



Stainless Steel Brakes Corporation

INSTALLATION INSTRUCTIONS

ROYAL KING PIN KIT A24167

1939 - 1956 OLDSMOBILE (EXCEPT 98)

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.

To assure your installation will go safely and smoothly, have the following items on hand to assist you:

**BRASS HAMMER
GREASE GUN**

**WRENCH SET
TORQUE WRENCH**

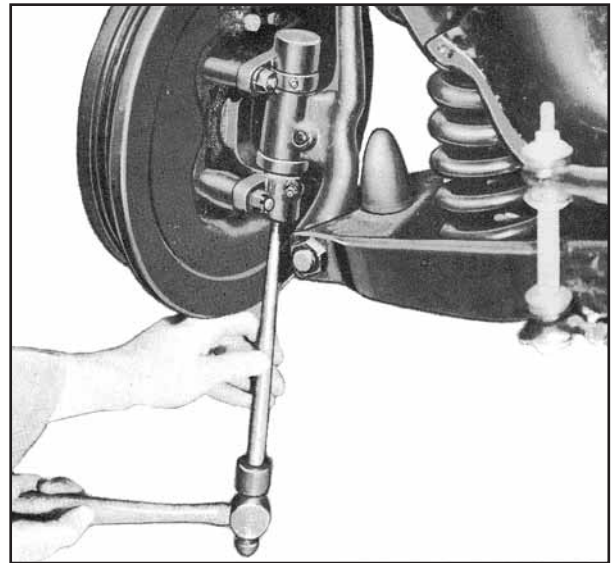
NOTE: IF YOU ARE INSTALLING THE ROYAL KING PINS IN A CAR THAT CURRENTLY HAS CONVENTIONAL KING PINS ALREADY IN PLACE, YOU MUST FIRST COMPLETELY REMOVE THE PINS AND BRASS BUSHINGS. WITH THE KING PINS REMOVED AND THE PARTS CLEANED, INSPECT THE SPINDLE AND AXLE BORES TO MAKE SURE THERE ARE NO BURRS OR GOUGES THAT MIGHT MAKE ASSEMBLY OF THE NEW PART DIFFICULT.

O.E. KING PIN AND STEERING ARM REMOVAL

1. Place jack under lower spring seat, raise the vehicle off the floor and secure on jackstands. Then remove wheel and tire.
2. Remove hub dust cap, cotter pin and wheel bearing adjusting nut.
3. Remove wheel hub and brake drum assembly from steering knuckle spindle.
4. Disengage brake shoe return springs and allow shoes to hang free.
5. Remove brake anchor pin.
6. Remove three nuts and bolts securing brake backing plate and steering arm to steering knuckle.
7. Drop steering arm free of steering knuckle and hang backing plate with wire to convenient frame or body bracket to protect brake hose.

REMOVAL OF O.E. KING PIN.

1. Remove the king pin lock pin, then remove the upper and lower king pin bearing plug cover and the upper and lower lock rings.
2. Remove lubrication fittings.
3. The king pin may then be removed by driving it out the bottom using a soft steel drift.
4. Remove steering knuckle and thrust bearing from the knuckle support and remove the floating bushings from the knuckle.



