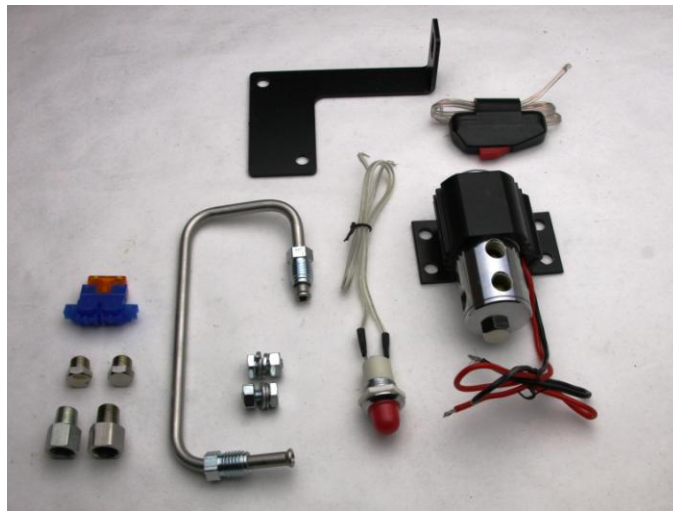




1200 Southeast Ave
Tallmadge, Ohio 44278

2010 to 2015 Camaro (V6 & V8) Summit Racing Roll Stop Install Instructions

Part # SUM-760006



Parts Included in System:

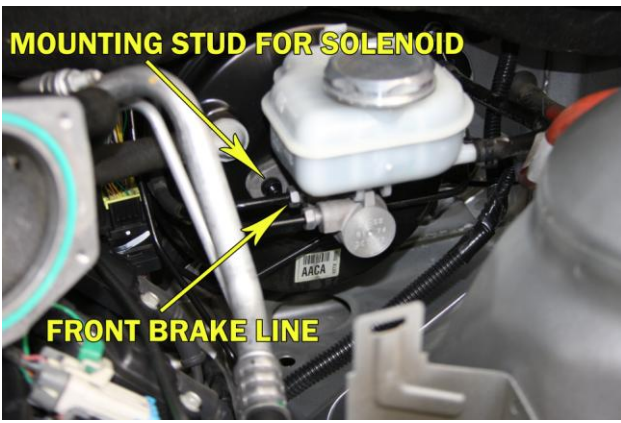
Qty	Description	Qty	Description
2	Stainless Steel Adapters	2	1/8 NPT Pipe Plugs
2	1/4-20 Bolts	2	1/4" Lock Washers
2	1/4-20 Nuts	2	1/4" Flat Washers
1	Momentary Lit Light	1	Stainless Steel Mounting Bracket
1	Stainless Steel Brake Line Gen5 Specific	1	Summit Racing Roll Stop Valve

Suggested Tools:

Wrenches – 7/16", 9/16", 13mm & 15mm / **Sockets** – 7/16", 11mm, 13mm / **Ratchet and Extensions**

Step 1:

Familiarize yourself with the installation location of your Summit Racing Roll Stop – **Photos 1 & 1A**



Photos 1 and 1A

Step 2:

Using the supplied ¼-20 bolts, nuts, flat washers and lock washers, fasten your Roll Stop mounting bracket to the Roll Stop Solenoid as **shown in Photos 2**. It is recommended you use a small drop of red Loctite to the thread of the bolts to insure engine vibration does not allow them to unscrew over time.



