

Bill of Materials:

- (6) 312012 12" -3 x -3 Straight Hose
- (6) 322012 22" -3 x -3 90deg Hose
- (6) 312018 18" -3 x -3 Straight Hose
- (6) 322018 18" -3 x -3 90deg Hose
- (2) 650307 -3 x 10mm x 1.0 IF Steel Brake Adapter
- (2) 650202 -3 x 10mm x 1.0 IF Steel Tubing Adapter
- (2) 581603 -3 x 1/8 MPT Stainless Straight Adapter
- (2) 582203 -3 x 1/8 MPT Stainless 45deg Adapter
- (3) 1/4" Self Tapping Stainless Screws
- (4) 0702006 Lock Nut
- (1) 1000101 .50 LED 14 Volt Red Light
- (2) 44052100 Roll Control w/ Check Valve 12dc
- (2) 44050210 5 Amp BUS Fuse
- (2) 44050220 Fuse Holder w/ 14ga Wire
- (2) 44100600 Switch Assembly (Soldered)
- (1) 18ga Ring Terminal
- (15) Feet 14ga wire
- (5) Feet 1/4 Wire Loom
- (1) BP/ATC Fuse Tap
- (2) 12ga Yellow Butt Connectors
- (1) 18ga Blue Butt Connectors
- (1) 44100500 Switch Bracket Machined

Remove Stock Airbox Assembly by loosening the hose clamp on the throttle body and removing the bolt that holds the airbox to the frame. Make sure to disconnect both the MAF connector and vacuum line on the intake tube.

Once the airbox has been removed you can remove the radiator shroud cover as that will give you more room to work with. You can remove it by loosening the pushpins and lifting up on it once the pushpins have been removed.

Now we'll want to assemble the solenoids with the appropriate fittings and hoses. Use the image below to help configure them in the same fashion.

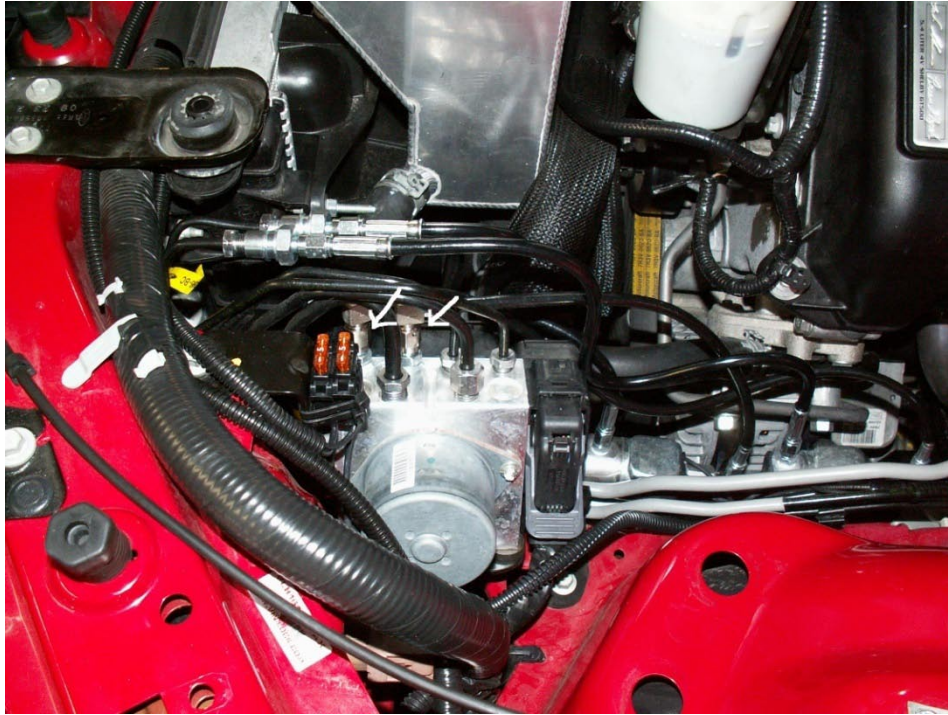
One of the solenoids will use the 18" Hoses where the other will use the 12" Hoses.

Install the -3an x 1/8" NPT 90 deg fittings on the inlet of each solenoid. Make sure to use Teflon paste wherever an NPT fitting is used.

Install the -3 x 1/8" NPT straight fittings on the brake side of each solenoid.

