Pantera Electronics Brake Light Switch

This installation manual is for Pantera Electronics Brake Light Switch. This device utilizes magnetic sensing technology, there are no contacts to wear or oxidized so fast actuation will not deteriorate.

In addition there is a delay of approximately a 2 seconds before the brake lights are deactivated, this allows manual transmission cars to engage the clutch and start moving before the brake lights are “OFF”. This would be considered a safety feature since there is time when the car is not moving with brake lights OFF and the traffic light is green, so quickly approaching traffic can realize the car is not moving.

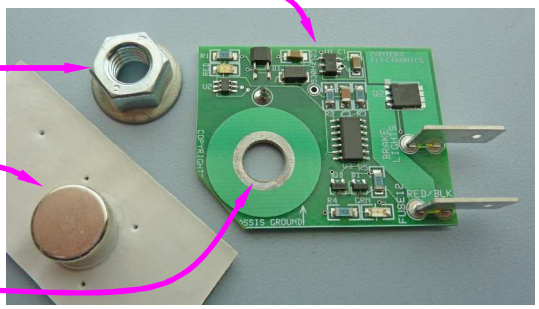
Note: The Pantera Electronics Brake Light Switch will actuate one time when the ignition switch is first turned ON. This is a automatic test to verify operation.

Brake Light Switch (BLS)

Includes a 8mm locknut for mounting the sensor board. *Do not use any other nut.*

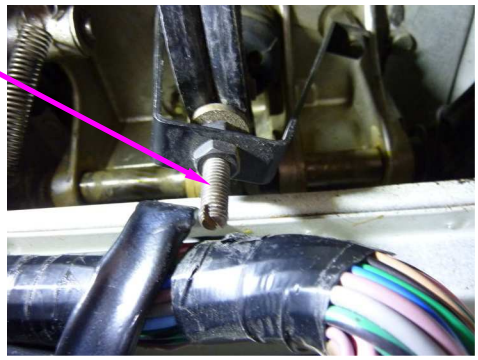
Magnet

Mounting hole



The BLS can drive the factory incandescent lamps or modern LED lamps or a combination. The BLS can supply 8 amps constant current.

Mounting location in 1971 through 1974 Pantera brake pedal stop adjustment stud.

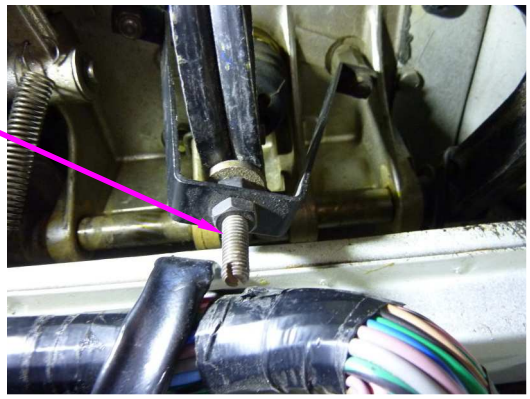


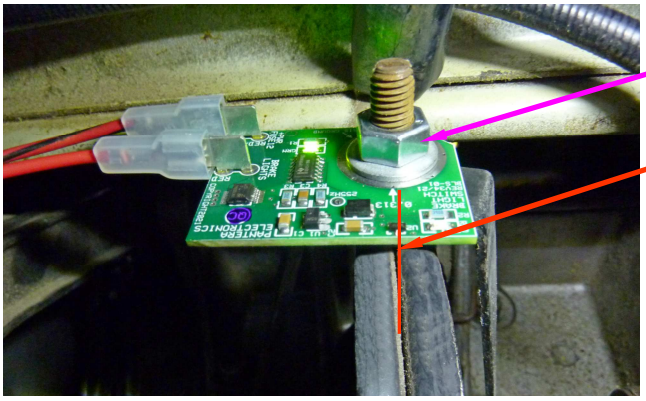
NOTE: It’s important to keep this installation manual for future reference since revisions to this product change the contents of the installation manual.

Installation

Disconnect the battery by removing the negative (-) or ground cable from the battery terminal.

Clean the mounting stud to make sure it is free from corrosion, dirt and grease.
The BLS uses the mounting hole for the ground wire connection and requires the mounting surface to be as clean as possible.

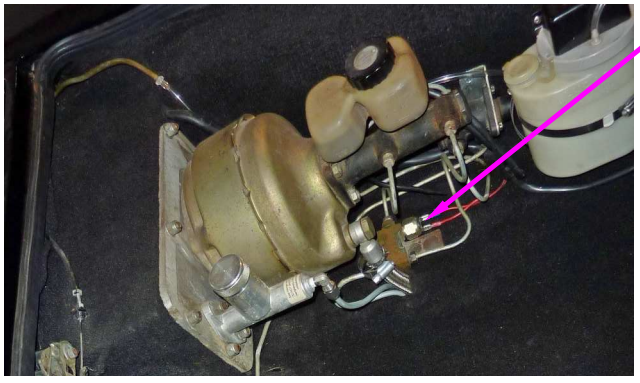




Slide the BLS onto the stud and install the nut.

Align the BLS so that sensor is positioned over the brake pedal level. Note sensor in picture.

Tighten the nut.



