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PART #25005

Line Lock Package, Camaro 2010-2011

PACKING LIST

Before installation, use this check list to make sure all necessary parts have been included.

ITEM	QTY	CHECK	PART NUMBER	DESCRIPTION
1.	1	<input type="checkbox"/>	020402305	Harness, Wire, Solenoid to Switch
2.	1	<input type="checkbox"/>	020402306	Harness, Wire, Power to Switch
3.	1	<input type="checkbox"/>	020402307	Harness, Wire, Solenoid to Ground
4.	1	<input type="checkbox"/>	260093100	Line, Master Cylinder to Solenoid Brake, Camaro, 5th Gen
5.	1	<input type="checkbox"/>	260093101	Line, ABS to Solenoid Brake, Camaro, 5th Gen
6.	1	<input type="checkbox"/>	020758100	Solenoid
7.	2	<input type="checkbox"/>	020706250	Self Drilling Hex Head Screws
8.	1	<input type="checkbox"/>	950846785	Union, 12 mm X 1.5, SAE 45 Inverted Flare
9.	2	<input type="checkbox"/>	950330787	Fitting, 12 mm Inverted Female to 1/8" NPT Male
10.	1	<input type="checkbox"/>	050501863	SLP Logo Adhesive Label w/o dome resin
11.	1	<input type="checkbox"/>	020895524	Switch
12.	1	<input type="checkbox"/>	Instructions	

WARNING: SLP Recommends wearing safety glasses for the complete installation.

WARNING: SLP Recommends allowing the vehicle to cool (not running) for five hours before beginning installation.

WARNING: Too avoid the chance of electrical shock or damage to your vehicle's electrical system, disconnect both the negative and positive batter leads (in that order) at the battery.

INSTALLATION INSTRUCTIONS – #25005

1. First drain the brake fluid from the master cylinder reservoir by either sucking the fluid out from the top or removing the rear brake line and letting the fluid drip into a cup. If the reservoir is not drained properly, brake fluid will drip onto you and your vehicle.
2. Next disconnect the negative battery terminal

3. Next, remove the brake line that runs to the rear port of the master cylinder. Once removed push the line so that it stays “under” the master cylinder. See Photo 1 below for location of line in master cylinder.



Photo 1: Location of Front Brake Line on Master Cylinder

4. Next, pre-assemble the included brake line that runs from the solenoid to factory tube nut on the brake line removed in step 3 above. Assemble as shown in the photo below with the included female/female coupler. DO NOT USE any thread sealer as this coupler will seal on the flare at the end of the line. Tighten the coupler to this line now as shown in photo 2 below.



Photo 2: Solenoid to Stock Brake line assembly (out of car)

5. Next install the line assembled in step 4 above onto the stock line/tube nut removed in step 3 above. See photo 3 below.

