



1-800-669-9690

## STOP LIGHT SWITCH BRACKET AND WIRING KIT INSTALLATION INSTRUCTIONS #751420



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ALL SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE

ROADMASTER, Inc.

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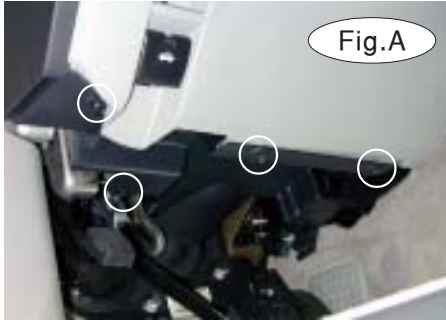


Fig.A

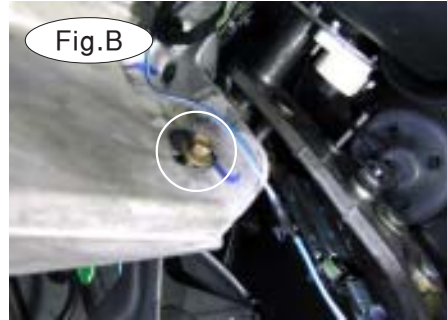


Fig.B

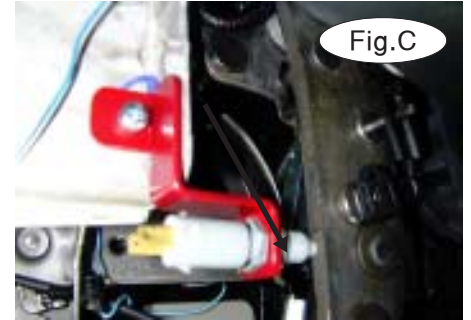


Fig.C

1. Start by attaching the stop light switch to the bracket – follow the separate instructions included with this kit.
2. Now, remove three screws across the front of the lower kick panel (Fig.A), and one screw at the left rear of the panel (Fig.A).
3. Remove one 10mm bolt supporting the emergency brake assembly (Fig.B)
4. Bolt the bracket to the emergency brake assembly, through the hole for the 10mm bolt you removed in the previous step (Fig.C). Use the supplied 6mm x 1.0 x 20mm screw and 6mm lock washer to secure the bracket to the emergency brake assembly.
5. Now, adjust and wire the stop light switch – follow the separate instructions included with this kit.

### WARNING

When the installation is complete, verify that the brake pedal retracts fully.

Unless they are installed correctly, the bracket and/or other kit components may restrict or impede the movement of the brake pedal – the brake pedal will not retract fully.

If the brake pedal does not retract fully, the brakes will be applied continuously, which may cause severe tire and/or brake system damage, as well as other consequential, non-warranty damage.

Failure to follow these instructions may cause property damage, personal injury or even death.



### WARNING

Failure to follow these instructions can result in property damage, personal injury or even death.



# Stop Light Switch Installation Instructions

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This kit installs alongside the brake light switch, if the brake lights do not function when the ignition is turned to the "tow" position, or if the vehicle is equipped with a "retained accessory power" feature.

There are two methods – the stop light switch can be wired to: 1) the vehicle's battery; or 2) to the fuse box.

## First wiring method – Wire the switch to the battery...

1. Thread the first adjusting nut (Figure A) through the threaded portion of the stop light switch, with the open side of the nut facing the terminals on the stop light switch.
2. Slide the threaded side of the stop light switch through the bracket.
3. Thread the second adjusting nut through the threaded

portion of the stop light switch, with the open side of the nut facing the plunger (Figure A) on the stop light switch. (Do not fully tighten the nut until the switch is installed.)

