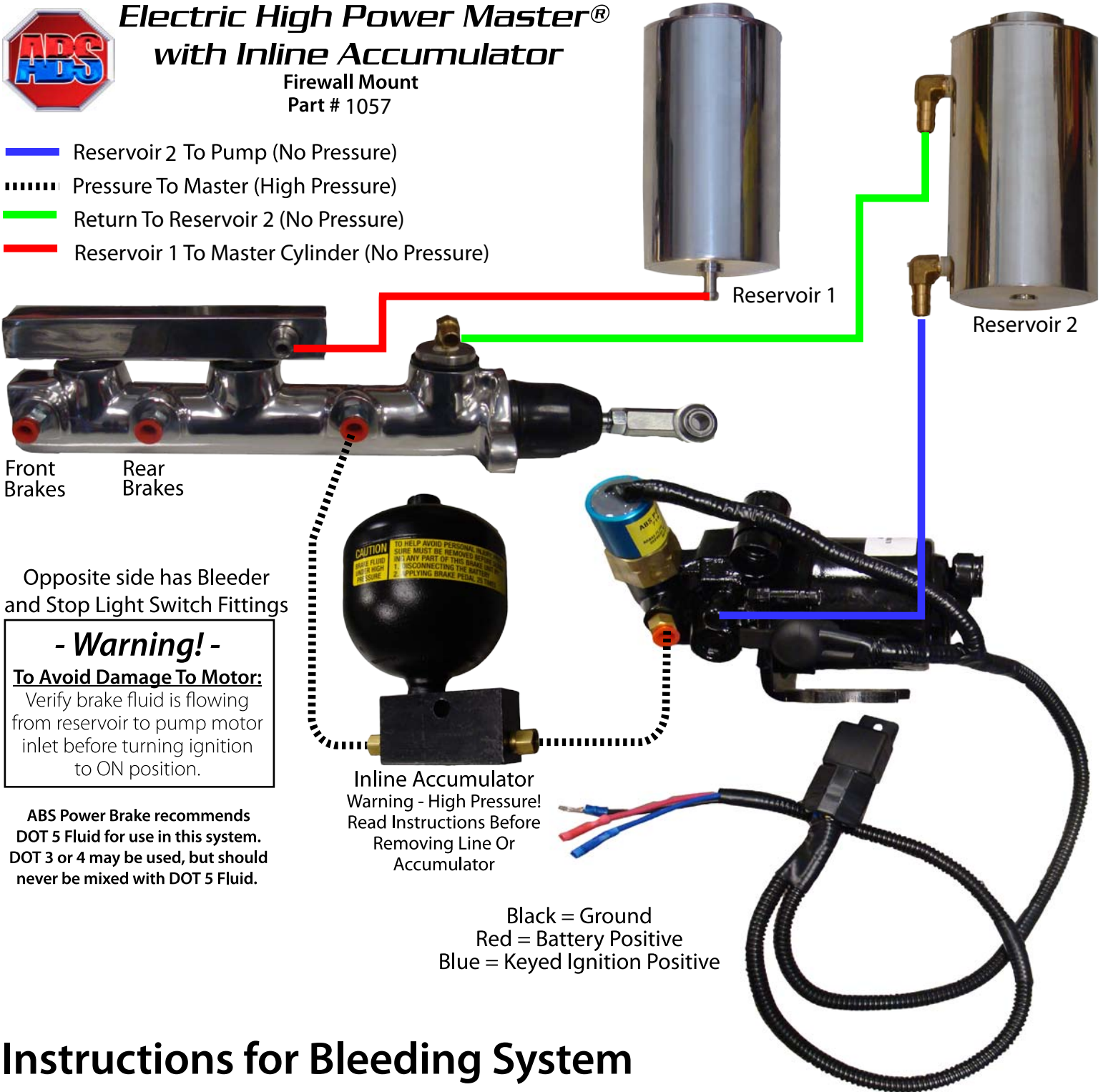




# Electric High Power Master<sup>®</sup> with Inline Accumulator

Firewall Mount  
Part # 1057

- Reservoir 2 To Pump (No Pressure)
- - - - - Pressure To Master (High Pressure)
- Return To Reservoir 2 (No Pressure)
- Reservoir 1 To Master Cylinder (No Pressure)



Opposite side has Bleeder and Stop Light Switch Fittings

**- Warning! -**  
**To Avoid Damage To Motor:**  
 Verify brake fluid is flowing from reservoir to pump motor inlet before turning ignition to ON position.

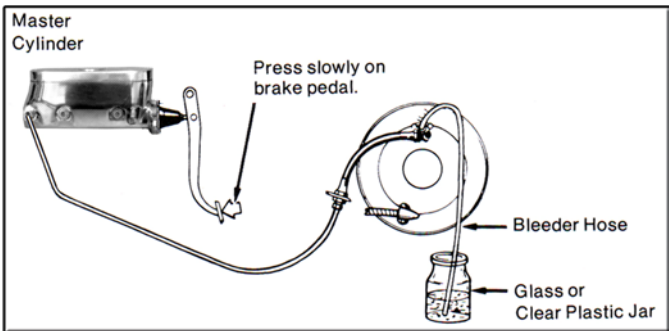
ABS Power Brake recommends DOT 5 Fluid for use in this system. DOT 3 or 4 may be used, but should never be mixed with DOT 5 Fluid.

In-Line Accumulator  
Warning - High Pressure!  
Read Instructions Before Removing Line Or Accumulator

Black = Ground  
Red = Battery Positive  
Blue = Keyed Ignition Positive

## Instructions for Bleeding System

Setup for initial bleeding: It takes two people, one to operate the brake pedal and the other at the bleeder on the wheel cylinder or caliper. The person operating the bleeder should give instructions to the person who is operating the pedal. Bleeder is opened only when the pedal is pushed down and being held. Bleeder needs to be closed before the pedal gets released. Bleed front brakes first then rears. Be sure there is clear fluid with no bubbles coming out of each bleeder. Before moving to the next step, fill reservoir again to within 3/4" of the top of the reservoir. To finish, turn the ignition switch to "ON" and let the electric pump run until fluid flows freely from the accumulator mounting port. Turn key off and install the accumulator. Turn key on and let motor run until full pressure is achieved and the pump turns itself off. The system is now fully pressurized and ready. Be sure reservoir is filled to 3/4" from the top before sealing the system and testing. Check system for leaks after road test.



The Electric High Power Master system uses the accumulator to provide power assist to your braking system in the event of a power failure to the pump electric motor. This will provide several full pressure stops (up to 10) before you slowly begin to feel a harder pedal, up to the point where you will have standard manual brakes. You will never lose the brakes due to a pump or power failure.