THE INSTALLATION AND OPERATION OF ACTIVATOR



### ELECTRONIC TRAILER BRAKE CONTROL 5100 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:**

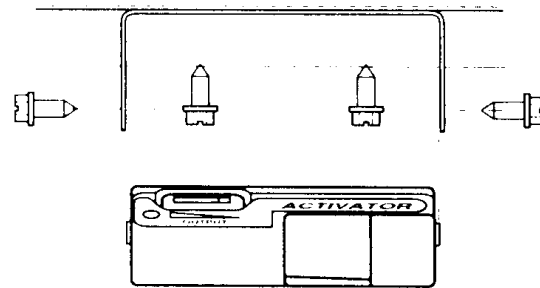
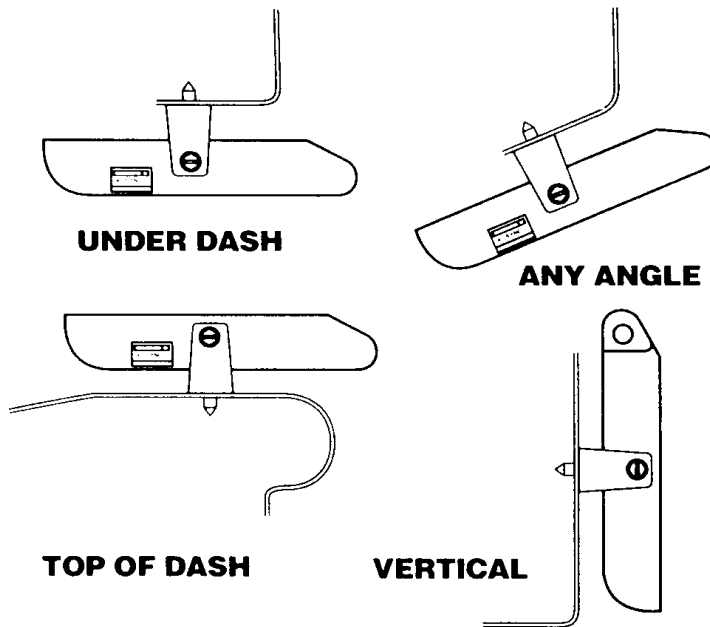
- (1) Brake Control Unit
- (1) Mounting Bracket
- (4) Mounting screws
- (1) Wire Tap Connector
- (1) Warranty Card

#### **MATERIAL REQUIRED:**

- 12 Ga. or larger wire
- 20 Amp auto-reset circuit breaker
- Assorted ring terminals & butt connectors
- 4" cable ties (6 - 10)

#### **TOOLS REQUIRED:**

- Assorted end wrenches
- Drill with 1/8" bit
- Wire connector crimp tool
- Probe type circuit tester
- Wire cutter/stripper
- Screwdriver



**IMPORTANT:**  
 Make sure area behind panel  
 is clear before drilling!

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Use bracket as template to mark hole locations.

Drill two 1/8" diameter holes and mount bracket with screws provided.

Mount brake control to bracket using the remaining two screws.

## **MOUNTING**

1. Determine a suitable mounting location.

- A) The unit must be mounted securely to a solid surface.
- B) The unit must be easily reached by the driver.
- C) The area behind the mounting location must be clear so nothing will be damaged when drilling.

2. Hold the mounting bracket in the position selected and mark hole locations through the slots in the bracket.
3. Using a 1/8" diameter bit, drill holes in the marked locations.
4. With a screwdriver or a 1/4" nut driver, secure the bracket in place using (2) self tapping screws ( provided). Be careful not to strip the holes by over-tightening.
5. Mount the brake control unit in the bracket using the other (2) self tapping screws as shown in the illustration.

## **WIRING**

**WARNING: DO NOT CONNECT THE BLACK "BATTERY" WIRE TO THE FUSE PANEL OR TIE INTO ACCESSORY WIRING. CONNECTING TO EXISTING WIRING MAY DAMAGE VEHICLE WIRING AND CAUSE TRAILER BRAKE FAILURE.**

**Do not reverse black "BATTERY" wire and white "GROUND" wire connections. Even a momentary misconnection can damage the brake control unit.**