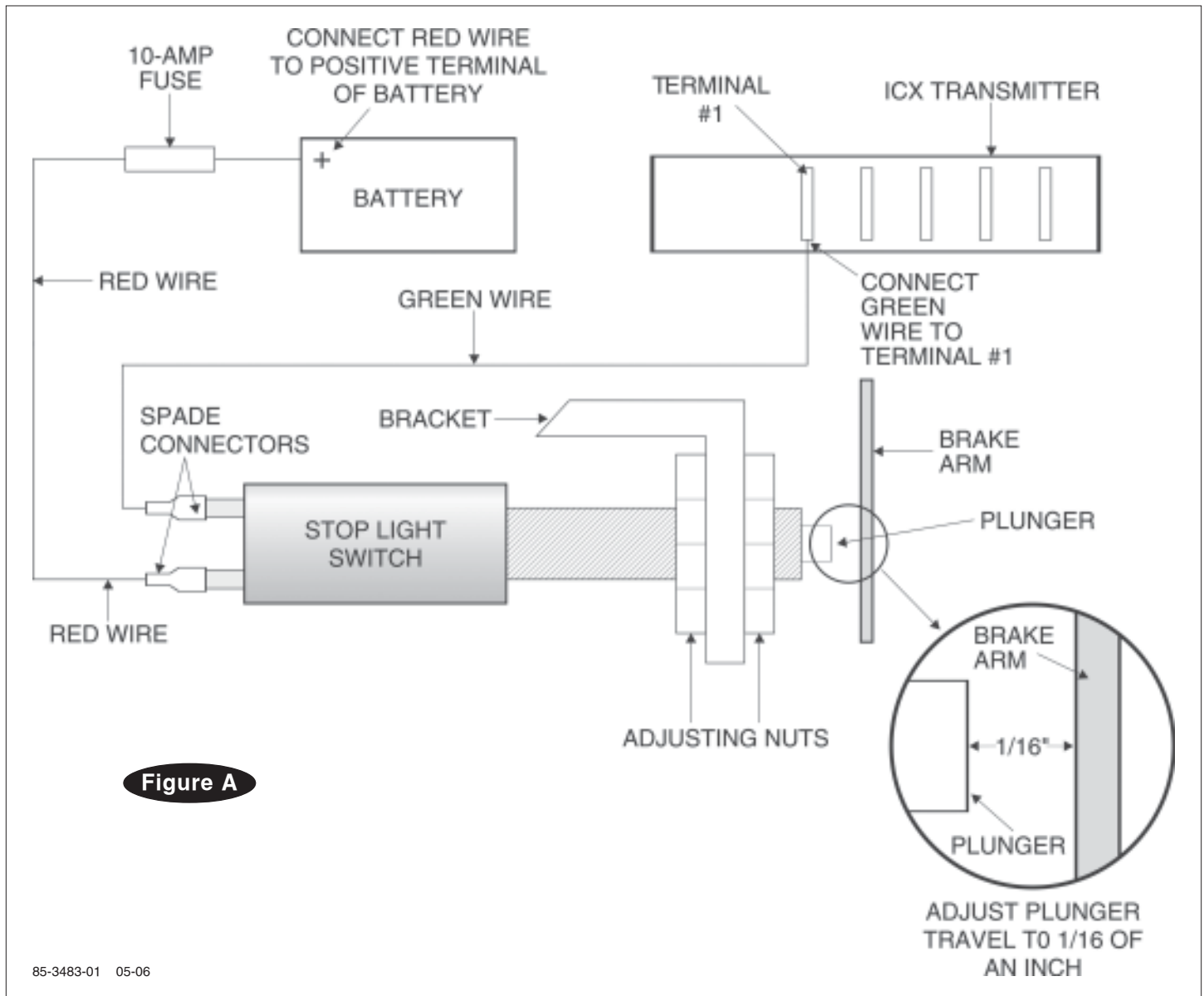
4. With the plunger in the proper position, attach the bracket – refer to the vehicle-specific mounting instructions that are included with this kit.

5. Adjust the switch to allow 1/16 of an inch free plunger travel from the end of the plunger to the end of the brake arm, when the brake pedal is fully released (Figure A).

## CAUTION

If the switch is not adjusted to allow 1/16 of an inch free plunger travel, it may cause a false brake light sig-

continued on page two



## To wire the switch to the battery...

*continued from page one*

nal at the BrakeMaster motorhome monitor, or a “Not operational – Brake pedal is depressed” signal at the Even Brake motorhome monitor.

### for Even Brake wiring...

(See below for BrakeMaster wiring.)

- Using the spade connectors, connect the red and green wires to the stop light switch terminals (Figure A).
- Now, connect the green wire to the terminal marked “1” on the Even Brake ICX transmitter.
- Using a 10 amp fuse (Figure A), connect the red wire to the positive terminal on the vehicle’s battery.