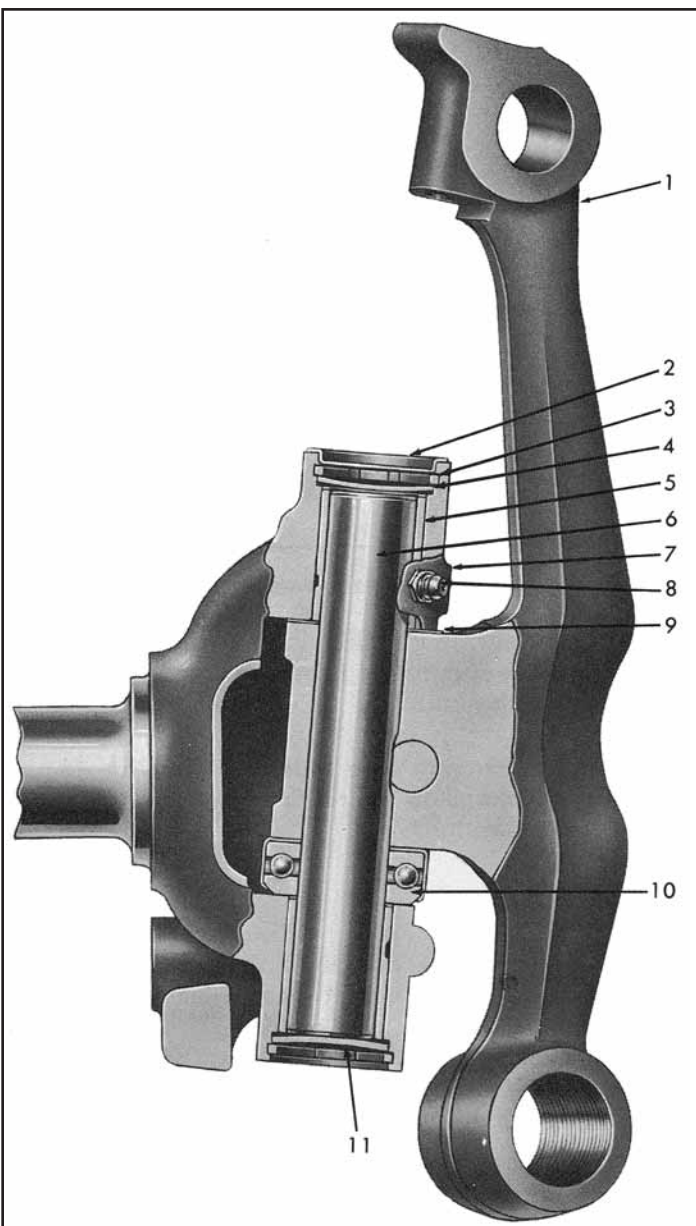
Removing King Pin Upper Bearing Plug

“ROYAL KING PIN” KIT INSTALLATION.

1. Begin the installation by driving or pressing the needle bearings into the upper spindle boss using the installation tool provided in the kit. The outer bearings should be driven in until they are 1/16" in from the top edge of the spindle and with the inner bearings flush with the inner edge of the spindle. With both bearings installed, there should be a small gap between them. The alignment of the needle bearings is critical. The gap is necessary for grease to reach the bearings.
2. Place the thrust bearing onto the lower spindle boss with the lettered side of the bearing pointing up.

3. Slide the spindle into place over the axle and line-up the holes in the spindle with the axle. Carefully slide the Royal King Pin into place through the axle and thrust bearing and all the way into the needle bearing already installed in the upper spindle boss. NOTE: The lock pin notch in the King Pin is closer to one end of the pin. The longer end of the King Pin must be installed down so that the notch of the King Pin lines up properly with the axle lock pin. This also can be easily identified by the two lubrication holes in the King Pin.

4. At this time, check the spindle for up and down movement. If excessive play is present, the spindle can be shimmed by removing the King Pin and placing one or two of the thin shims between the upper side of the axle and the upper spindle boss. The number of shims needed will be different from car to car and even from side to side. No more than two (2) shims per side are required. If you have more play after the shims are in place, you have a worn steering knuckle support or spindle and should be replaced.



5. With the spindle shimmed, the King Pin can then be re-installed in the same manner as original. Be sure the center hole in the shim is lined-up with the hole in the axle to prevent bending the shim while installing the King Pin.

6. With the King Pin installed, the notch in the pin should be visible through the small horizontal hole in the axle. Slide the lock roll pin into the hole, making sure that the pin locks into the notch on the King Pin.

7. Next install the needle bearing into the bottom spindle boss using the installation tool. Drive the top bearings into place; you can drive the bearings all the way into the spindle with the installation tool, sliding it over the King Pin. The first bearing should be driven all the way in until it just touches against the thrust bearing. The second bearing should then be driven in until it is 1/16" below the edge of the spindle. This will leave a small gap between the two bearings for lubrication.

8. At this point, move the spindle back and forth to make sure it moves freely and no excessive play is detected.

9. Place one of the rubber gaskets inside the lip of the end caps and install one on each end of the King Pin using the grease fitting cap to secure them in place.

O.E. King Pin and Bushings - Cross-Section

- | | |
|-----------------------------|----------------------|
| 1. Steering Knuckle Support | 7. Steering Knuckle |
| 2. Upper Bearing Cover | 8. Grease Fitting |
| 3. Lock Ring | 9. Shim |
| 4. Welch Plug | 10. Thrust Bearing |
| 5. King Pin Bushing | 11. Lower Welch Plug |
| 6. King Pin | |

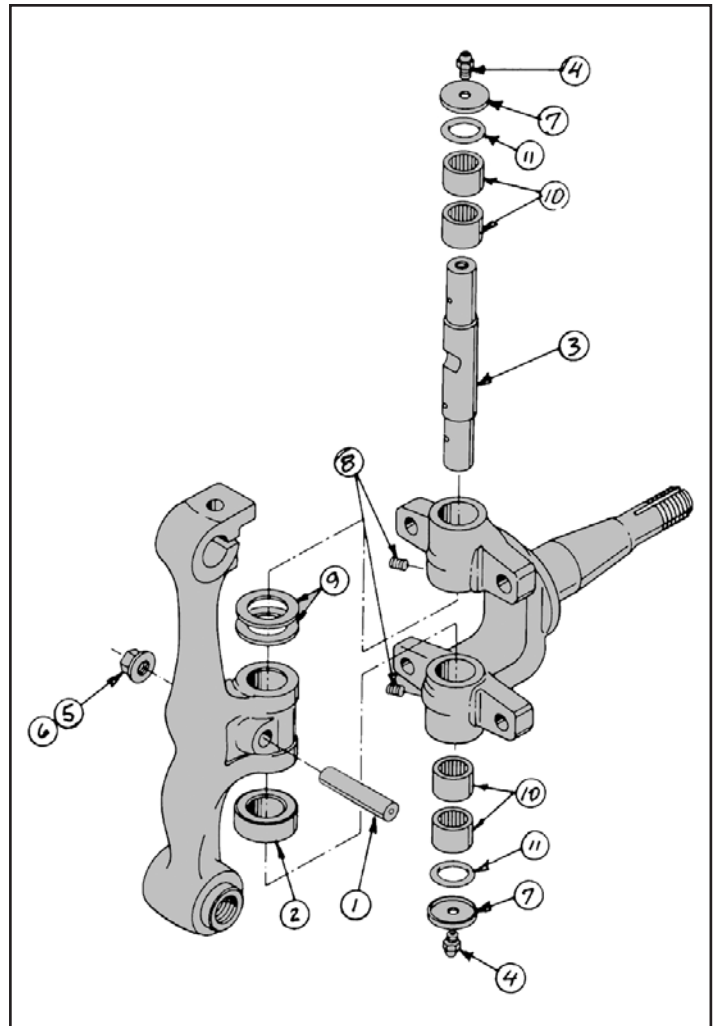
10. The Royal King Pins should always be greased through the fittings on each end of the pin. Since you will no longer use the grease fittings in the spindles, they can be removed and replaced with the stainless steel set screws included in the kit or reinstalled for appearance. The set screws should be installed so they are flush with or just past the spindle surface. Make sure not to run the set screws in all the way so they will not dent the bearing. A small drop of Locktite on the set screw will insure that they can't back out.

