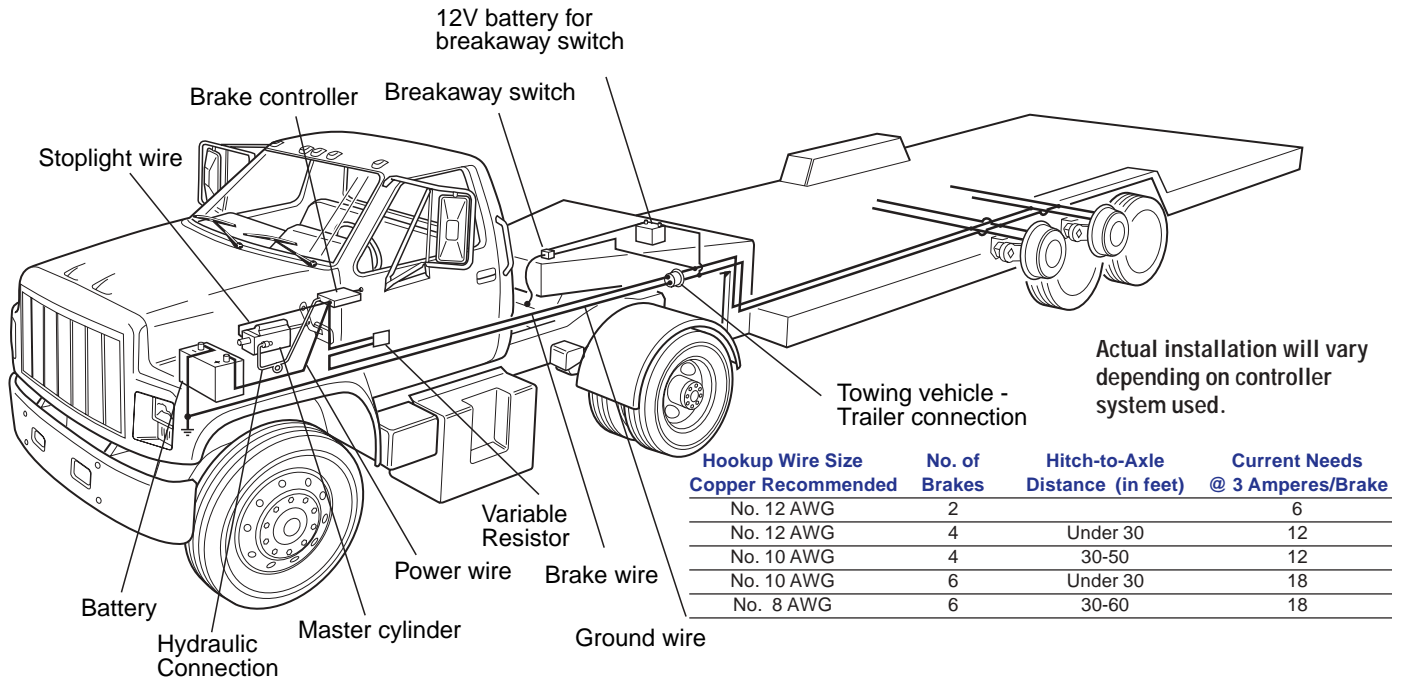
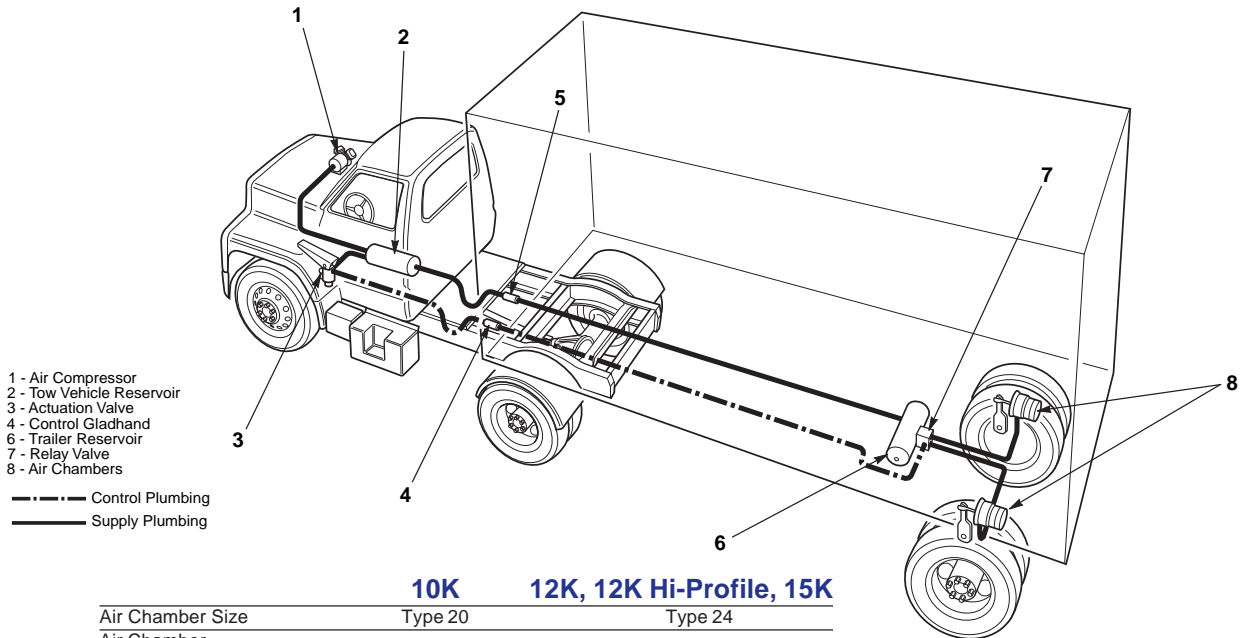