There are 2 RED wires that connect to the factory hydraulic brake switch in the trunk. These are disconnected and pulled back through the grommet in the bulkhead. The terminals may need to be cutoff and sleeves removed. Leave the PVC sheathing on the wires.

After the wires are on the other side of the trunk bulkhead, replace the terminals and sleeves.
1971 and 1972 model Panteras the wires are both RED.

1973 and 1974 model Panteras the wires are both RED and one wire has a BLACK stripe.

The RED wire *with* BLACK stripe is the powered wire from the fuse panel, Fuse #12.
The RED wire *without* the BLACK stripe is the brake light connection.

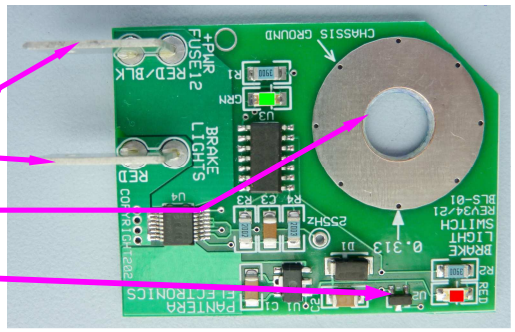
Note the connections to the BLS.

Terminal for fuse #12 or +12 volts.

Terminal for brake lights.

Ground electrical connection.

Magnetic sensor

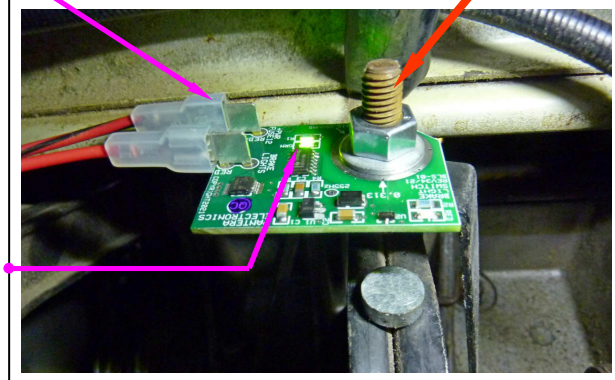


Connect the wires to the terminals on the board.

1971 and 1972 model Panteras, both wires are RED, reconnect the battery and with a voltmeter or test light determine which wire has **(+)**12 volts.
The ignition switch must be "ON" to determine the **(+)**12 volts.

When wiring is complete connect battery and turn "ON" ignition switch. A green light will illuminate if wiring is correct.

Do not power the BLS without the mounting nut tight. This is the ground connection for the electronics.



Disclaimer

The products from Pantera Electronics have been designed and manufactured with the best quality components known to the engineer. The installation instructions have been written to assist the owner in the proper use and installation of the products. Pantera Electronics can not be held responsible or held liable for the interpretation or incorrect implementation of the products.

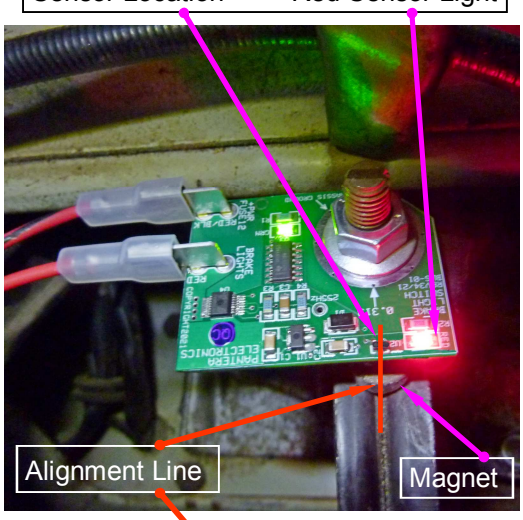
Alignment and Adjustment

The sensor will ONLY detect one side of the magnet.
Determine the side of the magnet by testing.

Place the magnet assembly on the pedal lever.

The magnet assembly must be in alignment with the sensor on the BLS board.

There is a red light on the board to indicate when the magnet has actuated the sensor.

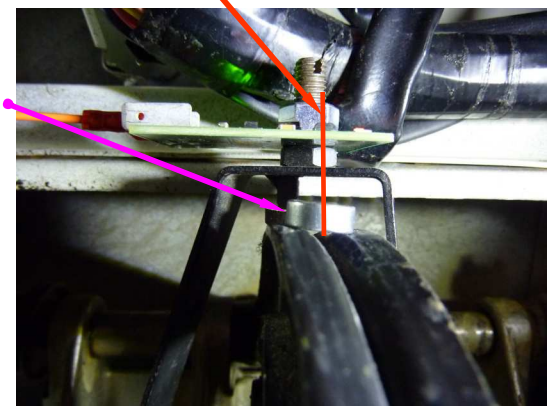


Make sure the pedal lever is against the adjustment stop.

Position the magnet directly behind the sensor.
When the magnet is in alignment with the sensor and the brake pedal is NOT depressed the red sensor light should illuminate.

Test the pedal lever movement, the red light should go out when the magnet moves away from the BLS.

The free play movement should NOT be enough to generate brake pedal pressure.



Use RTV to retain the magnet assembly in position on the pedal lever. ***DO NOT rely on the magnetism to keep the magnet in position.***
There is little retention in the shear mode with magnetism.

Apply the RTV between the pedal lever and the magnet assembly. Allow the RTV to cure before driving.