690 BRAKE LOCK SYSTEM

Control Module Conversion Instructions

NOTE

The 690 Control Module is no longer available. It is now serviced by replacement with the 691 Control Module Conversion Kit. The 691 Brake Lock System wiring colors and function are the same as the earlier 690 Brake Lock System except for the following:

A. The 690 Control Module has a horn delay switch on the back. This is used to turn "on" or "off" the function of having the vehicle horn activate during the time it takes the Power Unit to build pressure and lock the brakes. To wire for this function, see instruction 6.

B. The 691 System is not connected through the ignition switch as was the 690 System. The orange wire shown in Figure 2 must be capped or removed.

C. The black wires from the 691 Power Unit pressure switches are integral to the wire connectors. Some of the earlier 690 Power Unit pressure switches had the black wires connected to ground. Either should function properly and do not need to be changed.

Instructions

(Refer to Figures 1, 2, and 3)

1. Disconnect the positive wire at the vehicle battery.
2. A mounting bracket is provided with the 691 Control Module to mount the control module directly to the power unit. The bracket can be mounted to the power unit at the top or either side. The 691 Control Module can also be mounted to the bracket so that the wire harness connector attaches opposite to what is shown.
3. The 691 Control Module uses a remotely mounted 691 User Interface. The 691 User Interface includes a manually activated switch, audible alarm, and "locked" lamp. Find a mounting location in the cab of the vehicle and mount the user interface where:
   A. The operator has easy access to the "lock" - "release" rocker switch.
   B. The "lock" lamp is visible to the operator.
   C. It is protected from having something spilled on it.
   D. There is easy routing of wires from the 691 Control Module to the user interface.
4. Unplug the existing wire harness connectors from the old 690 Control Module. Remove the old control module from the cab of the vehicle.
5. Use Figures 2 and 3 on page 2 to match up the wire colors from the old wire harness to the new wire harness. Splice the new harness wires to the old harness wires. When making connections, soldering and sealing with adhesive heat shrink is the recommended method. All wires that are not used must be sealed and insulated to keep from shorting to each other or ground. **NOTE: Some later model 690 Power Units used connectors on the wires. These can be connected directly to the new wire harness connectors.**
6. Horn Delay (optional). If the 690 System was setup to activate the vehicle horn during brake lockup, tee into the white wire from the User Interface and connect to the horn relay. The yellow wire to the horn relay must be capped or removed.
7. After installing and wiring the conversion kit, reconnect the vehicle battery and test the brake lock system to be sure it is functioning properly. The system should function the same as it did with the old control module.

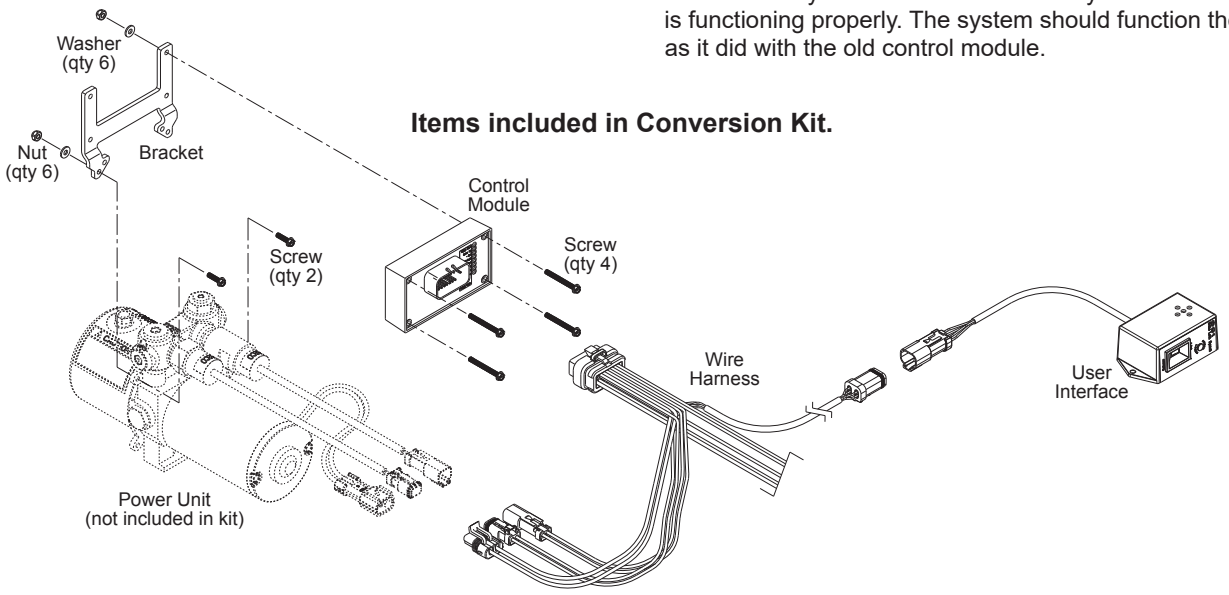

FIGURE 1
(suggested mounting for the new Control Module)