Photo 2

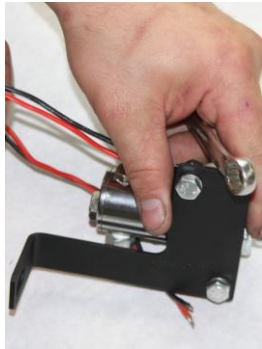


Photo 2A

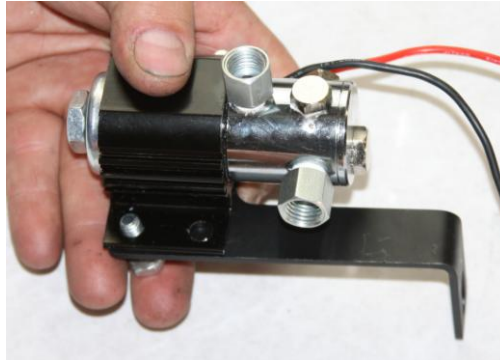


Photo 2B

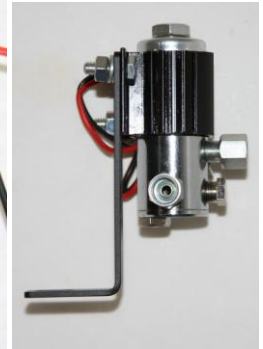


Photo 2C

Note: Orientation of Solenoid to Bracket angle – Photos above

Step 3:

Following **Photo 3**, install the supplied 1/8 NPT pipe plugs into the front lower hole and right lower hole of the Roll Stop Solenoid with 11mm wrench or socket. Then, Install the supplied stainless steel adapters into the front upper hole and left lower hole of the Roll Stop Solenoid with 15mm wrench or socket.

Note: a small amount of Teflon tape helps seal the plugs. Thread sealer paste is not recommended, as it may contaminate the brake fluid.

Note: The orientation of the Summit Racing Roll Stop in relation to the valve body and bracket are critical. In the event there is movement, simply tighten the top nut with a 9/16" wrench – Do Not Over Tighten

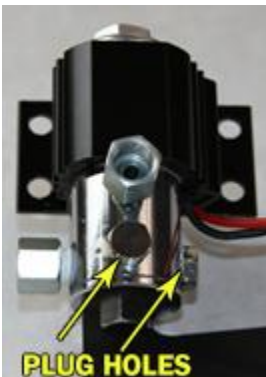


Photo 3



Photo 3A



Photo 4

Step 4:

See **Photo 4** for a better understanding of the supplied Camaro Only Stainless Steel Brake Line installation.

Note the Master Cylinder side vs. the Solenoid side.

Step 5:

Remove the left 13mm nut that holds the master cylinder to the vacuum chamber – **Photo 5**



Photo 5



Photo 5A

Step 6:

Disconnect (simply unscrew) the vehicles front brake line from the master cylinder body.

Note: This is the line closest to the fire wall **NOT THE FRONT LINE IN THE MASTER CYLINDER.** – **Photo 5A**

Note: Before removing the front brake line, place a few rags and towels under the area. Brake fluid is not good for the paint. Be sure to remove any fluid that leaks out of the line immediately.

Step 7:

Now that you are familiar with the supplied Camaro Only Stainless Steel Brake Line, install the “solenoid side” of the line into the front adapter of the Summit Racing Roll Stop. – **Photo 6A & 6B**

Note: No need to fully tighten the line into the body at this time, you will be making minor adjustments



Photo 6A



Photo 6B

Step 8:

Mount the Assembly to the left stud of the master cylinder and reinstall the factory 13mm nut, hand tight at this time. –

Photo 7

Note: There is a recommended procedure for installing the assembly: Push the OEM brake line out of the way to allow easier access to the mounting stud of the master cylinder in the orientation shown in **Photo 7A**.

Step 9:

Now thread the OEM brake line that was originally in the side of the master cylinder into the side of the Summit Racing Roll Stop adapter. (Again only hand tight as this point) **Photo 7A**



Photo 7



Photo 7A



Photo 7B

Step 10:

Thread the other end of the Summit Racing Roll Stop hard line into the OEM port of the master cylinder. **Photo 7B**

Note: Minor bending or adjustments may be required for perfect alignment

Once you have suitable alignment of both lines, tighten all connections at master cylinder and solenoid body

Note: Do not over tighten the lines. It will cause unwanted crash and inhibit leaks.

IMPORTANT STEP TO BE FOLLOWED

Step 11:

– Bleed all brakes per factory specifications; passenger rear, then driver rear, then passenger front and finally driver front. The front brakes should have the most air to bleed because you removed the front line.

