



INSTALLATION INSTRUCTIONS

Brake Pressure Switch

This is a pressure operated safety switch intended to interrupt power to the ignition system in the event of a sudden spike in brake pressure. Switch is plumbed in the front or rear brake circuit depending on vehicle type.

1. Determine if switch will be plumbed in the front or rear brake system circuit. On circle track applications, asphalt race cars typically use more front brake pressure while dirt race cars use more rear pressure. Keep in mind as track conditions change and front to rear bias is adjusted that brake pressure will also change affecting switch actuation.
2. Install pressure switch in-line using a tee such as the ALL50137 designed for 3/16" inverted flare fittings or a similar fitting with a 1/8" NPT port. On some drag race car applications using a line lock; the valve may have an extra 1/8" NPT port that can be used for installing the pressure switch.
3. For proper operation, bleed brake system as needed once switch has been installed.
4. Pressure switch is designed to interrupt the power supply to most ignition systems. Switch installs in-line between the ignition switch and the ignition box or positive side of the coil.
5. Attach the wire from the ignition switch to one terminal of the pressure switch. Attach a test light to the other terminal of pressure switch to set the disconnect pressure. Light will turn on when switch activates. Switch should not activate under normal braking pressure. Set pressure to activate switch when excessive pressure is applied.
6. Switch activation pressure can be adjusted by loosening the threaded knurled locking nut and threading the terminal side of the switch clockwise to decrease the disconnect pressure and counter clockwise to increase the disconnect pressure.
7. Once desired pressure is set, tighten the threaded knurled locking nut against main body of switch and attach wire from ignition box or positive side of coil to terminal on pressure switch.
8. Switch will automatically reset when brake pressure is returned to normal operating pressure or brakes are released.

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