11. With everything installed, use a grease gun to lubricate both ends of each King Pin. Move the spindle back and forth through its full travel several times to make sure everything works freely.

12. Your installation is now ready for years of trouble-free service. Remember to occasionally add grease to keep things working freely.

13. Install front brake, wheel, and tire assemblies in the reverse order of removal. Lower vehicle carefully to the floor.

14. Check and adjust front wheel toe-in as outlined in a service manual.



Royal King Pin Assembly

- | | |
|--------------------|---------------------|
| 1. Lock Roll Pin | 7. Dust Cover |
| 2. Thrust Bearing | 8. S.S. Set Screws |
| 3. Royal King Pin | 9. Shims |
| 4. Grease Fitting | 10. Needle Bearings |
| 5. Lock Pin Nut | 11. Rubber Gasket |
| 6. Lock Pin Washer | |

WARNING

ROYAL KING PIN KIT A24167 1939-56 OLDSMOBILE PATENT PENDING
 DURING INSTALLATION AND REMOVAL DO NOT STRIKE HARDENED STAINLESS STEEL PARTS AND NEEDLE BEARINGS DIRECTLY WITH A HAMMER. PERSONAL INJURY FROM CHIPS OR SPLINTERS MAY RESULT OR YOU MAY CAUSE DAMAGE TO PARTS.

USE INSTALLATION TOOL PROVIDED IN KIT.

SSBC

Solutions Guide

to commonly asked questions.

Why is my brake pedal soft?

1) In most cases, Air is trapped in the lines or calipers. Try re-bleeding the system. Do not force new fluid into new brake lines. It may foam and be very difficult to bleed. **Make sure that the bleeder screws on the calipers are facing upward!**

2) If all the air is out of the system, the pushrod from the booster may need adjustment, under the dash, to make it longer. Do not extend it too long or it will not allow the fluid to return, causing brakes to drag. Your pushrod may not be adjustable. If the pushrod can be made longer, try ¼ turn adjustments at a time. SSBC stocks adjustable pushrods for many vehicles. In addition, the pushrod between the Booster and the Master Cylinder may need adjustment. Not all Booster to Master pushrods are adjustable.

3) You may have a bad Master Cylinder. Before you determine this, you should make sure that all the air is out of the system. When installing a new Master Cylinder, always bench bleed first. If you did not, take off the Master Cylinder and bench bleed it. (See Bench Bleeding Instructions below)

Why does the car pull to one side?

The side that the car is pulling to is the caliper that is working. Re-bleed the opposite side and try carefully stopping again.

Why does it feel like there is no Power Assist?

The Booster may not be getting enough vacuum to operate. On some high lift cams, the engine does not develop enough vacuum. The Booster needs at least 16" of vacuum to operate correctly at idle. If you do not have at least 16 inches of vacuum at idle, you may have to add a vacuum pump to your system.

Check for vacuum leaks. There may be leaks in the intake manifold or hoses that would cause low vacuum. The Booster may be bad. Do a vacuum test. If the Booster can retain a vacuum for three (3) minutes after the vehicle is shut off, it is not a bad Booster (refer to steps 1 & 2). All Master Cylinders must be bench bled in a vise before being installed on the vehicle.

How do you bench bleed a Master Cylinder?

Secure one of the ears in a vise so that you can take a large screwdriver and push the piston in. Fill the reservoir with clean fluid. Take a dummy line or our M/C bleeding kit and hook it up to the two ports. Front line to front and rear line to rear reservoirs. Slowly stroke the master and let it return slowly. You should see many air bubbles in the fluid. Repeat this step until you do not see any more air bubbles. SSBC recommends ten (10) slow pumping strokes after you see no more air bubbles. This will insure a good hard pedal. (See SSBC part #0460 Instruction Sheet)

What is the best pad for my vehicle?

Your choice of pads should be determined by how and where you drive the vehicle. If you drive in heavy stop and go traffic you would need a different pad than someone who is road racing. Contact SSBC for the correct application.

