



## **LAUNCH CONTROL AF49-4076 INSTALLATION INSTRUCTIONS**

**WARNING!** These instructions must be read and fully understood before beginning the installation. Failure to follow these instructions may result in poor performance, vehicle damage, personal injury or death. If these instructions are not fully understood, installation should not be attempted.

The unit can be used in either for the front wheel side or the rear wheel side of the brake system of a passenger car. If you choose to use the launch control in the rear side of the brake system it may be used only for hill hold brake system on the street. The Aeroflow launch control is a standard design with one connection from the master cylinder and one connection to the brakes.

**WARNING!** The Aeroflow launch control is designed primarily for use on high performance vehicles used in drag racing. IT IS INTENDED FOR SHORT DURATION USE (MAXIMUM 60 SECONDS) to lock the front wheels while staging the vehicle for Drag Racing. IT IS NOT INTENDED FOR BURNOUT COMPETITIONS and or to be used as a long term brake holding device or in place of a driver depressing the brake pedal. It should only be used on passenger cars and light trucks, for example 750kgs or ¾" tonne or less using a standard hydraulic brake system that is in good safe operating condition.

### **IMPORTANT:**

We strongly recommend that you have the launch control installed by a qualified or certified automotive mechanic. Do not use copper tubing. Use a tube bender when bending tube to avoid kinking or crushing the tube. Pre-assembled steel braided Brake hoses may be an acceptable substitute for steel lines in high performance applications.

### **BE CAREFUL:**

Do not over tighten threaded fittings! Use Aeroflow Teflon thread sealing paste on all threads to avoid galling of the threads.

### **INSTALLATION INSTRUCTIONS:**

There are a number of ways that the launch control solenoid can be installed on your race car. See our diagrams showing installation on two general types of braking systems. If you are not 100% sure of how to install this unit, see your fabrication shop or the person that installed your brake system on your car and have them install this system for you.

1. Carefully choose and solidly mount the solenoid to the car away from the headers or excessive heat. Each end of the solenoid has a 1/8" NPT female port, the hex side is "IN" and the other side is "OUT". Use Aeroflow AF375-02 to connect 3/16" line to 1/8" NPT

**IN:** This end should be placed towards to master cylinder (hex side)

**OUT:** This end should be placed towards the brakes (round brass side)

2. Connect brake lines using appropriate brake lines and fittings, see [WWW.AEROFLOWPERFORMANCE.COM](http://WWW.AEROFLOWPERFORMANCE.COM) for an online catalogue.
3. Close any unused opening in pressure differential and block with the appropriate tubing plug.
4. Bleed air from system and check for any leaks. Now double check all threads are tight!

### **WIRING:**

All wiring connections should be soldered and covered with heat shrink sleeving.

1. Disconnect battery.
2. Wire as per diagram supplied.
3. Reconnect battery and test system for correct operation.

### **OPERATION:**

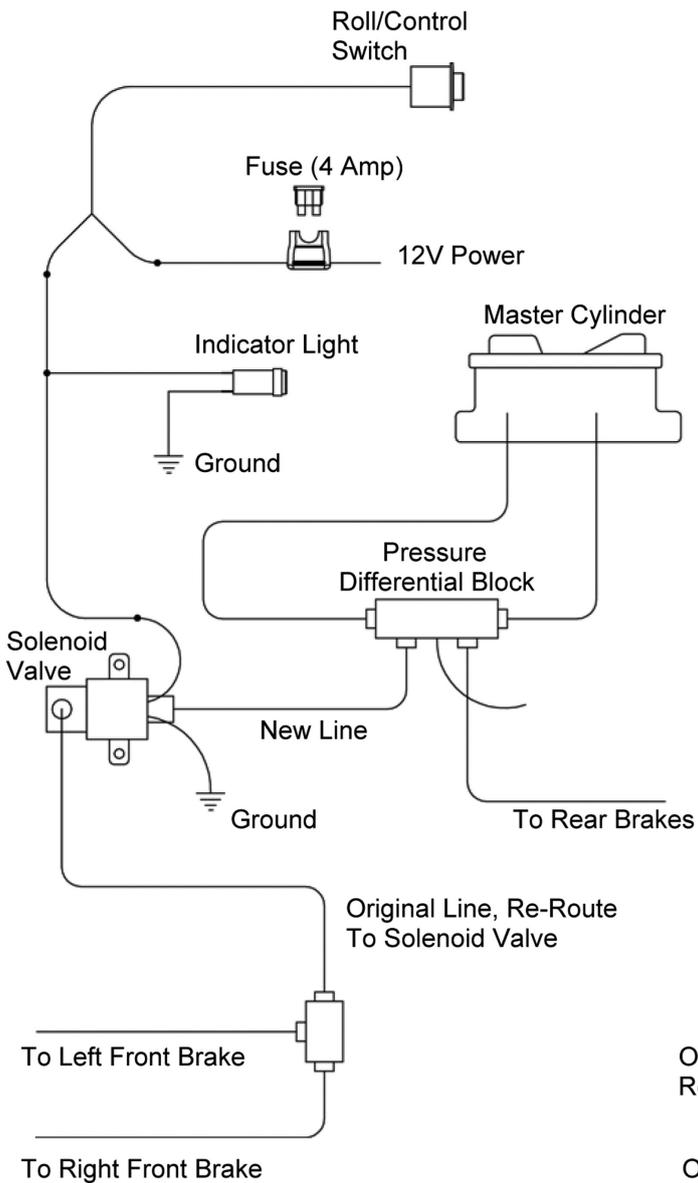
**TO ACTIVATE:** Press brake pedal and hold, press control switch button and hold, release brake pedal. Brakes are now locked. To release brakes, release control switch button.

**NOTE: IT IS INTENDED FOR SHORT DURATION USE (MAXIMUM 60 SECONDS)**



## LAUNCH CONTROL AF49-4076 INSTALLATION INSTRUCTIONS

### TYPICAL 4 PORT DIFFERENTIAL BLOCK INSTALLATION



### TYPICAL 5 PORT DIFFERENTIAL BLOCK INSTALLATION

