# Installation Instructions
# 760500-1 Brake Line Lock

Thank you for purchasing the 760500-1 stainless steel line lock kit. Installed and used correctly, it will provide years of trouble-free service. This line lock is designed for momentary use only (maximum 60 seconds) and is not to be used for a parking brake or other type of long term brake holding. Only use on cars and light duty trucks with a properly functioning and serviced brake system. It is not designed for use on vehicles with ABS brakes.

**WARNING!** Please FULLY read and understand these instructions prior to installing your line lock. Heed all warnings and cautions to avoid an installation that may render the vehicle unsafe and result in vehicle damage and/or bodily harm.

**Installation notes:**
Do not allow any dirt or debris to enter the braking system. Clean all connections and the surrounding area prior to disassembly and take care when reassembling to avoid dirt entering the system.
This line lock is to be installed in the front braking system (for rear wheel drive vehicles) for drag race staging or burnouts. Alternatively, in the rear braking system for front wheel drive vehicles. This solenoid will not impede normal braking when installed correctly.
On any vehicle, the brake lights must function when the brake system is under pressure. If your application bypasses the OEM brake light switch, then another switch must be added to retain the brake light operation. A standard pressure activated switch can be installed in one of the unused ports of the line lock.
Mount the solenoid securely to prevent brake line flexing which could lead to leaking or failure. Mount away from heat, suspension, steering and any moving parts.
Always use a brake line wrench when securing fittings. Use a tube bender for bending lines to avoid kinking and breaking. Use teflon tape on NPT (pipe thread) fittings only.
Only use SAE approved seamless steel brake lines with double flared ends. Do not use copper tubing.
Check the drawings included in these instructions to compare against your system to ensure correct installation.
After installation, bleed the brake system to expel any air. Follow manufacturers brake bleeding procedure and check for any leaks under pressure. THERE MUST BE NO LEAKS IN THE SYSTEM!

**Instructions:**
1) Before you start, determine the fittings you will require to complete your installation. We offer a universal SAE standard thread installation kit (#841510) that contains the most popular fittings, adapters and brake lines you may need. Also pay attention to the tube sizes as most vehicles may have 3/16" diameter as well as 1/4" diameter. Do not alter these sizes. Use 3/16" where 3/16" was used, and 1/4" where 1/4" was used.

2) The port marked "M" is the inlet. Connect the line coming from the master cylinder (through the proportioning valve in most cases) to this port. Confirm with the drawings in these instructions. Use teflon tape on the npt fittings into the solenoid.

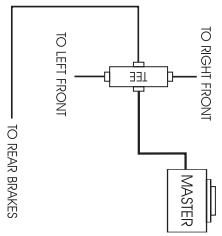
3) Use any of the other three remaining npt ports to go to the rear (or front depending on your application) brakes and plug off the remaining two open ports using 1/8"npt plugs. Use teflon tape on the 1/8"npt fittings.

4) Connect the black wire from the line lock to a clean chassis ground, or directly to the battery negative terminal if desired.

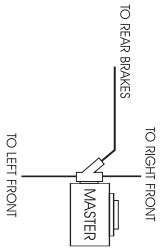
5) Make all connections using the appropriate size lines, fittings and unions etc.

6) If one line requires removal from the proportioning valve (some applications only), use an appropriate SAE inverted flare plug to seal the port. (no teflon tape is used on SAE inverted flare fittings)

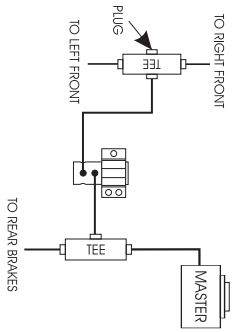
**CONFIGURATION 4**
**SINGLE MASTER CYLINDER**



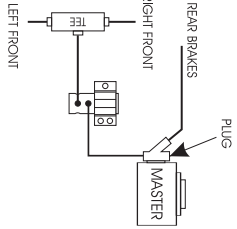

**CONFIGURATION 5**
**SINGLE MASTER CYLINDER**



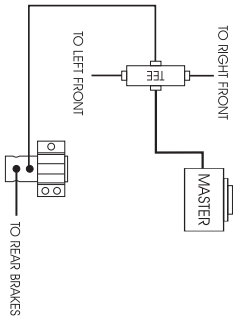

**CONFIGURATION 4**
**FRONT BRAKE INSTALLATION**



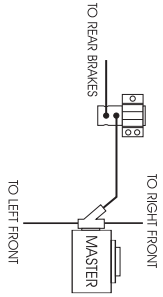

**CONFIGURATION 5**
**FRONT BRAKE INSTALLATION**




**CONFIGURATION 4**
**REAR BRAKE INSTALLATION**




**CONFIGURATION 5**
**REAR BRAKE INSTALLATION**




Questions? E-mail us at sales@performance-world.com

**Electrical:**
This line lock is for use on 12VDC systems only. It is recommended to solder all electrical connections to provide the best connection. Alternatively, use good quality insulated crimp terminals and double check they are secure after crimping.
1) Disconnect (-) negative battery terminal.

2) Install supplied switch on shifter handle. Any momentary switch can be used if the supplied switch is not suitable for your application.

3) Find a suitable location for the indicator light. The indicator light is not mandatory but is recommended. Any 12V compatible indicator light may be used.

4) See wiring diagram below for correct connections.

5) After all wiring is completed, reconnect the battery and turn on the ignition switch.

6) Press the line lock switch several times. You should hear the solenoid "click" each time the switch is pressed. If it does not "click", check all connections and also the fuse in the main power wire.

7) Apply the brakes and press the line lock switch. While holding the switch, release the brake pedal and have someone check to ensure the brake lights remain on. If the brake lights are not on, you will need to add a brake light switch (eg. Wagner FC5106) to one of the unused ports on the line lock solenoid and connect into your brake light circuit.

**Operation:**
1) Fully depress the brake pedal then press the line lock switch and hold. The line lock light should light up indicating the solenoid is activated.
**CAUTION: NEVER PRESS THE SWITCH WHILE THE VEHICLE IS IN MOTION AND YOU ARE APPLYING BRAKES!**

2) You can now do your burnout or preload the drivetrain without rollout. An optional dash mounted brake pressure gauge can be added for consistent results.

3) Release the button to disengage the solenoid and release the braking system.

4) Before driving the vehicle, recheck all connections for leaks under pressure and that the braking system functions properly. Test the line lock kit several times ensuring the correct two wheels lock when activated and all four are free when not activated.