How often should brake fluid be changed? (street application only, not racing)

When brake fluid turns brown, it is time to change the fluid. The brown color indicates that the fluid has absorbed water and dirt. D.O.T. #3 & #4 fluids absorb water. Silicone brake fluid is not for track racing.

How can I tell which reservoir is the front or rear of the Master Cylinder?

The front reservoir is usually larger than the rear. In some cases, they are the same size. As a rule, for GM cars & trucks, the rear reservoir is for the rear brakes. On Ford cars & trucks, the front reservoir is for the rear brakes. On front wheel drive vehicles, the brakes are split diagonally. Each bowl of the master cylinder services one front wheel and one rear wheel. This will be important if you are installing a distribution block, proportioning valve, or residual valve. Hint: The larger bowl will feed the disc brakes.

Where is the best place to install a proportioning valve?

The best place to install a proportioning valve is after the distribution block. **Do Not install it between the Distribution Block and the Master Cylinder.** You will not be able to get a hard pedal. Anywhere after the Distribution Block and before the rear flex hose is acceptable for installation.

Why should the flex hoses be replaced? They look O.K. from the outside.

Flex hoses should be replaced every time the calipers are serviced. They flex up and down, just like a shock absorber. They are also under high pressure internally. Flex hoses have a rubber liner that will collapse over time. If it does collapse, it will act as a check valve and not allow fluid to return to the Master Cylinder.

Will my pedal get harder by replacing the flex hoses?

No. When the flex hoses are replaced, re-bleed the brake system. Normally what happens is that bleeding causes a harder brake pedal. A better bleeding job and taking your time will result in the same situation.

Are the rubber flex hoses expanding causing a soft pedal?

Not likely. A soft pedal is usually a sign of air in the system due to poor bleeding. Flex hoses have nylon webbing that is molded into the internal rubber. It is very strong and will hold up to 3,000 P.S.I. Installing braided stainless steel hoses is not necessary; it only improves appearance.

How much brake pressure does it take to stop my vehicle?

Most vehicles, power or non power brake, develop 1,200 P.S.I. When you panic stop or jump on the brakes hard, a surge of 1,400 P.S.I. can be achieved. If a factory proportioning valve installed on the vehicle, the rear brakes are only developing 600 – 700 P.S.I. Drum brakes require lower pressure because they grab more quickly. When rear disc brakes are installed, the rear brake pressure may be increased to 800 – 1,000 P.S.I. or more. A good way to check the pressures and to see if the system is working correctly, use a pressure gauge screwed into the bleeder port (SSBC part # A1704). A vehicle with less than 600 P.S.I. will not stop!

How tight should the wheel bearings be?

The front bearings should always be torqued. Not just hand tightened. Bearings usually require 12-15 Ft./Lbs. of torque. Then you will probably need to back off a little to align the cotter pin hole. Do Not over tighten; the bearing life will be shortened. This procedure only applies to rear wheel drive vehicles with separate bearings and races. On vehicles with one piece sealed bearing assemblies or hub assemblies, refer to a service manual.

What type of differential fluid should I use in my rear axle?

If you have positraction, use a Hypoid or Limited Slip additive that is designed for your particular rear end. If you do not have positraction, any type of 80 –90 weight gear lube is acceptable. Fluid should be changed often if you are trailering or any type of extreme usage. This fluid does brake down with time and usage.

| SSBC Kit # | SSBC Pad # | FMSI # | SSBC Kit # | SSBC Pad # | FMSI # | SSBC Kit # | SSBC Pad # | FMSI # | SSBC Kit # | SSBC Pad # | FMSI # |
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| A109 | 1012 | D-8 | A112-2 | 1047 | D-347 | A121P-A | A1033 | * | A125-5 | 1047 | D-347 |
| A109-1 | 10108 | D-531 | A112-3 | 1071 | D-412 | A121P-M | A1033 | * | A125-6 | 1047 | D-347 |
| A109AF | 10128 | D-531 | A112-4 | 1047 | D-347 | A123 | 1050 | D-52 | A125-7 | 1047 | D-347 |
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| A110-10 | 10129 | D-43 | A112-8 | 10128 | D-531 | A123-15 | 10116 | D-749 | A125P | 1047 | D-347 |
| A110-11 | 10113 | D-154 | A112-9 | 1015 | D-52 | A123-16 | 10116 | D-749 | A126 | 1070P | D-413 |
| A110-12 | 10113 | D-154 | A112-93 | 1047 | D-347 | A123-17 | 1095 | D-731 | A126-1 | 1047 | D-347 |
| A110-13 | 1015 | D-52 | A113 | 1071 | D-412 | A123-18 | 1095 | D-731 | A126-10 | 1015 | D-52 |
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| A110-15 | 1095 | D-731 | A113-10 | 1071 | D-412 | A123-1C | 1050 | D-52 | A126-12 | 1015 | D-52 |
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| A112-17 | 10133-1 | D-784 | A121P | A1033 | * | A125-4 | 1047 | D-347 | A128-1 | 1047 | D-347 |

