

Installation Instructions AM01

Please pay attention when installing!

This ABS system is very vulnerable and the following mistakes are often made during installation:

1. **Plug connection:**

The plug connection of the devices is very vulnerable (analog device) and the respective pins are often damaged. Damaged, pressed down and bent in the connector. This then leads to a malfunction. Before inserting the plug, make sure the pins are straight and the pins in the plug are the same height.

2. **Brake fluid:**

During the bleeding process, no brake fluid may get into the plugs or run down the motors/pumps. If the brake fluid gets into the device, it will be destroyed. When bleeding, work with silicone hoses and avoid the brake fluid exit.

3. **Water damage:**

If the device is rinsed with water after installation, water damage often occurs. These often only appear after some time. The devices are not sufficient from the factory. Designed to be waterproof and unfortunately the motors actually suck the liquid into the device. Avoid any work with water.

4. **Venting process:**

Only use DOT 4 brake fluid.
Bleed the device conventionally by pumping. Do not use a vacuum device.
Follow the order assigned by the manufacturer. Use the BMW special tool for bleeding the wheel circuits.

5. Pressure test:

Carrying out the pressure test is absolutely necessary for commissioning and handover to the customer. This test was developed over 20 years ago and has only been adopted in many testers. It may happen that the test is not passed. Bleed the device again and Try it several times. Sometimes another tester can also lead to success. Set the Brake lever to maximum force (wide lever) only then can you build up the required pressure.

6. Pressure error:

Printing errors or sporadic printing errors often occur. Be sure to bleed the system again to exclude air bubbles. We were able to do so again and again in the course of our work
Find out the following components as the cause:

- Brake lines swollen / defective > replace with new or steel flex lines.
- Brake pads at the wear limit often have pressure problems with just 3mm of pad remaining.
- Incorrect adjustment of the brake light switches.
- Defective brake calipers/pistons.
- Defective brake master cylinder

7. Brake light switch:

The switches must be adjusted according to BMW specifications. The micro switches are "openers" and must be used sound when actuated before pressure is built up in the system. Otherwise malfunctions will occur.

8. Undervoltage:

Please note that this is an electronic/hydraulic system
Undervoltage goes into error or the self-test is not carried out.

9. Vehicle fault:

There are numerous components in this braking system only if all components
If the system is working properly, the warning light goes out and the system is ready for use.

Best Regards

RH Electronics Team