



INSTALLATION INSTRUCTIONS

Procedure For Outfitting A Vehicle With Silicone Brake Fluid (DOT 5)

Thank you for choosing STAINLESS STEEL BRAKES CORPORATION for your braking needs. Please take the time to read and carefully follow these instructions to insure the ease of your installation as well as the proper performance of the complete system.

Before beginning your installation, please verify you have received all the parts indicated on the packing slip. If you believe anything to be missing or incorrect, please call our Customer Service Department at 716-759-8666.

Procedure For Outfitting A Vehicle With Silicone Brake Fluid (DOT 5)

Gravity Bleeding Method

Silicone Brake Fluid - Competition Grade

- Does not absorb water or cause corrosion
- No effect on painted surfaces
- Do not mix with DOT 3 or 4 brake fluids
- Do not use with ABS brake systems
- Viscosity: 42-43 cs @ 77° F



WARNING: HARMFUL IF SWALLOWED. MAY CAUSE EYE AND SKIN IRRITATION. Avoid contact with eyes and prolonged or repeated contact with skin. KEEP OUT OF REACH OF CHILDREN.

FIRST AID:

EYES: Flush with large amounts of water. Get medical attention.

SKIN: Wash exposed areas with soap and water.

INHALATION: If affected, seek fresh air.

IF SWALLOWED: Induce vomiting only as directed by a physician or poison control center.

For Material Safety Data Sheets, call (716) 759-8666

Precautions When Adding Or Retrofitting With Silicone Brake Fluid:

- There is a direct correlation between vehicle brake system design and the brake fluid in which the system is designed to function. Always consult and follow the vehicle manufacturer's recommendations and procedures when adding brake fluid or retrofitting with silicone brake fluid.
- Before retrofitting a vehicle with silicone brake fluid, all brake system components must be thoroughly inspected. All corroded, worn, or defective parts must be replaced with new parts that are compatible with DOT 5 silicone brake fluid.
- To obtain the high-temperature performance characteristics, long term stability, and corrosion resistance of silicone brake fluid, all traces of DOT 3 and 4 brake fluids and any contaminants in the brake system must be completely removed by wiping clean before reassembly and filling the system with silicone brake fluid.
- All residual air must be completely bled from the brake system before returning the vehicle to service.



FAILURE TO OBSERVE THE ABOVE PRECAUTIONS CAN POTENTIALLY RESULT IN BRAKE SYSTEM DEFICIENCIES.

In order to realize the full advantages of Silicone Brake Fluid, it is best to make the switch in a newly rebuilt brake system. In a newly rebuilt brake system, purging of the old fluid is not required, and the system can be bled in the normal manner. However, approximately 95% efficiency can be obtained if purging an existing system, if the following procedure is followed:

1. Using a syringe to withdraw most of the existing brake fluid from the master cylinder reservoir(s), being careful to not withdraw fluid from the holes at the bottom of the reservoir(s).



CAUTION: Be sure that old brake fluid (DOT3 or 4) does not touch any painted surface. If this occurs, flush the area immediately with plenty of water to keep the paint from dissolving.

2. Since silicone brake fluid tends to retain air, we recommend the following additional procedure to remove all air retained in the new silicone brake fluid, prior to installation:
 - a. Pour silicone brake fluid into a pot and heat on a stove until bubbling stops. This indicates that most of the absorbed air has escaped. (Fluid will not be damaged since the boiling point of silicone brake fluid is 500° F.)



NOTE: Do not heat silicone brake fluid past 250° F for safety!

- b. Let fluid cool slowly; do not agitate prior to use or more air will be absorbed.
3. Introduce the new silicone brake fluid into the master cylinder reservoir. Additional purging of the old fluid is not necessary. The new silicone fluid will be used to "push-out" the old fluid, without introducing an air column (between the two fluids) that could cause bleeding difficulties.



NOTE: Throughout the brake bleeding process, check the master cylinder reservoir to make sure it is always topped off!

- a. To minimize any potential for cross contamination of fluids, start at the brake caliper that is the farthest away from the master cylinder. If you cannot determine which caliper is the farthest away, a good start point would be the rear passenger side caliper. Actual caliper bleeding sequence is not critical, but it is recommended to start from farthest to closest.
 - b. Loosen the bleeder screw a few turns, or until fluid starts to seep out.



NOTE: To avoid spilling excess fluid, place one end of a tube onto the bleeder screw and the other into a catch can.

- c. Wait until new silicone fluid is steadily seeping out, and tighten the bleeder screw



NOTE: New silicone fluid is purple. Make sure that the steady stream of fluid is purple!

- d. Repeat this process for each caliper, moving closer to the master cylinder.
 - e. After each caliper has been gravity bled, make sure that all bleeder screws are properly tightened, and check for a hard brake pedal.
 - f. If a hard brake pedal is not achieved, re-bleed all calipers.
 - g. If a hard brake pedal is achieved, inspect all lines, fittings and bleeder screws for signs of leakage.
4. With the vehicle on the ground and all four wheels installed, recheck the brake pedal for firmness.
 5. Road test the vehicle to confirm proper operation of the brake system.



CAUTION: Do not drive in traffic until the brakes safely stop the car a safe distance without a spongy brake pedal feel!

6. To achieve maximum efficiency, the process must be repeated approximately one week later to remove any residual non-silicone brake fluid that has leached from the flexible hoses and from between the caliper pistons and cylinders.



NOTE: Pedal bleeding can be used as an alternative bleeding method but it can result in introducing air, which can require additional time for bleeding. Gravity bleeding requires extreme patience, but is recommended due to the small holes in the master cylinder.