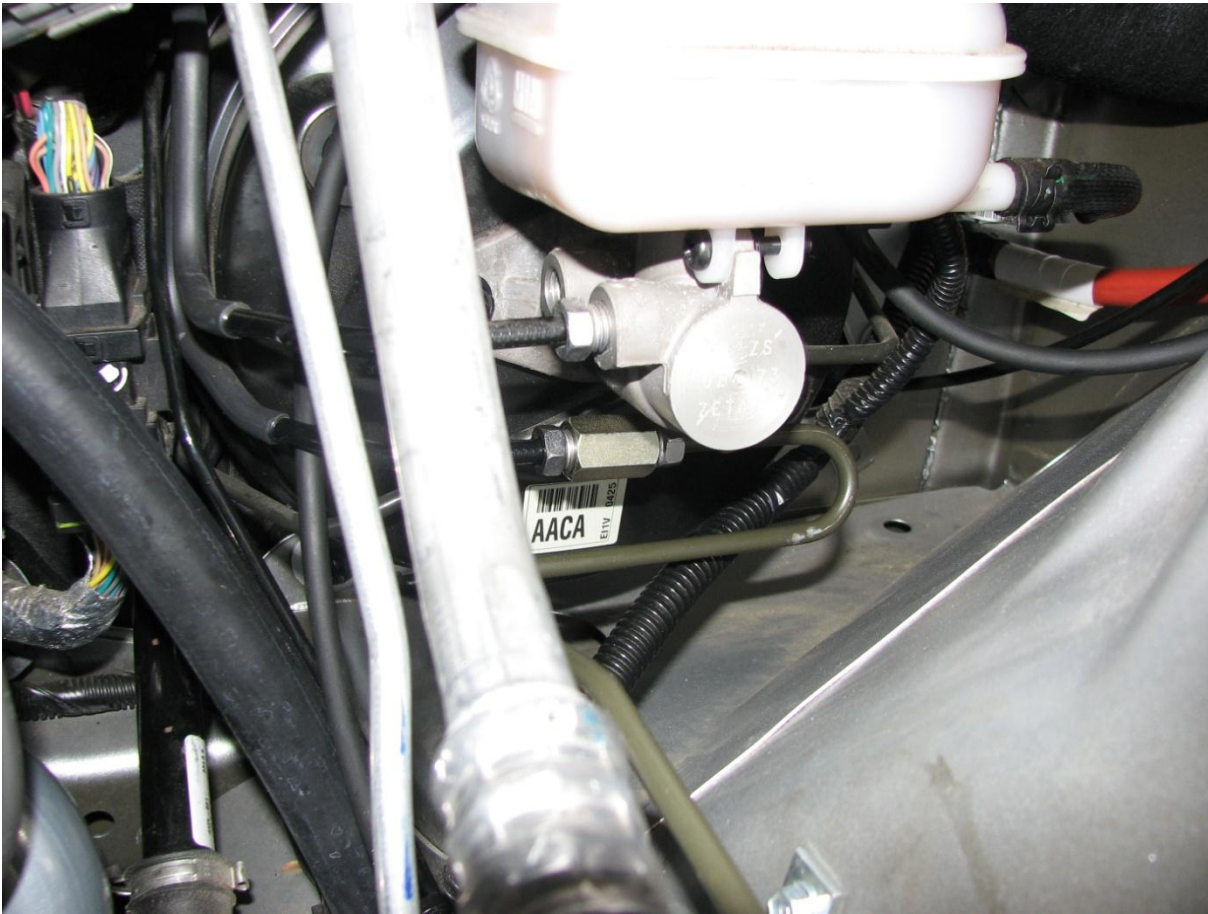


Photo 3

- Next, install the remaining brake line included in the kit onto the rear of the master cylinder as shown in the photo below. The end of the line that has a 90 degree bend goes into the master cylinder.

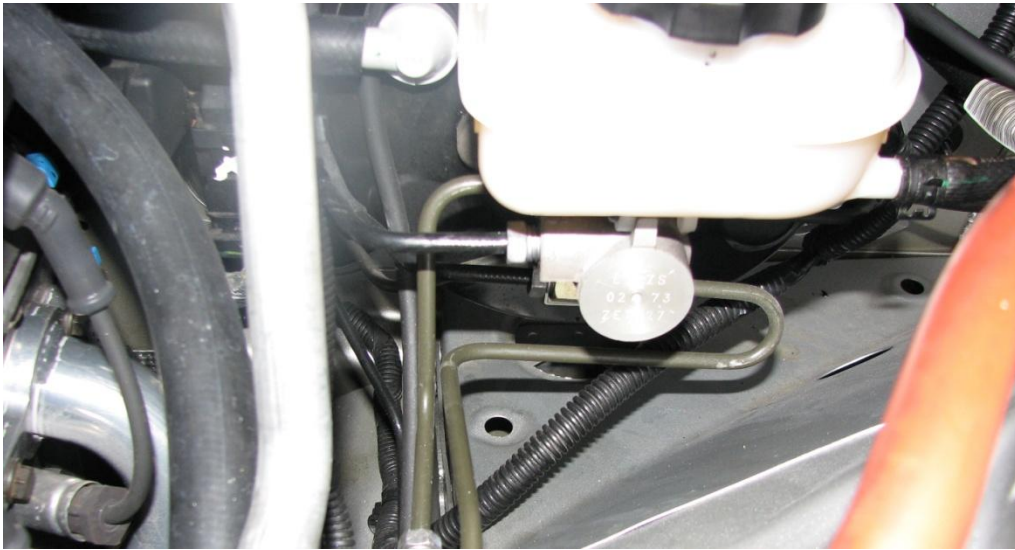


Photo 4

- Next, install the two 1/8" NPT to 12mm Flare fitting onto the solenoid. USE TEFLON TAPE ONLY ON THE 1/8" NPT THREAD INTO THE SOLENOID. Next insert the solenoid between the two lines loosely (**NOTE: Make sure the side marked MC is facing the Master Cylinder.**) installed in step 6. Position the solenoid so that both lines are relaxed and mark through the mounting holes to the fender with a sharpie where you will be drilling for the mounting screws. See photo 5 below.