***RE-ORDER PADS DIRECTLY FROM SSBC**

| SSBC Kit # | SSBC Pad # | FMSI # | SSBC Kit # | SSBC Pad # | FMSI # | SSBC Kit # | SSBC Pad # | FMSI # | SSBC Kit # | SSBC Pad # | FMSI # |
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| A128-2 | 1047 | D-347 | A141 | 1084-2 | D-154 | A148-7G | 10110 | D-11 | A164-12 | 10128 | D-531 |
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| A128-6 | 1047 | D-347 | A143 | 1084-2 | D-154 | A150-1 | 1047 | D-347 | A164-16 | 10128 | D-531 |
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| A129-22 | 1095 | D-731 | A146-1 | 1084-2 | D-154 | A153-3 | 10110 | D-11 | A165 | 10128 | D-531 |
| A129-23 | 10128 | D-531 | A148 | 1084-2 | D-154 | A154 | A1033 | * | A165-1 | 10128 | D-531 |
| A129-24 | 1095 | D-731 | A148-1 | 1084-2 | D-154 | A154-1 | A1033 | * | A165-2 | 1095 | D-731 |
| A129-2A | 1015 | D-52 | A148-14 | 1050 | D-52 | A154-2 | 10110 | D-11 | A165-3 | 1095 | D-731 |
| A129-3 | 1050 | D-52 | A148-14A | 1015 | D-52 | A154-3 | 10110 | D-11 | A165-4 | 10133-1 | D-784 |
| A129-3A | 1015 | D-52 | A148-15 | 1050 | D-52 | A154-4 | A1033 | * | A166-1 | 1015 | D-52 |
| A129-4 | 1050 | D-52 | A148-15A | 1015 | D-52 | A154-5 | A1033 | * | A166-10 | 1015 | D-52 |
| A129-4A | 1015 | D-52 | A148-16 | 1050 | D-52 | A154-6 | 1095 | D-731 | A166-13 | 1015 | D-52 |
| A129-5 | 1071 | D-412 | A148-16A | 1015 | D-52 | A155 | 1047 | D-347 | A166-14 | 1015 | D-52 |
| A129-6 | 10128 | D-531 | A148-17 | 1050 | D-52 | A155-1 | 1047 | D-347 | A166-15 | 10128 | D-531 |
| A129-8 | 10128 | D-531 | A148-17A | 1015 | D-52 | A155-2 | 1047 | D-347 | A166-16 | 1015 | D-52 |
| A129-A | 1015 | D-52 | A148-18 | 1050 | D-52 | A156 | A1033 | * | A166-17 | 1015 | D-52 |
| A130 | 1047 | D-347 | A148-18A | 1015 | D-52 | A156-1 | A1033 | * | A166-18 | 10128 | D-531 |
| A130-1 | 1047 | D-347 | A148-1A | 10113 | D-154 | A156-2 | 10110 | D-11 | A166-19 | 1015 | D-52 |
| A130-2 | 1047 | D-347 | A148-2 | A1033 | * | A156-3 | 10110 | D-11 | A166-1A | 1015 | D-52 |
| A132 | 1046 | D-34 | A148-22 | 1050 | D-52 | A156-4 | 1095 | D-731 | A166-2 | 10128 | D-531 |
| A132-1 | 1046 | D-34 | A148-23 | 10110 | D-11 | A157 | 1047 | D-347 | A166-20 | 1015 | D-52 |
| A132-A | 1046 | D-34 | A148-23FS | 10110 | D-11 | A157-1 | 10128 | D-531 | A166-21 | 10108 | D-531 |
| A132-M | 1046 | D-34 | A148-23FSE | 10129 | D-43 | A157-2 | 10128 | D-531 | A166-22 | 1047 | D-347 |
| A133 | 1046 | D-34 | A148-23RS | 10110 | D-11 | A158 | 1047 | D-347 | A166-23 | A1015-3 | * |
| A133-1 | 1046 | D-34 | A148-23RSE | 10129 | D-43 | A158-1 | 1047 | D-347 | A166-24 | 1015 | D-52 |
| A133-2 | A1033 | * | A148-24FSE | 10129 | D-43 | A158-2 | 1094A | D-370 | A166-25 | 1047 | D-347 |
| A133-2P | A1033 | * | A148-24RS | 10110 | D-11 | A158-3 | 1094A | D-370 | A166-26 | 1047 | D-347 |