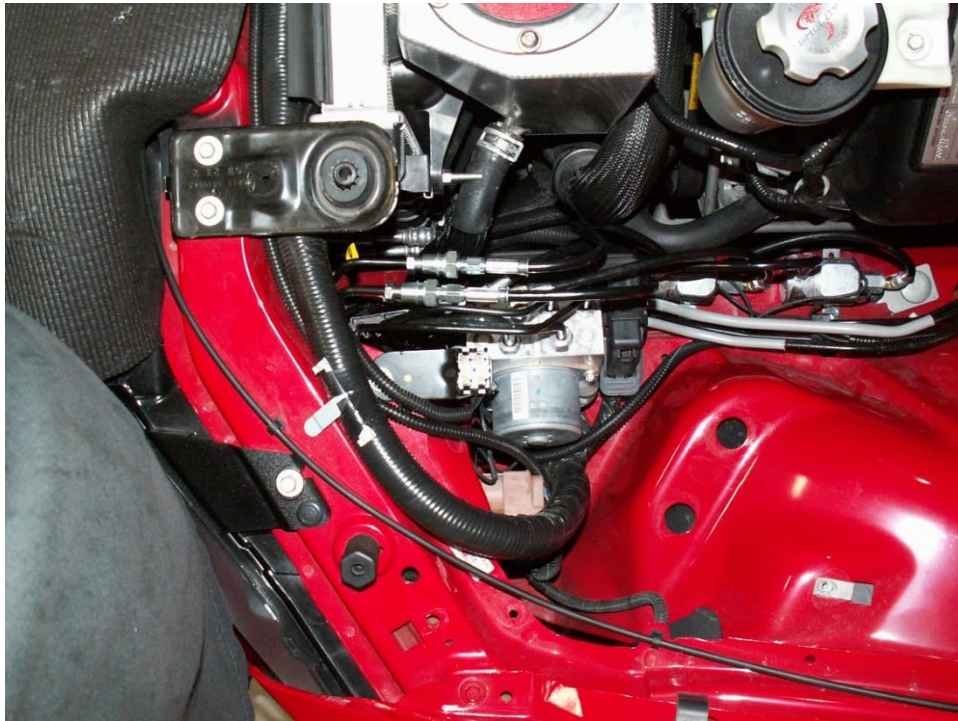


Using a 13mm wrench loosen the 2 ABS lines as shown in the picture below.



Once the those fittings are loose you can remove the fitting and hardline from the ABS block. Now you're going to install the (2) 65307 -3 x 10mm x 1.0 IF Brake Adapter fittings into the ABS block using Teflon paste. Make sure to install them so that the -3an male flare is pointing up.

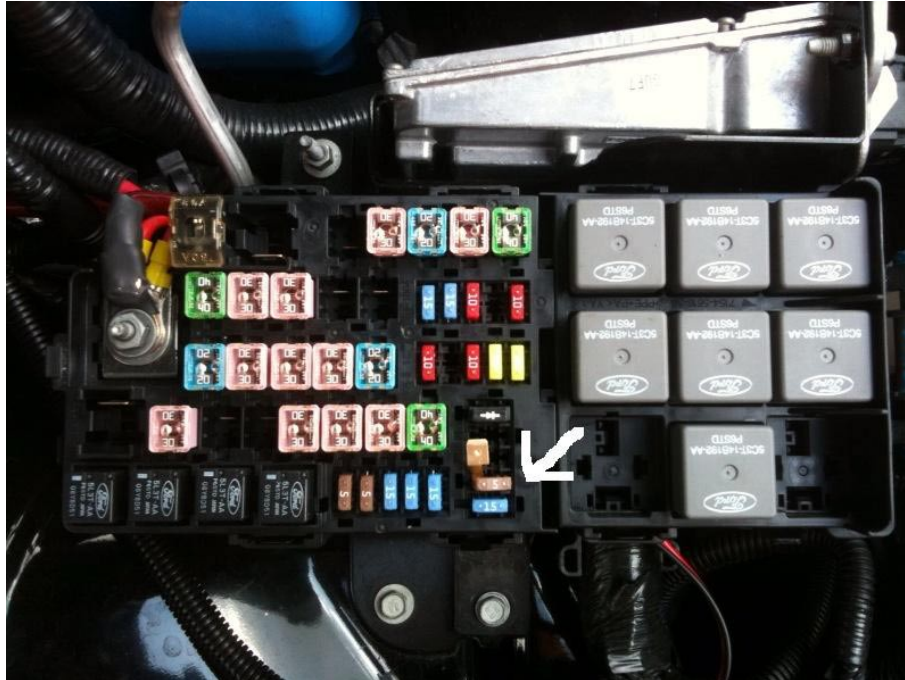
You can now attach all of the lines coming from the solenoids to the ABS block and the stock brake lines as pictured above and in the image below.



