

**MODERATE** - Installation requires metric tools and possibly cutting and drilling. The ability to closely follow instructions is imperative. If your mechanical experience is limited to simple jobs like changing oil and rotating tires, a Moderate installation will likely prove challenging.

**ESTIMATED INSTALLATION TIME** - Installation times are for a professional installer. Times may vary based on the skill level of the installer.

**ESTIMATED INSTALL TIME** - 2.25 hrs

PART NO. 24048

SLP Line Lock Package  
1987-1992 F-Body

**PACKING LIST**

Item #	Check	Quantity	Part Number	Description
1	<input type="checkbox"/>	1	020890867	Power to Solenoid Wire Harness
2	<input type="checkbox"/>	1	020890868	Switch to Solenoid Wire Harness
3	<input type="checkbox"/>	1	260093001	Master Cylinder to Solenoid Brake Line
4	<input type="checkbox"/>	1	260093000	Proportioning valve to Solenoid Brake Line
5	<input type="checkbox"/>	1	020758100	Solenoid
6	<input type="checkbox"/>	2	020706250	Self Drilling Screws
7	<input type="checkbox"/>	2	020499022	Tube Nut 3/16" to 1/8"NPT
8	<input type="checkbox"/>	1	*****	Installation Instructions

**INSTALLATION INSTRUCTIONS**

**Warning:** SLP recommends allowing the vehicle to cool (not running) for five hours before beginning the installation. Exhaust components can be extremely HOT and could cause severe burns if it is not allowed to cool. SLP also recommends wearing safety glasses for the complete installation. Refer to GM service manuals for further pictures or specifications.

1. Remove the entire brake line that runs from the rear of the Master Cylinder to the proportioning valve.
2. Next install SLP's Master Cylinder to Solenoid Brake Line (P/N 260093001) at the master cylinder end using the gray tube nut already on the line. Only finger tight the line onto the master cylinder to allow for adjustment when installing the solenoid. Reference figure 1 below.

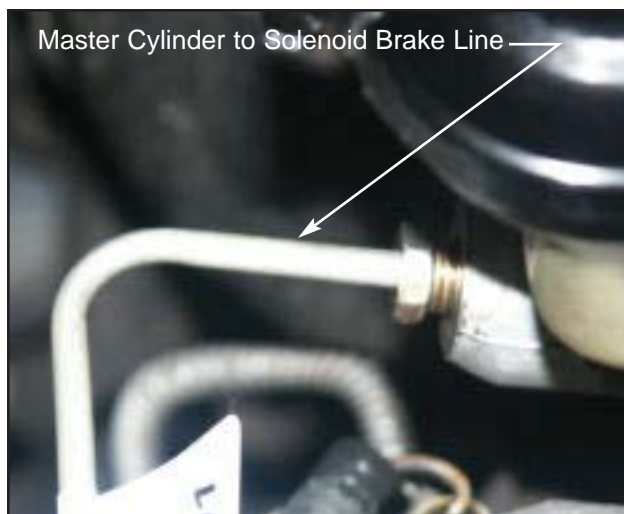


Figure 1

3. Install the proportioning valve to Solenoid Brake Line (P/N 260093000) onto the proportioning valve system using the gray tube nut already installed on the line. Only finger tight the nut to allow for adjustment of the line to install the solenoid. Reference figure 2 below for ABS to Solenoid Brake Line mounting.



Figure 2

4. Next, screw the two brass 3/16" to 1/8" NPT adapter nuts to both ends of the solenoid. **Make sure that the master cylinder to solenoid line screws into the half of the solenoid with the spade connectors, and the Proportioning Valve to Solenoid Brake Line is screwed into the half of the solenoid without the spade connectors.** Position the solenoid between the two brass fittings on the end of both the master cylinder line and proportioning valve line. Mark with a pen the position of the mounting holes on the sheet metal of the car where the lines will easily screw into the solenoid. Reference figure 3 below to obtain a general idea of where to mount the solenoid.



Figure 3

5. Use the self-drilling screws to mount the solenoid in the position that has been marked and screw the brass fittings into both the top and bottom of the solenoid.
6. Tighten all 4 new fittings to 16 N-m (12 ft-lbs).
7. Next install the Solenoid to Switch Wire Harness. Find a suitable place on the driver's side kick panel to mount the toggle switch. Drill a hole approximately 0.50" in diameter to install the switch. The inside of the kick panel will need to be ground down slightly in order for the switch's threads to come through the opposite side to install the nut.

8. Next, mount the ground wire to the stud coming out of the firewall on the driver's side of the steering column. Reference figure 4 below for location of stud.



**Figure 4**

9. Next, run the long wire attached to the switch with the spade connector on the opposite end out of the hole in the firewall on the driver's side into the engine compartment. Once you reach the solenoid connect the spade connector to the 1/4" spade on the solenoid.
10. Next install the Solenoid to Power Wire. Connect the spade connector to the solenoid and use the ring tongue terminal to connect to the back of the alternator. Use the nut that is on the back of the alternator located by the top of the valve cover to secure the ring tongue terminal. See figure 5 below to locate connection on back of alternator.



**Figure 5**

11. The installation is now complete.
12. After the line lock is installed the brakes must be bled.