

PART NO. 24050

2004 GTO Line Lock

PACKING LIST

<u>Item #</u>	<u>Check</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Description</u>
1	<input type="checkbox"/>	1	020758100	Solenoid
2	<input type="checkbox"/>	1	020758601	Solenoid to Proportioning Valve Brake Line
3	<input type="checkbox"/>	1	020330601	12mm Bubble Flare to 1/8" NPT Fitting
4	<input type="checkbox"/>	1	020402601	Solenoid to Power Wire Harness
5	<input type="checkbox"/>	1	020402602	Switch to Solenoid Wire Harness
6	<input type="checkbox"/>	1	020499022	3/16" to 1/8"NPT Tube Nut
7	<input type="checkbox"/>	2	940586796	8 X 1/2" Sheet Metal Screw
8	<input type="checkbox"/>	1	050501863	SLP Logo Adhesive Label w/o dome resin
9	<input type="checkbox"/>	1	*****	Installation Instructions

INSTALLATION INSTRUCTIONS

1. Remove the brake line fitting on the proportioning valve marked MC1. See arrow in photo below.

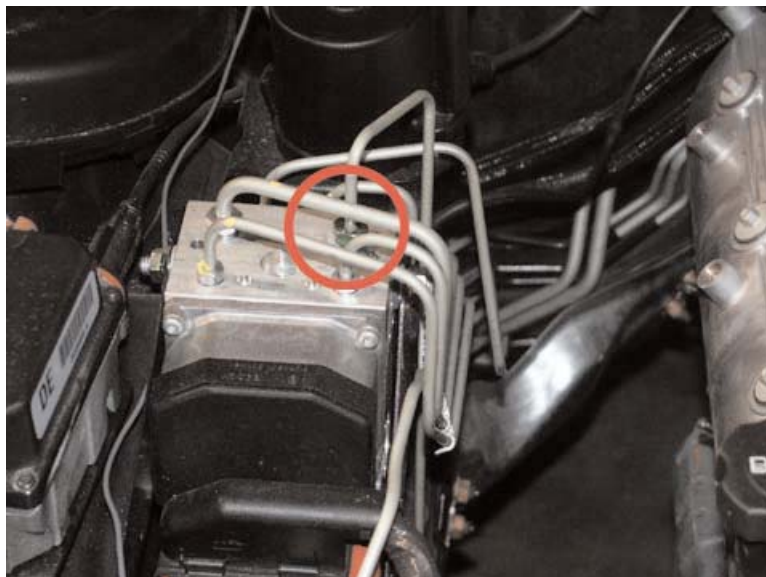


2. Next install the 1/8" NPT small adapter to the bottom of the solenoid and the install the **Large Adapter** to the top of the solenoid. See photo below. Teflon tape can be used to seal the threads.

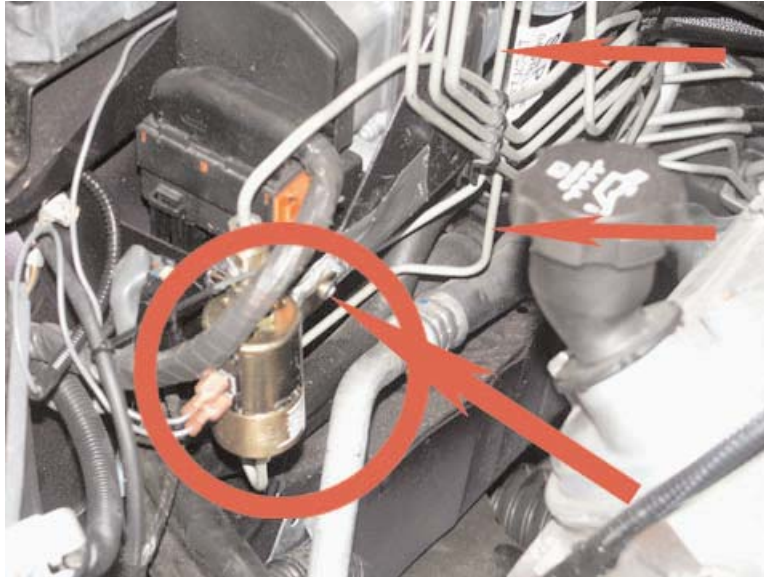


Small Adapter

3. Next, bend the one leg of the solenoid at a 90 degree angle so that you can mount the solenoid as shown in the photo below. The one leg of the bracket can be easily bent by putting the solenoid in a vise and clamping down lightly as you bend the leg with vice-grips or pliers.
4. Next loosely install SLP's pre-bent brake line to the proportioning valve where you removed the stock brake line fitting. You can bend the stock line out of the way as you will need to bend the stock line to hook it up to the top of the solenoid. The pre bent line needs to be installed behind the stock lines as shown in the 2nd photo below. You can snake either end of the line easily behind the stock brake lines.



5. Next position the solenoid as shown in the photo below and screw in the opposite side of the SLP pre-bent brake line into the bottom of the solenoid. Tighten the fitting before screwing the solenoid to the car. This makes it easier to screw the bottom fitting in by hand.



6. Position the solenoid as in the photo above so that you can drill two pilot holes for the self drilling pan head screws to mount the solenoid. Make sure when drilling the holes in the proportioning valve bracket, you are below the proportioning valve unit see photo above for position of solenoid to double check.
7. Slightly bending the pre-bent line might be needed due to differences in cars. Although there will be no need to put any extra bends in the line to allow the solenoid to line up correctly.
8. Once the holes are drilled mount the solenoid to the car using the supplied screws.
9. Next, slowly bend the stock line to the top of the solenoid. You will not need to straighten the 90 degree bend at the end of the stock line near the fitting as this will be the 90 degree angle going into the solenoid. You will only need to straighten the line behind this 90 degree bend. The line can be bent straight enough so that it can remain in the plastic retaining clips see photo below. With more patience you can tuck the stock line behind the lines running to the proportioning valve for a cleaner appearance.
10. Once the stock brake line is in position screw the stock fitting into the large adapter already screwed into the solenoid completed in step 2 above. Tighten the fitting.



11. Next install the wire harnesses.
12. The power to solenoid wire with fuse mounts directly on the auxiliary stud on the positive battery terminal.
13. The Switch wire harness must first be fed from the inside of the car out through the firewall to the solenoid.
14. Under the driver's side find the hood release cable and follow it to the fire wall. There will be a rubber grommet. See photo below.



15. Pull or push the rubber grommet to the inside of the vehicle so that it pops out of the fire wall.
16. You can slide the grommet down the hood release cable to gain more access.
17. You will notice that the grommet has two holes in it already. The main hole for the cable and a second hole covered by a thin layer of rubber.
18. Poke the thin layer of rubber with a Phillips screw driver and feed the female spade connector attached to the wire that runs to the switch through the hole in the grommet.
19. Feed the wire through the hole in the firewall so that the wire can be reached from under the hood. See photo above of wire pushed through grommet.
20. In order to make it easy you might have to remove the wire loom then re-install it once the wires are in place.
21. Next, push the rubber grommet back into the firewall so that it makes its original seal.
22. Pull the remainder of the wire through until it reaches the solenoid.
23. Plug the spade connector onto the solenoid.
24. It will not matter which spade you use on the solenoid to connect the power or the switch.

25. Next install the eye on the ground wire to a suitable ground as shown in the photo below.



26. Next, find a suitable place to mount the line lock switch. There is enough extra wire to mount the switch many places in the driver's side.

27. Once the lines and wires are installed you MUST bleed the brake lines.

28. The installation is now complete.