| A133-3 | 10110 | D-11 | A148-24RSE | 10129 | D-43 | A158-4 | 10128 | D-531 | A166-27 | 1047 | D-347 |
| A133-3P | 10110 | D-11 | A148-25FSE | 10129 | D-43 | A159 | 10100 | D-268 | A166-28 | 1047 | D-347 |
| A133-3PO | 10129 | D-43 | A148-25RSE | 10129 | D-43 | A159-1 | 1094A | D-370 | A166-29 | 1047 | D-347 |
| A134 | 1046 | D-34 | A148-26 | 10128 | D-531 | A160 | 10128 | D-531 | A166-3 | 1015 | D-52 |
| A134-1 | 1046 | D-34 | A148-26FS | 10128 | D-531 | A160-1 | 1047 | D-347 | A166-30 | 1047 | D-347 |
| A134-1P | 10110 | D-11 | A148-26RS | 10128 | D-531 | A160-2 | 1015 | D-52 | A166-3A | 1015 | D-52 |
| A134-1PPO | 10110 | D-11 | A148-27 | 10128 | D-531 | A160-3 | 1015 | D-52 | A166-4 | 10128 | D-531 |
| A135 | 1050 | D-52 | A148-27FS | 10128 | D-531 | A160-4 | 1047 | D-347 | A166-5 | 1015 | D-52 |
| A135-1 | 1094A | D-370 | A148-27RS | 10128 | D-531 | A161 | 1015 | D-52 | A166-6 | 1015 | D-52 |
| A135-1A | A1094 | * | A148-28 | 10128 | D-531 | A161-1 | 1047 | D-347 | A166-7 | 1015 | D-52 |
| A135-2 | 1094 | D-369 | A148-29 | 10128 | D-531 | A161-2 | 1015 | D-52 | A166-8 | 1015 | D-52 |
| A135-3 | 10110 | D-11 | A148-3 | A1033 | * | A162 | 1095 | D-731 | A166-9 | 10128 | D-531 |
| A136 | 1047 | D-347 | A148-30 | 10110 | D-11 | A162-1 | 10113 | D-154 | A167 | 1015 | D-52 |
| A136-1 | 1047 | D-347 | A148-30E | 10129 | D-43 | A162-2 | 1095 | D-731 | A167-1 | 1015 | D-52 |
| A137 | 1012 | D-8 | A148-31 | 1084-2 | D-154 | A162-3 | 10113 | D-154 | A167-2 | 10128 | D-531 |
| A137-1 | 1050 | D-52 | A148-31A | 10113 | D-154 | A163 | 1015 | D-52 | A167-3 | 1015 | D-52 |
| A137-1A | 1015 | D-52 | A148-32 | 1084-2 | D-154 | A163-1 | 1047 | D-347 | A167-4 | 1015 | D-52 |
| A137-2 | 10128 | D-531 | A148-32A | 10113 | D-154 | A163-2 | 1015 | D-52 | A167-5 | 10128 | D-531 |
| A137-3 | 1050 | D-52 | A148-33 | 1095 | D-731 | A163-3 | 1015 | D-52 | A168 | 1015 | D-52 |
| A137-3A | 1015 | D-52 | A148-34 | 1095 | D-731 | A163-4 | 1047 | D-347 | A168-1 | 1015 | D-52 |
| A138 | 1084-2 | D-154 | A148-4 | 10110 | D-11 | A163-5 | 1015 | D-52 | A168-10 | 1015 | D-52 |
| A138-1 | 1084-2 | D-154 | A148-4E | 10129 | D-43 | A163-6 | 10113 | D-154 | A168-11 | 1015 | D-52 |
| A138-1A | 10113 | D-154 | A148-5 | 10110 | D-11 | A163-7 | 10113 | D-154 | A168-2 | 10128 | D-531 |
| A138-2 | 1050 | D-52 | A148-6F | A1033 | * | A163-8 | 10113 | D-154 | A168-3 | 1015 | D-52 |
| A138-3 | 1050 | D-52 | A148-6FE | 10129 | D-43 | A163-9 | 10113 | D-154 | A168-4 | 1015 | D-52 |
| A138-4 | 1050 | D-52 | A148-6G | A1033 | * | A164 | 10128 | D-531 | A168-5 | 10128 | D-531 |
| A138-A | 10113 | D-154 | A148-6GE | 10129 | D-43 | A164-1 | 10128 | D-531 | A168-6 | 1015 | D-52 |
| A140 | 1084-2 | D-154 | A148-7F | 10110 | D-11 | A164-10 | 10128 | D-531 | A168-7 | 1015 | D-52 |
| A140-1 | 10128 | D-531 | A148-7FE | 10129 | D-43 | A164-11 | 10128 | D-531 | A168-8 | 10128 | D-531 |