### for BrakeMaster wiring...

(See above for Even Brake wiring.)

- Follow steps one through five on page one.
- Using the spade connectors, connect the red and green wires to the stop light switch terminals (Figure A).
- Now, using a butt connector, connect the green wire to the “hot” wire in the BrakeMaster motorhome monitor.
- Using a 10 amp fuse (Figure A), connect the red wire to the positive terminal on the vehicle’s battery.

## Second wiring method – Wire the switch to the fuse box...

*Note: Some newer vehicles may have an electronic “retained accessory power” feature. Refer to the owner’s manual, or the manufacturer, to determine if the vehicle is so equipped.*

*With this feature, the electronic accessories continue to function normally for about ten minutes after the ignition key is turned off, as if the key were in the “ACC” position. Then, the electronic accessories will turn off.*

*If the vehicle has a retained accessory power feature, do not use this method – instead, wire the stop light switch to the battery.*

If the brake lights do not function when the ignition is turned to the “tow” position, the stop light switch can be wired to the vehicle’s fuse box, instead of to the battery.

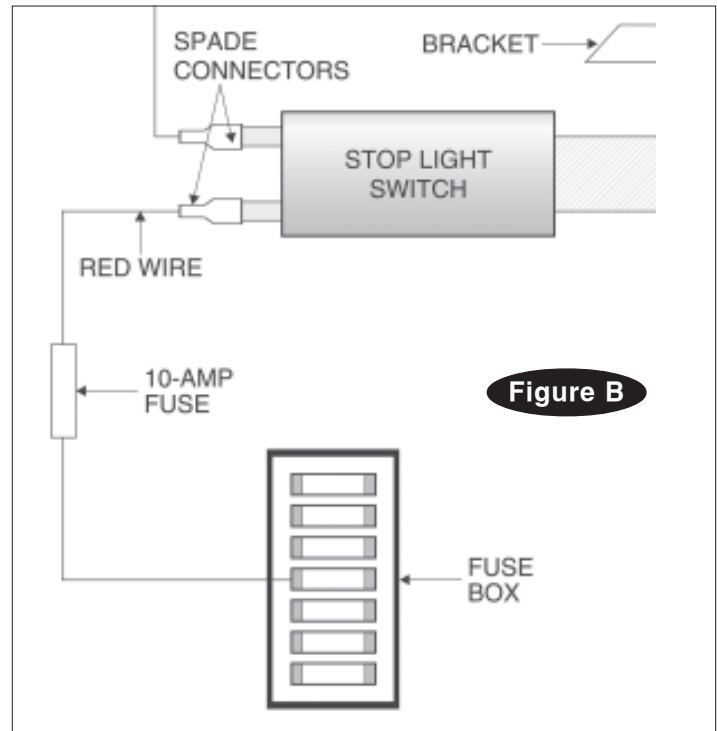
Use the instructions below to connect the stop light switch to the fuse box.

- Follow steps one through five on page one.
- Using the spade connectors, connect the red and green wires to the stop light switch terminals (Figure B).
- For Even Brake – connect the green wire to the terminal marked “1” on the Even Brake ICX transmitter (Figure A).

For BrakeMaster – using a butt connector, connect the green wire to the “hot” wire in the BrakeMaster motorhome monitor.

- Using a 10 amp fuse, connect the red wire to a fuse that is constantly “hot” when the ignition key is in the “tow” position (Figure B).

With a fuse tap, attach the wire to the “cold” side of the fuse socket.



**Figure B**

## CAUTION

If, after installing the stop light switch, the braking system does not function, check the physical installation of the stop light switch – make certain that the plunger travel is 1/16 of an inch.

If the plunger is properly adjusted, check the brake light fuse.

## WARNING

When the installation is complete, verify that the brake pedal retracts fully.

Unless they are installed correctly, the bracket and/or other kit components may restrict or impede the movement of the brake pedal – the brake pedal will not retract fully.

If the brake pedal does not retract fully, the brakes will be applied continuously, which may cause severe tire and/or brake system damage, as well as other consequential, non-warranty damage.

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