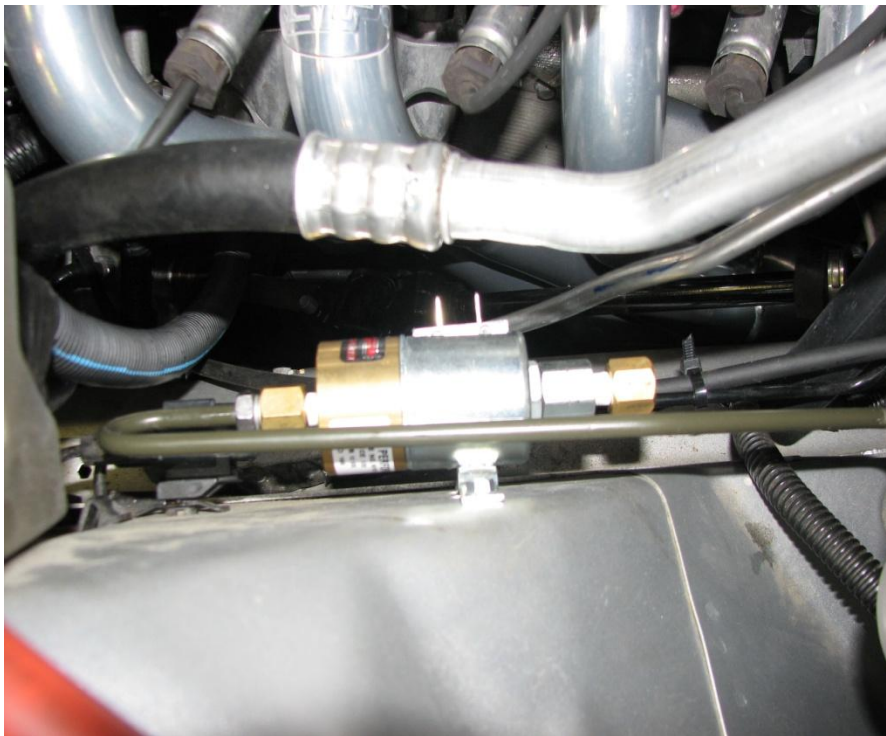


Photo 5

8. Remove the solenoid and drill a pilot hole on each mark made in step 7.
9. Mount the solenoid to the fender using the supplied hardware making sure to first plug the ground wire onto the solenoid then behind one of the included solenoid mounting screws. See photo 6 below.