### **FOR TOW VEHICLES EQUIPPED WITH FACTORY TRAILER TOWING PACKAGES:**

Wire per tow vehicle manufacturer's instructions

### **FOR TOW VEHICLES WITHOUT FACTORY TRAILER TOWING PACKAGES:**

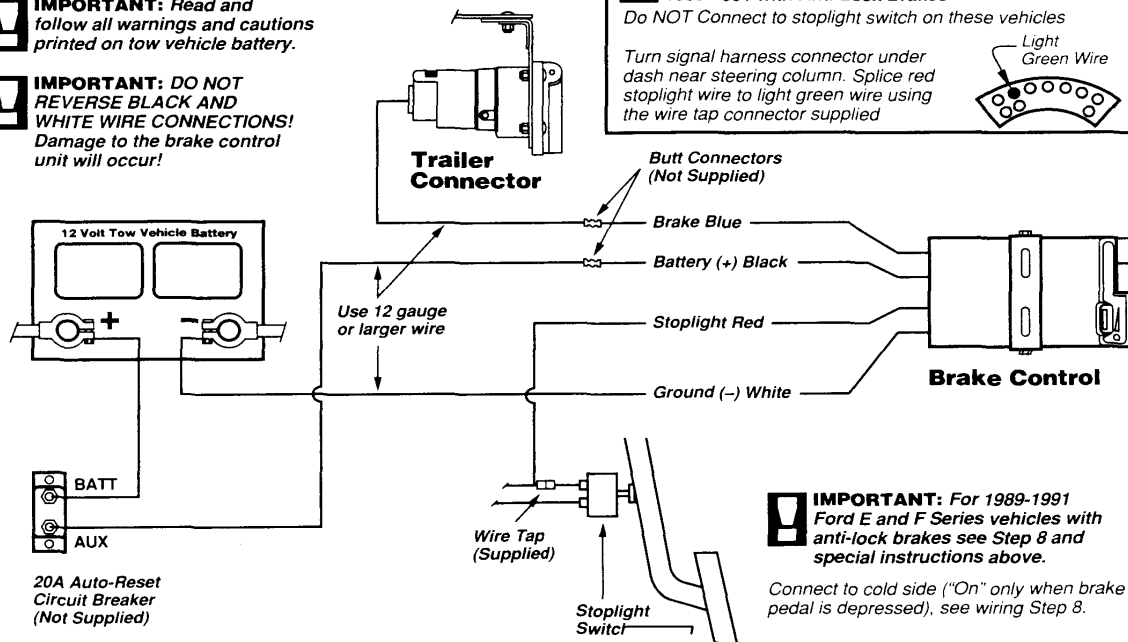
1. Disconnect the tow vehicle's negative (-) battery cable.
2. Mount a 20 Amp auto-reset circuit breaker (such as Draw-Tite 18051) as close to the positive (+) battery terminal as possible. Using 12 Ga. or larger stranded wire and crimp type ring terminals connect the "**BATT**" side of the circuit breaker to the positive battery terminal.

**This Electronic Brake Control is for Use on 12-Volt Negative Ground Systems Only**

**IMPORTANT:** Read and follow all warnings and cautions printed on tow vehicle battery.

**IMPORTANT:** DO NOT REVERSE BLACK AND WHITE WIRE CONNECTIONS! Damage to the brake control unit will occur!

**SPECIAL INSTRUCTIONS:**  
For Ford E and F Series Trucks and Vans, 1989-1991 with Anti-Lock Brakes  
Do NOT Connect to stoplight switch on these vehicles  
Turn signal harness connector under dash near steering column. Splice red stoplight wire to light green wire using the wire tap connector supplied



**IMPORTANT:** For 1989-1991 Ford E and F Series vehicles with anti-lock brakes see Step 8 and special instructions above.  
Connect to cold side ("On" only when brake pedal is depressed), see wiring Step 8.

3. Feed two, different colored, 12 Ga. or larger stranded wires from the brake control location to the tow vehicle battery area.
4. Connect one of the wires (noting the color) to the "**AUX**" side of the circuit breaker with a ring terminal.
5. Connect the other wire to the negative battery cable with a ring terminal.
6. Attach the control's black "**BATTERY +**" wire to the wire connected to the "**AUX**" terminal of the circuit breaker using a butt connector. Make sure that the connection is made to the correct wire (color).
7. Connect the control's white "**GROUND -**" wire to the wire leading to the negative side of the battery with another butt connector.

**WARNING:** A brake control that is not properly grounded may operate intermittently or not at all. Make sure all connections are solid.

8. For tow vehicles other than 1989 - 91 Ford E and F series trucks and vans:

Determine which side of the stoplight switch is the cold side. To determine the cold side probe the terminals of the switch with a test light until one is found that is only on when the brake pedal is depressed. Using the wire tap provided, splice the brake control's red "**STOPLIGHT**" wire to the wire attached to the cold side of the stoplight switch as determined above.

