

**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** - 2.7 hrs

PART NO. M25000

SLP Mustang  
Line Lock Package

<b>PACKING LIST</b>				
<u>Item #</u>	<u>Check</u>	<u>Quantity</u>	<u>Part Number</u>	<u>Description</u>
1	<input type="checkbox"/>	1	020890870	Power to Solenoid Wire Harness
2	<input type="checkbox"/>	1	020890871	Switch to Solenoid Wire Harness
3	<input type="checkbox"/>	1	260092783	Master Cylinder to Solenoid Brake Line
4	<input type="checkbox"/>	1	260093782	Solenoid to Proportioning Valve Brake Line
5	<input type="checkbox"/>	1	020758100	Solenoid
6	<input type="checkbox"/>	2	020499022	Tube Nut 3/16" to 1/8" NPT
7	<input type="checkbox"/>	2	940400000	Nut, Hex Head, 5mm
8	<input type="checkbox"/>	2	940400001	Scew, Hex Head, 5mm X 20mm
9	<input type="checkbox"/>	4	940400002	Washer, Flat, 5mm
10	<input type="checkbox"/>	2	940400003	Washer, Lock, 5mm
11	<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.

**NOTE:** FOR COBRA AND MACH 1 INSTALLATION USE INSTRUCTIONS STARTING ON PAGE 6.

**NOTE:** To make this installation much quicker and with much less frustration cut a 3/8" and 13mm line wrench 3.5" long and an open end 13 mm wrench 3.5" long. This will allow you to remove the stock line and tighten SLP's line lock with ease.

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 brake fluid will drip onto you and the vehicles exhaust manifolds during the installation.
2. Next disconnect the negative battery terminal
3. Next, remove the brake line that is located in the rear of the master cylinder. To remove this line you must remove the nut that connects the line to the master cylinder and the nut that connects the line to the proportioning valve just below the master cylinder. See photo 1 for location of line.



PHOTO 1

4. On a work bench assemble SLP's solenoid with the two tube nut adapters (using Teflon tape), tighten the two tube nut adapters. Then loosely assemble the brake lines as shown in the photo 2. DO NOT USE TEFLON TAPE ON THE BRAKE LINE FITTINGS.



PHOTO 2

5. Place the assembly into the vehicle and tighten all 4 tube nuts. Two from the brake lines to the solenoid, one on the proportioning valve below the master cylinder and one on the master cylinder. See photo 3 for orientation of line lock assy. and location of 4 tube nuts.

**NOTE: To tighten tube nuts use the modified open ended and line wrenches mentioned above to make tightening of the nuts much easier.**



**PHOTO 3**

6. After the tube nuts are tight mark with a pen through the slots in the solenoid where the holes are to be located. To be able to drill from the outside of the fender in the wheel well you must measure from a fixed location to the slots in the solenoid that can be seen both inside and outside the fender and wheel well. Measure to the slots on the inside first then on the outside of the fender in the wheel well and mark with a pen. Drill with a 1/4" drill bit.
7. Use the 5mm screws, nuts, washers, and lock washers provided. Put a washer onto the 5mm hex head screw then push the screw through the hole made from the outside or inside of the fender.
8. Next place another 5mm flat washer onto the end of the screw that is sticking through the inside or outside of the fender, then the lock washer, then thread the nut onto the end of the screw. Repeat this procedure for both 5mm hex head screws. Tighten both nuts.
9. Next, install the supplied wire harnesses. Connect both wires to the two spade connectors on the solenoid by slipping the female spade connectors onto the male spades on the solenoid.

**Note: It does not matter which male spade you use to hook up either wire. Reference photo 4 for identification of wires.**



**PHOTO 4**

10. Next route the solenoid to power wire (the wire harness with the fuse connector) to the power stud shown in the photo 5. Remove the nut, insert the eye ring onto the stud and tighten the nut.



**PHOTO 5**

11. Next, route the switch to solenoid wire harness from the solenoid through the firewall and into the vehicle. See photo 6 for location of hole through fire wall. In order to insert the harness through the fire wall the switch will need to be taken off of the harness.



**PHOTO 6**

12. Next find a suitable location for the switch, photo 7 on the next page shows a good example of a switch location. A drill size of 1/2" will be needed to make the hole for the line lock switch.



**PHOTO 7**

13. Next install the ground wire. There are a few locations under the driver's side kick panel. Photo 8 is one location.



**PHOTO 8**

14. Next, connect the negative battery terminal.
15. Turn the switch on and off to make sure the solenoid is working, you should hear a clicking noise from inside the vehicle with the window open.
16. **BEFORE DRIVING THE VEHICLE, BLEED the Master Cylinder and Brake Lines.**
17. The installation is now complete.



## 2003 MACH 1 AND 2003 COBRA INSTALLATION INSTRUCTIONS

1. To complete the installation on a COBRA or MACH 1 vehicle it will be much easier to remove the master cylinder from the car.
2. First loosen both the front and rear line nuts from the master cylinder. Reference photo 1 on page 2 for location of front and rear line nuts on the master cylinder.
3. Next, loosen both nuts from the master cylinder to brake booster. These two nuts are the only nuts that hold the master cylinder to the brake booster. There will be one nut on a stud facing the firewall coming from the master cylinder on top, and another nut with a stud facing the front of the car on the bottom of the master cylinder, opposite the upper stud. Reference photo 9 below for location of nuts.



**PHOTO 9**

4. After both nuts are removed, carefully slide the master cylinder toward the front of the vehicle until it can be lifted from the car.
5. The master cylinder reservoir does not have to be drained as you can store the master cylinder on the ground, up-side-down so that it is standing on the cap. This will keep most of the brake fluid from dripping out of the master cylinder while you complete the remainder of the installation.
6. Next remove the rear brake line from the proportioning valve. Reference photo 10 below when removing the brake line.



**PHOTO 10**

7. Next assemble the SLP brake line kit as shown in photo 2 on page 2.
8. Next screw and tighten the short straight line side of the SLP assembly made in step 7 to the gold in color proportioning valve. Reference photo 11 below.



**PHOTO 11**

9. Next, position the solenoid so the lower mounting bracket is square and sits just above the seams of the inside fenders. To get this proper alignment you might have to slightly bend the short line by pulling up on the solenoid. This can be done as long as the fitting is tight on the proportioning valve.
10. When the solenoid is in position, mark with a pen the two mounting holes on the inner fender.
11. Follow step 6, 7 and 8 on page 3. It may be necessary to remove the wheel from the vehicle so that you can get a drill into the wheel well and drill the two holes.
12. Next, install the master cylinder back onto the vehicle.
13. First, start both brake lines into the master cylinder then slide the master cylinder completely onto the studs and install both nuts.
14. Next, follow steps 9 through 17 on pages 3 through 5 to install the wire harnesses and complete the installation.