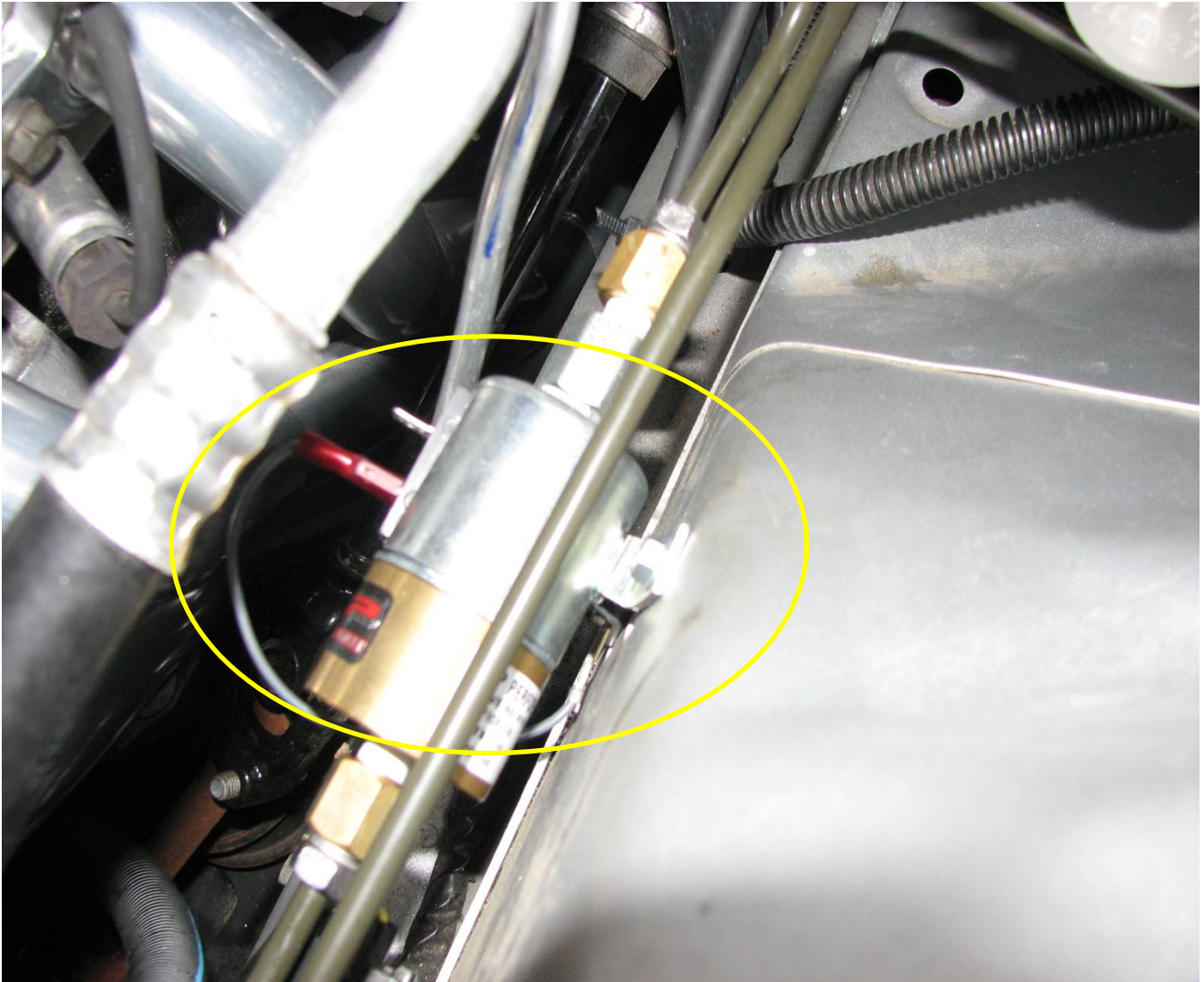


Photo 6

10. Tighten all of the tube nuts.
11. Fill the reservoir with brake fluid.
12. BLEED THE BRAKE SYSTEM.
13. Next, install the remaining 2 supplied wire harnesses.
14. Connect the “power to switch harness” (the only harness containing a fuse) to the fuse box as shown below (circuit 15). Removing the 5 amp fuse from the fuse box (circuit 15) connecting the fuse back into the open space in the harness then plugging the harness assembly back into the fuse box. (circuit 15) Route the wire out of the fuse box as shown in photo 8 below.



Photo 7

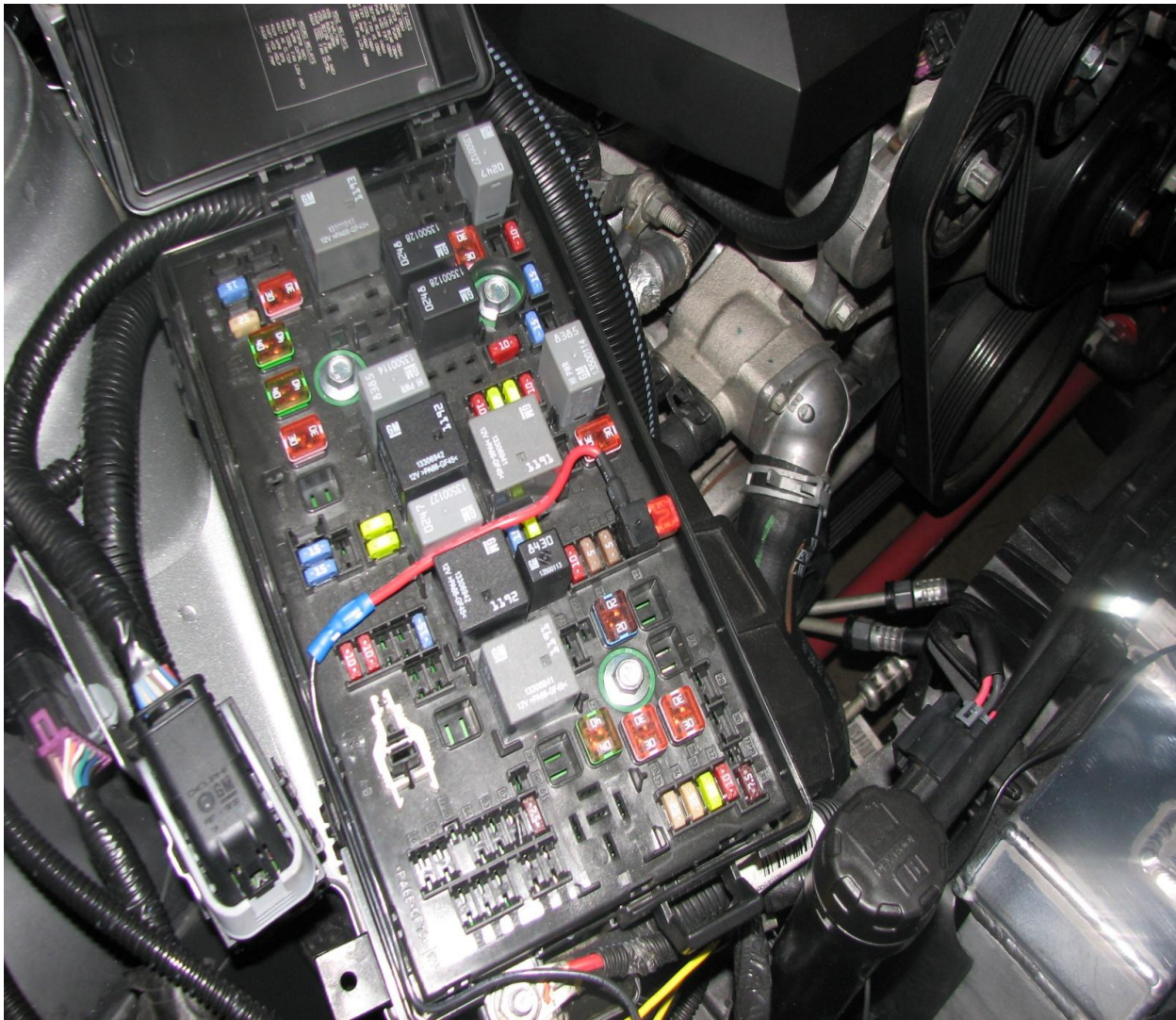


Photo 8

15. Remove the air cabin filter cover (passenger side cowl) to gain access to the wires about to be fed through the firewall. See photo 9 below.

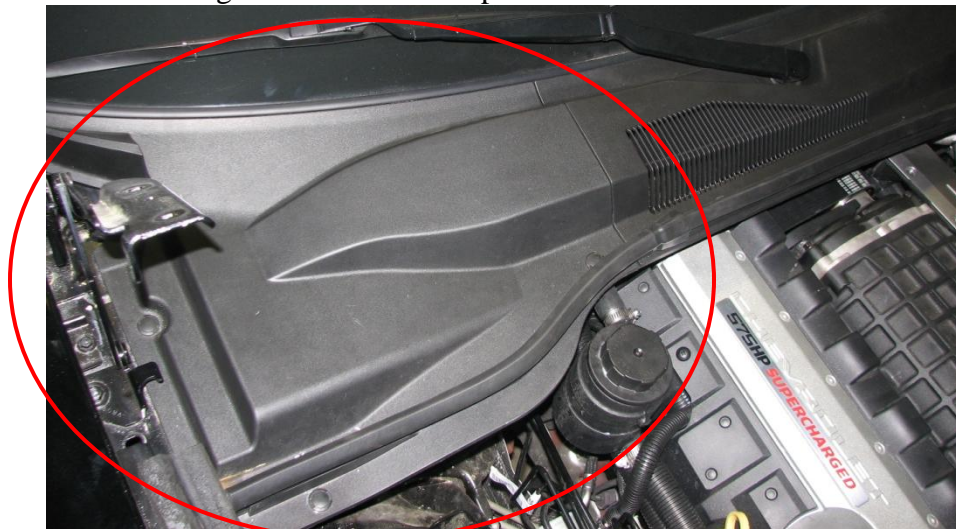


Photo 9: Passenger side cowl to be removed

16. Route the wire through the firewall from the inside of the car to the outside on the P-side. There is a grommet that goes through the firewall that the wire can go through. Remove the grommet, poke a hole in the center, run the wire through it, and re-install the grommet into the firewall. The grommet is difficult to see, but feel around the wire harness near the kick panel for the grommet. You will have to remove the plastic passenger side door sill and kick panel to get to this grommet, as well as pull back the insulation. Feed 6 inches of the wire through the grommet and it will appear where you removed the cowl. See photos 10, 11, 12, and 13 below.



Photo 10: P-side plastic door sill to remove



Photo 11: P-side kick panel removal



Photo 12: Reach hand behind insulation to feel for grommet



Photo 13: Grommet to be removed and drilled

17. Next plug the last remaining harness with a female spade connector on either end onto the solenoid then route to the P-Side of the car through the firewall to prepare for the switch.

18. Next mount the switch and plug the power and solenoid harnesses into the switch. A suggested switch location is shown below. To make the mounting hole use a 1/2" drill bit.



Photo 14: Suggested location



Photo 15: Suggested location with switch installed

19. Re-install all panels and clips. Tuck away/wire tie any loose wires.
20. The installation is now complete.