# Typical Electric Brake Wiring Diagram

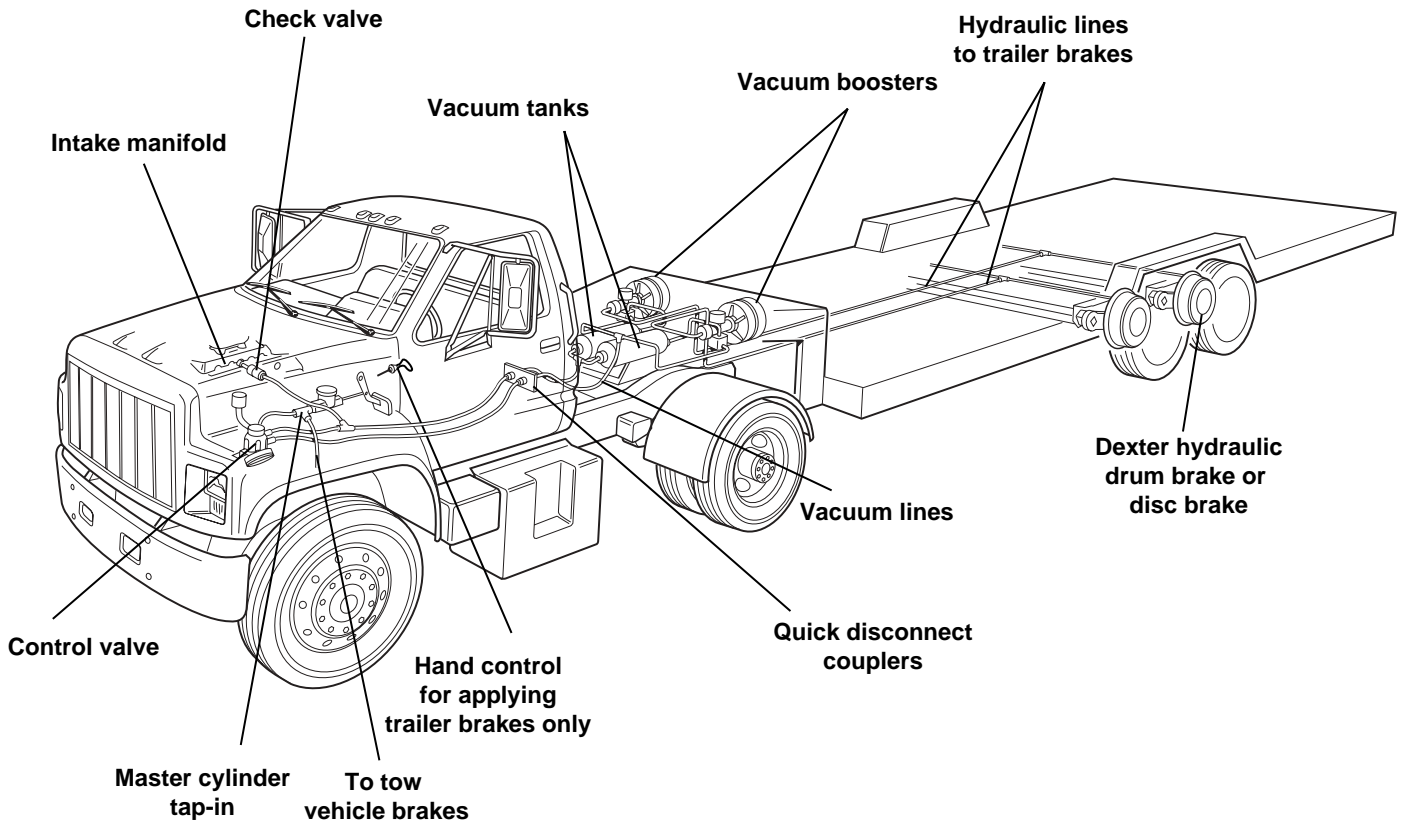


# Typical Air Brake System Diagram



	10K	12K, 12K Hi-Profile, 15K
Air Chamber Size	Type 20	Type 24
Air Chamber		
Full Stroke Volume	53 cu. in. @ 100 PSIG	63 cu. in. @ 100 PSIG
Spring Brake Type	Type 20-24 Combination	Type 24-30 Combination
Spring Brake Volume (Caged)	71.4 cu. in. @ 100 PSIG	91.8 cu. in. @ 100 PSIG

# Typical Vacuum-Hydraulic Brake System Diagram



## Hydraulic System Installation Suggestions

1. Use 1/4" steel tubing having 2000 PSI working pressure rating for all hardline connections between booster cylinder and take-off to axle. All tubing must have double flare connection at joints.
2. Anchor hydraulic tubing securely to frame and axle.
3. Use inverted flare fittings having 82° included angle.
4. Use D.O.T. high pressure hydraulic hose for flex connection(s) (frame to axle.)

**NOTE:** The number of boosters required depends on the brakes, the number of axles and the booster fluid capacity.