- Confirm no leaks are present under full brake pedal pressure.
- The brake pedal should be firm.
- In the event the pedal remains soft after the bleeding procedure, start the car to achieve engine vacuum and pump the pedal several times, then turn off the motor and feel the pedal feel again. If you still have a soft pedal check for leaks and re-bleed to get rid of excess air bubbles.
- **Do not attempt to operate the vehicle if you see fluid leaks or have a soft pedal**

Simple Wiring Instructions

Your Summit Racing Roll Stop System is intended to operate on a 12v DC system. The system includes an activation switch and arming light to let you know when you have activated the unit. When working with your vehicles electrical system it is always a good idea to disconnect the negative battery terminal before installation. We also recommend you use wire that is at minimum #18 gauge standard insulated wire or larger to insure proper current flow and quick operation. Always keep wiring away from sharp edges and hot areas like the exhaust system. Your system also included a 4amp fuse holder to be put in line with the positive (+) terminal of the switch.

Step 12:

Install a 5/16" eyelet connector or equivalent to either wire coming from the Summit Racing Roll Stop Solenoid and ground the wire to an appropriate chassis ground. There just so happened to be a stud from the factory coming off the drivers shock tower that can be used.



Step 13:

The other wire coming from the solenoid needs to be attached to a 12v (+) source that is only energized when the ignition is turned on. The best location to start from is the fuse box found in the engine compartment on the front passenger side of vehicle. **See wiring diagram**

Step 14:

You will need to pass a wire through the firewall in order to install your arming switch. This will be looped inline within the 12v (+) wire coming from the fuse box.

Basic Operation of System

When properly installed and wired the following procedure should be followed to achieve front wheel locking in order to fry your rear tires.

Step 15:

It is important that you turn off your traction control system before attempting to fry your tires. The traction control button can be found in the center console directly in front of your shifter. The dash board light should illuminate indicating you have properly deactivated the traction control system.

Note: In some cases when doing a burn out the "Service StabiliTrak" light may come on. It will reset after turning the car off for more than 30 seconds and then restarting.

Note: Remember to turn your StabiliTrak Traction Control System back on when normal driving.

Note: Lastly it should be noted when attempting to fry your tires with the traction control on could damage your brake system and/or clutch.

Step 16:

Fully depress the brake pedal to the floor and hold it down

It should be noted: The system is not intended to be armed for more than 30 seconds at a time. Its intention is to get the rear tires heated very quickly to improve traction at the drag strip. It is not intended to be an electronic parking brake and should not be used as such. Holding the switch longer then the allotted time could damage the solenoid indefinitely.

Note: Steps 17 and 18 should be done within the 30 second time frame.

Step 17:

Press and hold the Summit Racing Roll Stop button. If installed, the arming light should be lit indicating you have "locked" the Solenoid.

Step 18:

While still holding the button, let go of the brake pedal.

Your front brakes should not be locked!

Automatic Transmissions: Step on the gas pedal about $\frac{3}{4}$ to full throttle to get the rear tires spinning and modulate the gas pedal to control the amount of tire spin you desire to heat the tire or FRY the TYRES. Once you have achieved the desired amount of tire smoke let go of the Summit Racing Roll Stop button. And release the gas pedal.

Manual Transmissions: With the clutch still engaged give the engine $\frac{3}{4}$ throttle angle and then abruptly let go of the clutch pedal. This will get the rear tires spinning while the solenoid holds the front tires. Modulate the gas pedal to control the amount of tire spin you desire to heat the tire or FRY the TYRES. Once you have achieved the desired amount of tire smoke let go of the Summit Racing Roll Stop button. And release the gas pedal.

WARNING: The Summit Racing Roll Stop Kit is not designed to act as a long term parking brake / holding device. It should never be used as a temporary parking brake or hold device in place of the factory parking brake. Also it is not intended to act as a brake pedal hold down nor should the driver use it to replace depressing the brake pedal. The Roll Stop is recommended for use during closed track events and competitive driving venues **ONLY!**

Wiring Diagram:

