

Figure 1 - Hydro-Max® Flow Switch Identification and Conversion Wire Harness

### GENERAL KIT INFORMATION

If replacing a Hydro-Max® 1 ('A' style flow switch) with a service new or remanufactured Hydro-Max® 2 ('B' style flow switch), a Conversion Wire Harness is necessary to facilitate the installation. The Conversion Wire Harness converts the flow switch connector on the vehicle to the new style connector used on current Hydro-Max® 2 booster assemblies.

Note: The Conversion Wire Harness can be plugged into the vehicle socket or spliced to the existing vehicle wire as described in this document.

The splicing materials specified should be installed as directed to ensure a good waterproof splice. Waterproof splices will greatly improve the service life of wiring and ensure proper operation of the Hydro-Max® backup motor pump.

The connector on the wire harness assembly has been waterproofed at the factory and incorporates a silicone accordion seal on the wire harness connector to seal it to the connector on the Hydro-Max® booster.

### WARNING! PLEASE READ AND FOLLOW THESE INSTRUCTIONS TO AVOID PERSONAL INJURY OR DEATH:

When working on or around brake systems and components, the following precautions should be observed at all times:

1. Park the vehicle on a level surface, apply the parking brakes, and always block the wheels. When working around or under the vehicle, stop the engine and remove the key from the ignition. Always keep hands away from chambers as they may apply as system pressure drops. Always wear safety glasses.
2. When working in the engine compartment, the engine should be shut off and the ignition key should be removed. Where circumstances require that the engine be in operation, extreme caution should be used to prevent personal injury resulting from contact with moving, rotating, leaking, heated or electrically charged components.
3. Do not attempt to install, remove, disassemble or assemble a component until you have read and thoroughly understand the recommended procedures. Use only the proper tools and observe all precautions pertaining to the use of those tools.
4. Following the vehicle manufacturer's recommended procedures, deactivate the electrical system in a manner that safely removes all electrical power from the vehicle.

5. If the vehicle is equipped with an air over hydraulic brake system or any auxiliary pressurized air system, make certain to drain the air pressure from all reservoirs before beginning ANY work on the vehicle. If the vehicle is equipped with an AD-IS® air dryer system or a dryer reservoir module, be sure to drain the purge reservoir.
6. Never connect or disconnect a hose or line containing pressure; it may whip. Never remove a component or pipe plug unless you are certain all system pressure has been depleted.
7. Never exceed manufacturer's recommended pressure.
8. Never attempt to disassemble a component until you have read and understand all recommended procedures. Some components contain powerful springs and injury can result if not properly disassembled. Use only proper tools and observe all precautions pertaining to use of those tools.
9. Use only genuine Bendix® replacement parts, components and kits.
  - A. Use only components, devices and mounting and attaching hardware specifically designed for use in hydraulic brake systems.
  - B. All replacement hardware, tubing, hose, fittings, etc. must be of equivalent size, type and strength as the original equipment.
10. Components with stripped threads or damaged parts should be replaced rather than repaired. Do not attempt repairs requiring machining or welding unless specifically stated and approved by the vehicle and component manufacturer.
11. Prior to returning the vehicle to service, make certain all components and systems are restored to their proper operating condition.

## FLOW SWITCH SPLICING INSTRUCTIONS

### GENERAL

Refer to Figure 1 and determine if the vehicle flow switch connector will fit the connector on the Hydro-Max® booster. If the vehicle is equipped with the old style connector, proceed to step 1 and use the wire harness illustrated in Figure 1 to convert to the vehicle to the new style connector. If the vehicle is equipped with the new style connector, the conversion wire harness may be discarded.

1. Cut the existing flow switch connector off the vehicle wire harness and discard.
2. Strip 1/4" of insulation from the end of each lead wire. Note: It is important to strip the correct amount of insulation to ensure the proper installation of the butt connectors.

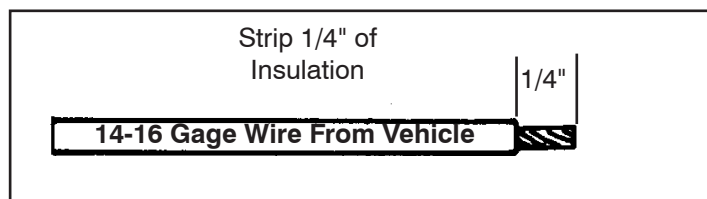


Figure 2 - Wire Stripping

3. Slide a 2" tube of shrink wrap over the lead wire and insert one of the lead wires into the butt connector until the center stop (in the connector) is contacted. **Note: If the correct amount of insulation was stripped, the exposed wire will contact the center stop in the butt connector and the insulation will rest against the edge of the butt connector.** Firmly crimp the butt connector to the lead.

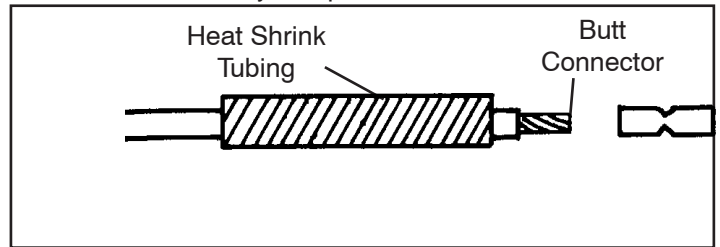


Figure 3 - Shrink Tubing & Connector

4. Insert the other wire harness lead into the butt connector and firmly crimp.

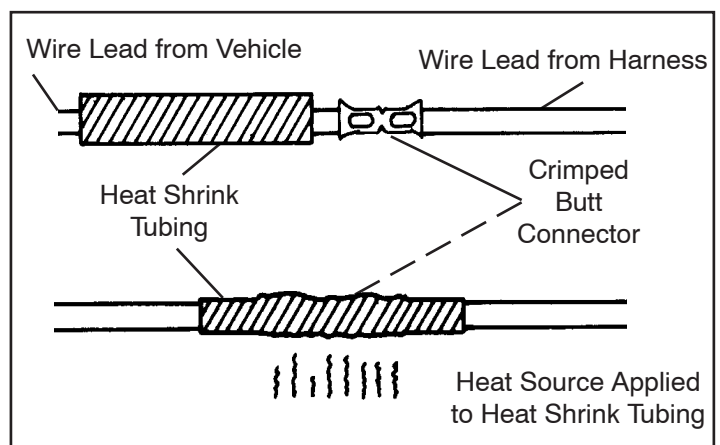


Figure 4 - Crimping Connector & Heating Tubing

5. Center the tube of shrink wrap over the butt connector and using a heat gun, or other appropriate heat source, heat the shrink wrap until it surrounds the wire and forms a waterproof seal.