## **For 1989 - 91 Ford E and F series trucks and vans with anti-lock brakes:**

Find the crescent shaped connector located on the steering column (turn signal harness). The connector has two rows of wires, one row has four wires (inside row) the other has seven. The wire needed is the light green, second from the left in the row of seven (see wiring diagram).

Using the wire tap provided, splice the brake control's red "**STOPLIGHT**" wire to the light green wire.

10. Secure all loose wires with cable ties so that they will not be damaged and reconnect battery. See vehicle's owners manual for special reconnection instructions.

### **BENCH TEST INSTRUCTIONS**

1. Wire as shown in diagram below. Set Output control to maximum and the Sync control to minimum.
2. Test brake pedal activation:

While watching the test bulb, hold the red wire on the positive (+) battery terminal.

The bulb should start dim and slowly get brighter.

The red output indicator on the brake control should glow brightly.

Disconnect the red wire.

Adjust the Sync control to maximum (+).

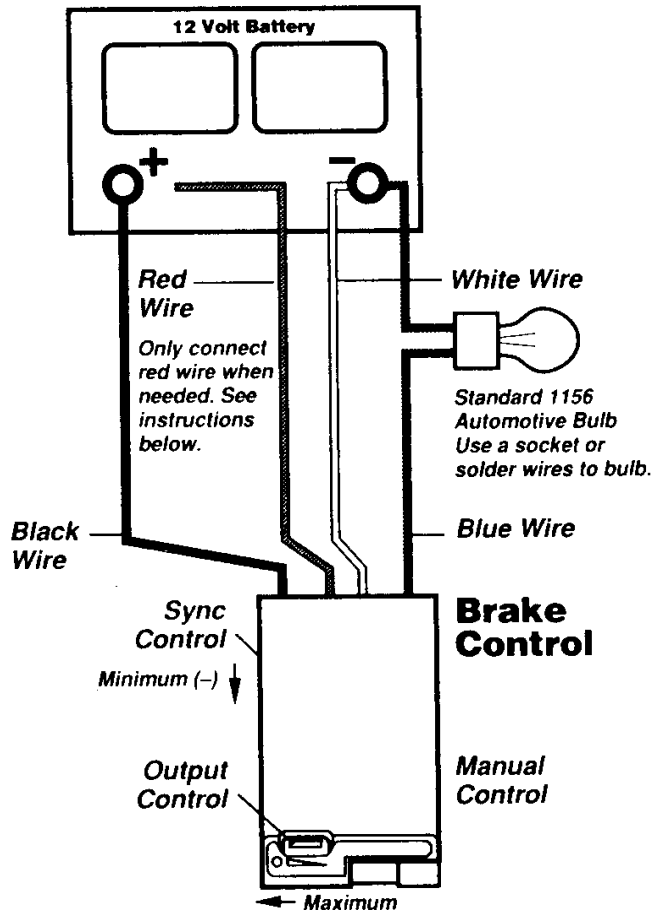
While watching the test bulb, hold the red wire on the positive (+) battery terminal.

The bulb should light brightly with no delay.

With the red wire still on the battery terminal, slide the output control back and forth. The test bulb should change from bright to dim with the movement of the output control. Disconnect the red wire.

**IMPORTANT:** Read and follow all warnings and cautions printed on battery.

**IMPORTANT:** Make sure White wire goes to - and Black wire goes to +. Improper connection will damage the brake control unit.



### 3. Test manual activation:

Set the output Wire to maximum.

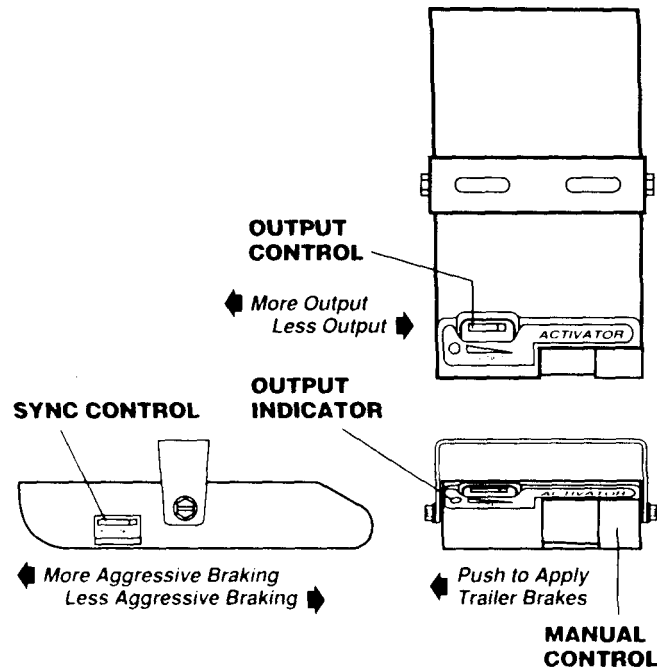
While watching the test bulb, slowly activate the manual control.