**WARNING:** It is the brake system installer's responsibility to insure compatibility between towing vehicles and trailer actuation systems. Various combinations of Air/Hydraulic or Vacuum/Hydraulic and tow vehicle systems can allow normal working pressure to exceed 1000 PSI on drum brakes. Pressures in excess of 1000 PSI on drum brakes increase lining wear and can lead to component failure. Make certain your system has the correct boost ratio and brake fluid volume to activate brakes properly.

Axle Capacity	Maximum Operating Pressure (PSI)	Total Fluid Displacement Required per Axle
9K, 10K & 12K Drum Brakes 1 1/4 Diameter Cylinder *	1000	1.30 cu. in.
10K & 12K Disc Brakes 2 1/2 Diameter Piston (Quantity 2) +	1600	.80 cu. in.
15K Drum Brakes 1 3/8 Diameter Cylinder *	1000	1.50 cu. in.
<b>Typical Booster Systems: Trailers</b>	<b>Output Pressure @ 20 in. Hg.</b>	<b>Maximum Fluid Displacement cu. in.</b>
Master Brake 9208	750	4.40
Master Brake 9210	1000	3.45
Master Brake 9216	1600	2.20

\* Use 3/8 - 24 flare nut fitting on 3/16" tube or hose to connect to back of brake  
+ Use 7/16 - 20 straight thread inlet to connect to brake