***RE-ORDER PADS DIRECTLY FROM SSBC**

| SSBC Kit # | SSBC Pad # | FMSI # | SSBC Kit # | SSBC Pad # | FMSI # |
|------------|------------|--------|------------|---------------------|--------------------|
| A170 | 1015 | D-52 | A2350014 | 10116 | D-749 |
| A170-1 | 10128 | D-531 | A2350014R | 10117 | D-750 |
| A171 | 1015 | D-52 | A2351000 | 1015 | D-52 |
| A171-1 | 1015 | D-52 | A2351001 | 1015 | D-52 |
| A171-2 | 10128 | D-531 | A2351002 | 1015 | D-52 |
| A171-3 | 1047 | D-347 | A2351003 | 10100 | D-368 |
| A172 | 1015 | D-52 | A2351004 | 1094 | D-369 |
| A172-1 | 1015 | D-52 | A2351005 | 1094 | D-369 |
| A172-2 | 1047 | D-347 | A2351006 | 1094 | D-369 |
| A172-3 | 1015 | D-52 | A2351007 | 1015 | D-52 |
| A172-4 | 1015 | D-52 | A2351008 | 10100 | D-368 |
| A172-5 | 1015 | D-52 | A2351009 | 1094 | D-369 |
| A172-6 | 1015 | D-52 | A2351010 | 1094 | D-369 |
| A173 | 10128 | D-531 | A2351011 | 1015 | D-52 |
| A173-1 | 10128 | D-531 | A2351012 | 1094 | D-369 |
| A173-3 | A10135 | * | A2351013 | 1015 | D-52 |
| A174 | 1015 | D-52 | A2351014 | 1094 | D-369 |
| A174-1 | 1015 | D-52 | A2351015 | 1015 | D-52 |
| A180-M | 1015 | D-52 | A2351016 | 1094 | D-369 |
| A180-S | 1015 | D-52 | A2351017 | 10113 | D-154 |
| A181 | 10113 | D-154 | A2351018 | 10113 | D-154 |
| A182 | 10113 | D-154 | A2351019 | 10118(F) 10119(R) | D-785(F) D-792(R) |
| A185-M | 1015 | D-52 | A2351020 | 10126 | D-834 |
| A185-S | 1015 | D-52 | A2351021 | 10119 | D-792 |
| A186-1 | A1094 | * | A2351022 | 10118 | D-785 |
| A187 | 1095 | D-731 | A2351023 | 10113 | D-154 |
| A187-1 | 1095 | D-731 | A2351024 | 10133-1 | D-784 |
| A187-2 | 10126 | D-834 | A2351025 | 10118(F) 10143(R) | D-785(F) D-974A(R) |
| A187-3 | 10126 | D-834 | A2351026 | 10143 | D-974A |
| A187-4 | 10133-1 | D-784 | A2351027 | 10133-1(F) 10134(R) | D-784(F) D-785(R) |
| A188 | 10110 | D-11 | A2351028 | 10133-1 | D-784 |
| A188-1 | 10110 | D-11 | A2360000 | A1033 | * |
| A189 | 10110 | D-11 | A2360001 | 1046 | D-34 |
| A189-1 | 1095 | D-731 | A2360002 | 1046 | D-34 |
| A190 | A10129 | * | A2360003 | 1066 | D-237 |
| A191 | 10129 | D-43 | A2360004 | 1061(F) 1049(R) | D-199(F) D-204(R) |
| A192 | 10135 | D-137 | A2360005 | 1061 | D-199 |
| A193 | 1095 | D-731 | A2360006 | 10103(F) 10104(R) | D-600(F) D-627(R) |
| A193-1 | 10133-1 | D-784 | A2360007 | 1081(F) 10145(R) | D-412(F) D-627A(R) |
| A194 | 1097 | D-614 | A2360008 | 1061-1(F) 1047(R) | D-199(F) D-347(R) |
| | | | A2360009 | 10127 | D-711 |
| | | | A2360010 | 10127 | D-711 |
| | | | A2360011 | 10137(F) 10104(R) | D-491(F) D-627(R) |
| | | | A2361001 | 10146(F) 10147(R) | D-749(F) D-1012(R) |
| | | | A2361002 | 10146(F) 10147(R) | D-749(F) D-1012(R) |
| | | | A2361003 | 10147 | D-1012 |
| | | | A2370000 | 1092 | D-203 |
| | | | A2370001 | 1092 | D-203 |
| | | | A2370002 | 1093 | D-477 |
| | | | A2370003 | 1015 | D-52 |
| | | | A2370004 | 1093 | D-477 |
| | | | A2370005 | 10111 | D-529 |
| | | | A2370006 | 1094 | D-369 |
| | | | A2370007 | 1094 | D-369 |
| | | | A2370008 | 10111 | D-529 |
| | | | A2370009 | 10111 | D-529 |
| | | | A2370010 | 10111 | D-529 |
| | | | A2370011 | 10114 | D-746 |
| | | | A2370012 | 10120 | D-820 |
| | | | A2370013 | 10125 | D-702 |
| | | | A2370014 | 10125 | D-702 |
| | | | A2370015 | 1093(F) 10139(R) | D-477(F) D-666(R) |
| | | | A2370016 | 10140(F) 10141(R) | D-790(F) D-791(R) |
| | | | A2370017 | 10142(F) 10141(R) | D-945(F) D-791(R) |
| | | | A2380001 | 10121(F) 10122(R) | D-591(F) D-512(R) |
| | | | A2380002 | 10123(F) 10124(R) | D-592(F) D-592(R) |

| Short Stop...™ Slotted Rotor Upgrade Kits | | |
|--|-------------------|--------------------|
| SSBC Kit # | SSBC Pad # | FMSI # |
| A2350000 | 10112 | D-8 |
| A2350001 | 1015 | D-52 |
| A2350002 | 1015 | D-52 |
| A2350003 | 10113 | D-154 |
| A2350004 | 1099(F) 1070(R) | D-623(F) D-413(R) |
| A2350004R | 1070 | D-413 |
| A2350005 | 10101(F) 10102(R) | D-294(F) D-295(R) |
| A2350006 | 1081(F) 1070(R) | D-412 (F) D-413(R) |
| A2350007 | 1081(F) 1070(R) | D-412 (F) D-413(R) |
| A2350008 | 1095(F) 1096(R) | D-731(F) D-732(R) |
| A2350008R | 1096 | D-732 |
| A2350009 | 1097(F) 1098(R) | D-614(F) D-628(R) |
| A2350009R | 1097(F) 1098(R) | D-614(F) D-628(R) |
| A2350010 | 1015 | D-52 |
| A2350012 | 1015 | D-52 |
| A2350013 | 1081 | D-412 |

