

INSTRUCTIONS FOR THE CURRENT MONITOR

The Current Monitor is a testing device designed to assist in determining whether a tow vehicle's wiring is working properly. This unit is also an excellent diagnostic tool for the installation, setup and troubleshooting of electric trailer brake controls and may be used to level and pre-set a brake control when a trailer is not available.

To Use Current Monitor

1. Plug the Current Monitor into the vehicle's trailer connector. Extend its cable to reach the driver's seat.
2. While sitting in the driver's seat, position the switch (located between the amp and volt meters) to the "Trailer Brakes" position.
3. Then position the switch labeled "Number of Axles" to the appropriate position for the trailer that is expected to be towed.

4. Now, activate each function indicated by the four LED lights across the front of the test unit (i.e. turn on left turn signal/ left turn LED turns on, etc.). Once it has been determined that all lighting connections are working properly, you are ready to test the output of the vehicle's trailer brake control.
5. Set the power knob to maximum and engage the brake control's manual override.
Brake Voltage must register at least 10 Volts.
Brake Control Current Output should register at least: 12 Amps for two (2) axle trailers, or 18 Amps for three (3) axle trailers.
6. Switching the "Trailer Brakes" switch to the "Trailer Battery Charger" position will measure the voltage being delivered to the trailer's battery(ies).

NOTE:

If the brake control will not generate 18 or more amps when used with three or more axle trailers **BE SURE** that you are using a brake control designed to deliver this performance.

If you discover a performance or wiring problem, look for one or more of the following fault conditions:

1. Improper wiring of the brake control to the vehicle's power and/or battery ground. (As with any electronic device, Cequent™ Performance Products recommends grounding all brake controls directly to the vehicle battery to ensure the proper performance of the control's advanced circuitry.)
2. Improper vehicle wiring.
3. Defective or improper wiring of the trailer connector.
4. Broken, dirty or corroded trailer connector pins.
5. Open brake magnets, or open, broken or shorted wiring.
6. Defective brake control.

⚠ WARNING This unit contains magnets, which may become hot if the unit is left connected to an energized brake control for more than a few minutes.

INSTRUCTIONS FOR BATTERY ISOLATORS

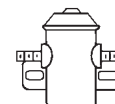
Installation Guide

1. Mount with cap end (crimped end) up.
2. Mount unit in an area that is not subjected to water rain or salt spray.
3. **⚠ CAUTION** Under normal operating conditions the switch will become hot. Mounting location should be selected to allow for the heat to dissipate.
4. **⚠ CAUTION** To minimize the possibility of accidental damage due to circuit overload, use

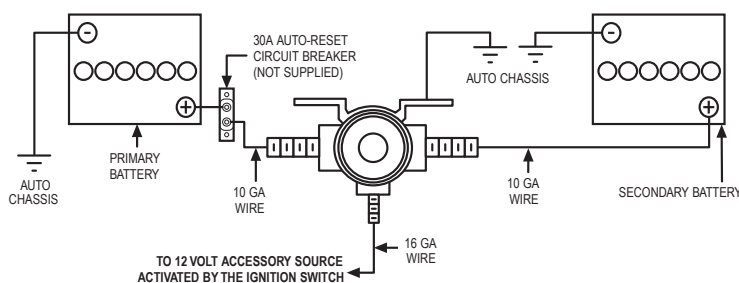
an appropriate circuit breaker inline when wiring to the POSITIVE (+) terminal of the battery.

5. The wire size indicated below for battery connection is a minimum requirement. To improve the secondary battery charge rate, increase this wire size.
6. The three terminal switch housing provides the ground return. This eliminates the need for a ground return wire when mounted on the auto chassis.

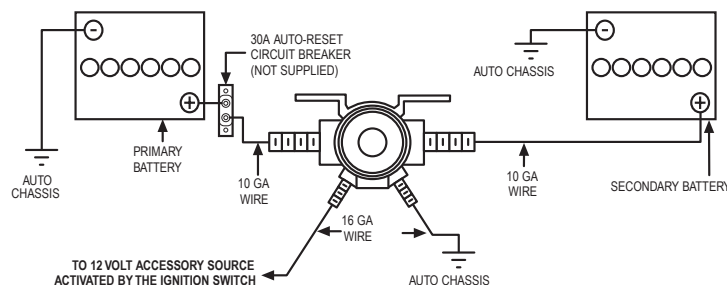
7. The four terminal switch has an isolated case. This would be used when mounting on a non-conductive material, fiberglass, wood, etc. However, to keep switch from overheating it should be mounted on a 6" x 6" metal plate.
8. For Technical Assistance and Warranty Information call: 1-888-785-5832 or www.tekonsha.com



3 Terminal Switch Model



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TECHNICAL INFORMATION IS CURRENT AS OF THE PRINTING OF THIS CATALOG. CONTACT TECHNICAL SERVICE FOR PERIODIC UPDATES.

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