The test bulb should start to dim and get brighter as the manual control is pushed.

While holding the manual control all the way on, slide the output control back and forth.

The test bulb should change from bright to dim with the movement of the output control.

4. If the brake control does not function as described above, return it for service or replacement.



## CONTROLS

### **OUTPUT CONTROL**

The output control is located on the front of the brake control unit at the top left side.

The output control establishes the maximum amount of power available to the trailer brakes.

As the setting is moved to the left more power will be available to the brakes when the brake pedal is pressed or the manual control is used.

The output control would be adjusted when trailer load changes, when different trailers are used or to adjust for a change in road conditions.

### **SYNC CONTROL**

The sync control is located on the left side of the brake control unit, forward of the mounting bracket. The sync control adjusts brake aggressiveness or the time it takes to reach the full output set by the output control when the brake 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 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 are locked-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.

**CAUTION: 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.**

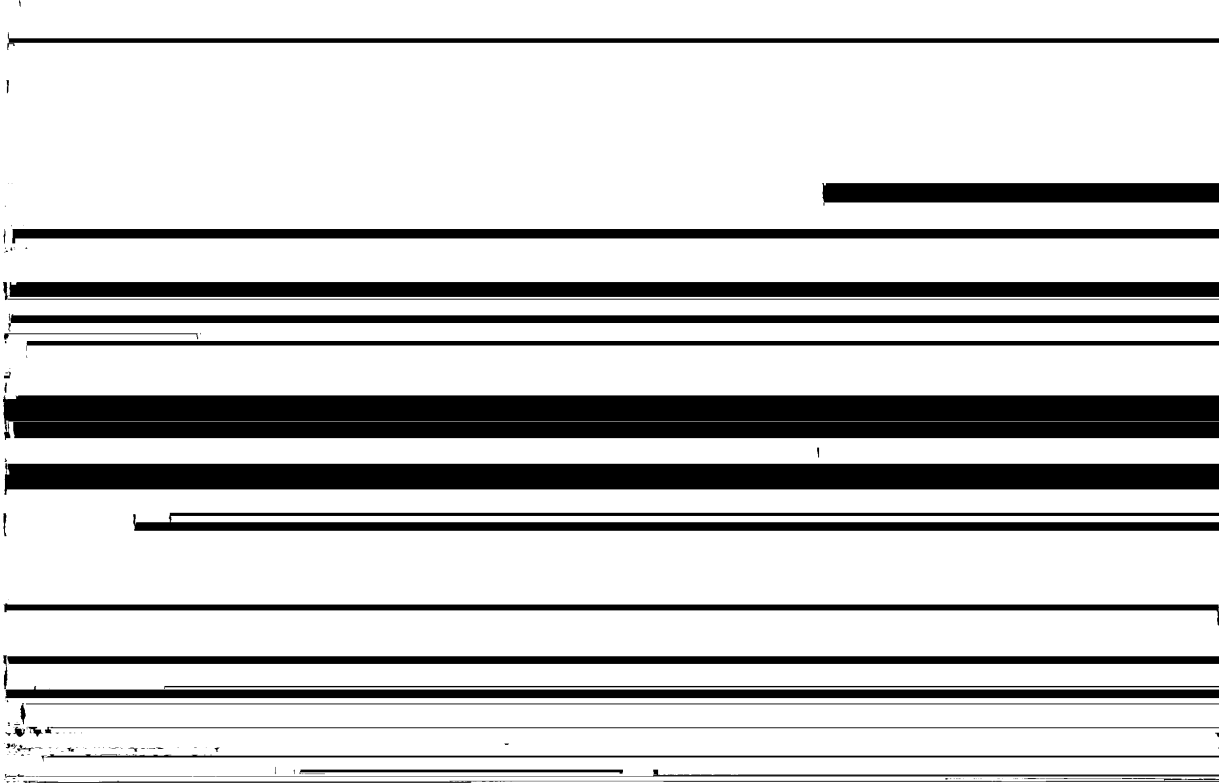
4. Have someone watch the stoplights while the **manual** control is activated to make sure the stoplights on both the two vehicle and trailer are working.

**Note: If any problems occur during set up refer to the Troubleshooting 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 two vehicle's brakes. This is useful for gradual slowing on steep downhill grades or before stops.



**Note: A standard voltmeter will not show true output voltage.**

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".