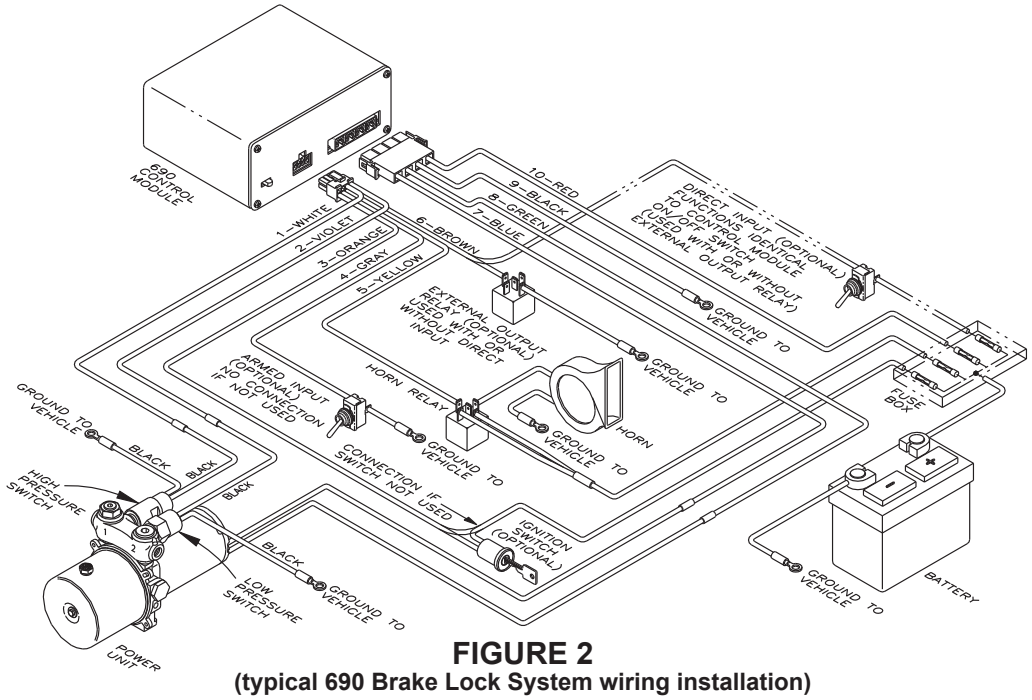

FIGURE 2
(typical 690 Brake Lock System wiring installation)

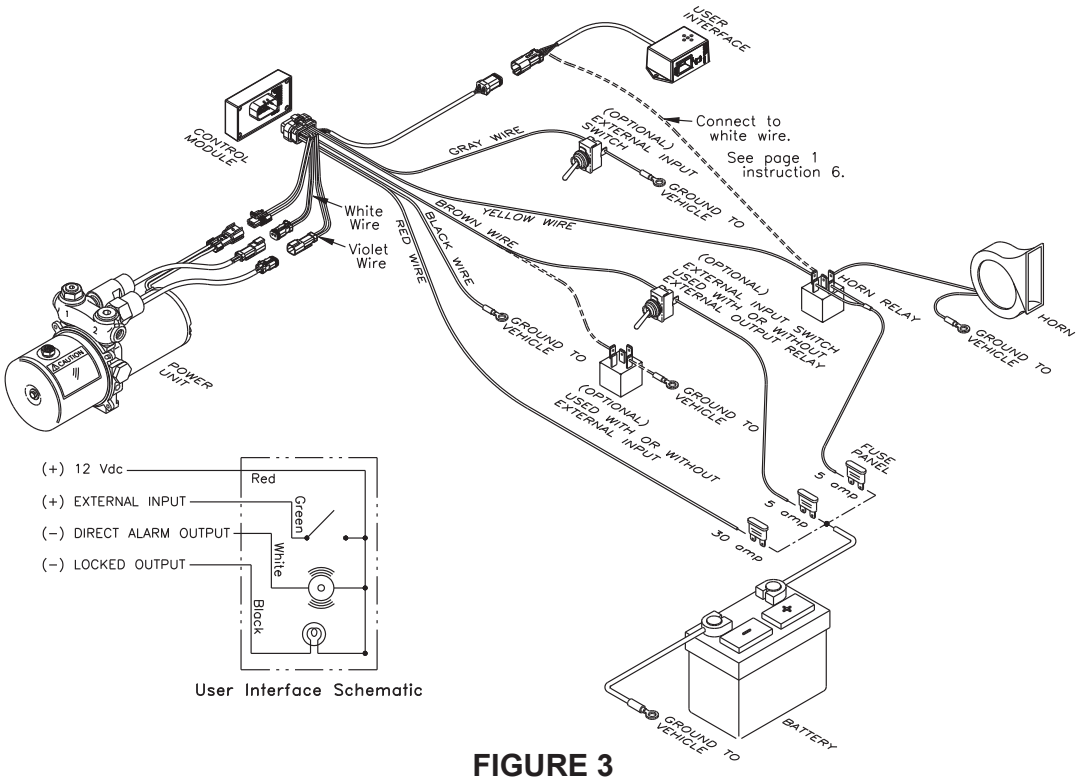

FIGURE 3
(typical 691 Brake Lock System wiring installation)

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