

SLP Line Lock Brake Control Kit (99-04 V8)

Installation Guide

IMPORTANT: If you will be removing your engine for whatever reason in the near future, do yourself a favor and buy and install this kit the same time! This installation only took me 45 minutes as opposed to the regular estimated 3 hours because I performed this install WHILE the whole drivetrain was out of the car. If you are doing this install WITH the motor in the car, SLP recommends that you cut a 13mm open end wrench and a 13mm line wrench to 3.5 inches to allow them to fit in this tight space and make the install a bit easier.

Tools Required:

- (2) 5mm sockets or wrenches (to prevent the nut from spinning on the other side)
- 3/8 inch line wrench
- 13mm line wrench
- 1/4 inch drill bit
- 1/2 inch drill bit
- Drill

Step 1:

Before we get started with the installation of any product, check the contents of the box and make sure all of the pieces are there. The box for the SLP Link Lock Brake Control Kit for 99-04 V8 Mustangs should contain the following:

- 1) Solenoid
- 2) (2) brake line fittings
- 3) Wire from solenoid to power source (the one with the in-line fuse)
- 4) Wire from solenoid to switch with ground wire.
- 5) Long pre-bent brake line from master cylinder to solenoid
- 6) Short brake line with two fittings on it that connects solenoid to proportioning valve
- 7) (2) 5 mm bolts
- 8) (6) washers - 4 flat, 2 lock
- 9) (2) lock washers
- 10) (2) Tube nuts – 3/16" to 1/8" NPT

Step 2:

Disconnect the negative battery terminal.

Step 3:

Drain the master cylinder by either sucking the fluid out from the top or letting it drip out after removing the brake line. Use a 13mm line wrench and start disconnecting the REAR brake line coming from the master cylinder. Start with the end on the master cylinder and then the other end from the proportioning valve.

Step 4:

Start assembling the SLP solenoid with the two supplied tube nuts using a 1/2 inch wrench. Use Teflon tape on these nuts, but NOT on any other part of this installation. Then loosely connect both supplied brake lines to the solenoid. The long pre-bent brake line attaches to the end closest to the male spade connectors and the short line connects to the brass side of the solenoid.



Step 5:

Install the unit into the car and use a 3/8 inch line wrench to tighten all four tube nuts: at the master cylinder, solenoid, and the valve. **Note:** If the performed with the recommends cutting 3.5in for

both ends on the end on the proportioning install is being engine in, SLP the line wrenches to maneuverability.



Mounting the solenoid:

- If your motor is OUT of the car, use an 1/4" drill bit and drill through the strut tower from INSIDE the engine bay using the holes in the solenoids bracket as a guide.
- If your motor is IN the car the process is a bit more tedious. Mark the hole with a pen or something similar and take precise measurements from a fixed location that can be measured from both inside the engine bay and inside of the shock tower. Judging by the looks of it, the frame rail seems to be a nice guide since the solenoid will sit directly above it. Once you have done so, double check to make sure the measurements will line up with the holes in the bracket on the solenoid. Drill through with a 1/4" drill bit.



Step 7:

Use the two bolts and six washers supplied with the kit to secure the solenoid. Put flat washers on the bolts and install them in the holes you just drilled. On the other side, use another flat washer, followed by a lock washer, and the nuts. Tighten both nuts with a 5mm.

Wiring

Step 8:

Next, install the wiring harnesses. It does not matter which spade connector you connect each harness to. The harness with the switch will go to the interior and the harness with the in-line fuse will go to the fuse box.

- I routed the switch harness through a tiny opening in the inner fender and through the plugged hole in the driver side kick panel. Find a good ground to mount the ground while and select an area of your choice to install the switch. Use a 1/2 inch drill bit to drill a hole for the switch.



Through inner fender



Through driver side kick panel

- The in-line fuse harness will be mounted onto the stud on the side of the junction box. Undo the nut, insert the wire end on to the stud and tighten the nut.

Step 9:

Reconnect the negative the switch on and off to working properly. You noise from the solenoid.



battery terminal and turn make sure the line lock is should hear a clicking

Step 10:

IMPORTANT: Bleed the brake system BEFORE driving the vehicle.

Step 11:

Enjoy your new SLP Line Lock Brake Control Kit!!



Installation Instructions Written by AmericanMuscle Customer Stanley Sadowski 05.29.2014