Once all of the lines have been connected you'll want to bleed the brakes per the factory recommendations.

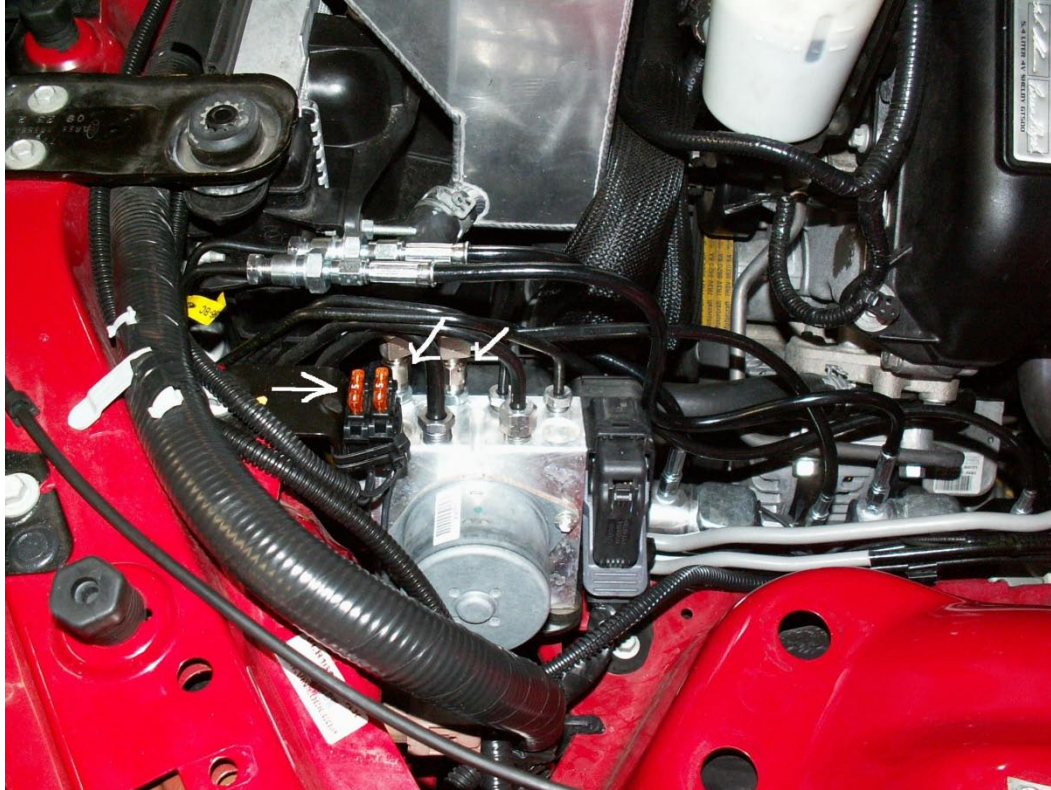
Now we'll be doing the wiring.

Starting off at the fuse box we'll be using the supplied ATC fuse tap and putting in the location using the 5 amp fuse shown in the image below.



Take the stock fuse out, put in the atc fuse tap and reinstall the stock fuse in the fuse location on the fuse tap. Use the supplied 14ga wire and attach it to the atc fuse tap with the supplied female spade connector. Run that 14ga wire along the radiator shroud toward the drivers side of the car. You can use the supplied wire loom to cover the wire once it's been run for a cleaner look. Now attach the power wire to both blade fuse holder wires with the supplied 14ga butt connector.

Then wire together the power wires on the opposite end of the fuse holders and attach them to the positive power wires on the solenoids. Do the same on the ground wires coming out of the solenoids and run the 14ga wire from them into the cabin through the grommet on the firewall on the driver side of the vehicle. The fuses will eventually be mounted in the location shown in the image below.



The next step will be mounting and wiring the switch for the linelock. We found the best place to mount the switch was in the valley where the E-brake handle is located. You are free to mount the switch anywhere else in the car as well.

To finish off the wiring once you've found the location you want to mount the switch you will attach the 14ga power wire to the white wire on the switch. Then use the black wire on the switch as ground and ground it anywhere in the car with the supplied 18ga ring terminal.

At this point we'll be mounting the solenoids and finishing up the install. The solenoids will mount to the frame rail using the supplied $\frac{1}{4}$ " self tapping screws. Only one screw is needed per solenoid. Mount them in the same fashion as illustrated in the images below.