***RE-ORDER PADS DIRECTLY FROM SSBC**



Stainless Steel Brakes Corporation

11470 Main Road • Clarence, NY 14031
 Ph: 716-759-8666 Fx: 716-759-8688
 ssbrakes.com • tech@ssbrakes.com

**REPLACEMENT
PARTS
ORDER FORM**

DATE: _____

CUSTOMER # (from receipt): _____

ORDERED BY:
NAME: _____
COMPANY: _____
STREET: _____
CITY: _____ **ST:** _____ **ZIP:** _____
DAY PHONE: _____
FAX: _____
E-MAIL: _____

SHIP TO:
NAME: _____
COMPANY: _____
STREET: _____
CITY: _____ **ST:** _____ **ZIP:** _____
DAY PHONE: _____
FAX: _____
E-MAIL: _____

VEHICLE INFORMATION:
TYPE OF AUTOMOBILE: _____
YEAR _____ **ENGINE:** 4 CYL. 6 CYL. 8 CYL.

TYPE OF DRIVING:
 STREET RACING
 STREET & SLALOM STREET MODIFIED

ORDER INFORMATION:

| QUANTITY | PART # | DESCRIPTION | UNIT PRICE | AMOUNT |
|----------|--------|-------------|------------|--------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

METHOD OF PAYMENT:

CHECK/MONEY ORDER VISA MASTERCARD DISCOVER AMEX

CREDIT CARD #: _____ **EXP:** _____

SIGNATURE: _____

| | |
|--------------------------------|--|
| Total Merchandise | |
| NY Residents Sales Tax | |
| Ins. (add \$0.35 per \$100.00) | |
| UPS Shipping (please call) | |
| TOTAL | |

Price subject to change without notice. Not responsible for typographical errors.

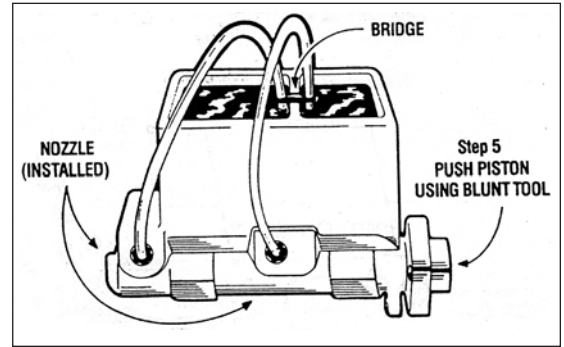
NOTE: Name, address & telephone number must be printed on checks. Driver's License number required for personal checks.

FREE FREIGHT
 IF ORDERED WITHIN 30 DAYS OF INITIAL ORDER
MAIL OR FAX YOUR ORDER!

How and why do I bench bleed a master cylinder?

When installing or replacing a master cylinder, it is critical that all air is removed from the master cylinder. This can easily be done by bench bleeding the master cylinder prior to installation. Using the SSBC master cylinder bleeder kit (#0460):

- 1) Place your master cylinder in a vise by the ears (not body). Make sure it is level.
- 2) Attach a piece of clear plastic hose to the short end of one of the plastic nozzles. Do the same to the other hose and nozzle.
- 3) Clip the plastic bridge to the wall and push the ends of the hose through the holes so they are **SUBMERGED** in the reservoir on either side of the wall.
- 4) Press the tapered end of the nozzle **FIRMLY** into the cylinder port hole with a twisting motion. Repeat this procedure on the other port hole.
- 5) Fill the reservoir with **CLEAN** brake fluid recommended by the manufacturer.
- 6) Using full strokes, push the piston in, then release. Do this until **ALL** the air bubbles have disappeared from the clear plastic hose. **(CAUTION-MASTER CYLINDER WILL NOT BLEED PROPERLY UNLESS HOSES ARE SUBMERGED IN BRAKE FLUID UNTIL THE BLEEDING PROCESS IS COMPLETED.)**



Now mount master cylinder and avoid brake fluid leaking out of front and rear ports during installation.

Bleeding steps for Dual Port Master Cylinder

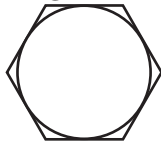
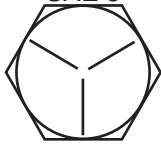
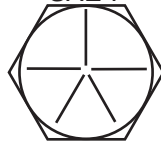

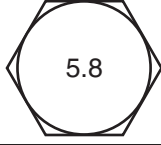
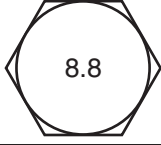
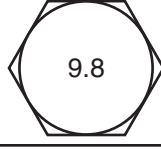
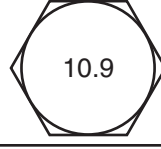
If you have a master cylinder with dual port holes (4 port holes - 2 on each side), it is necessary to bleed both port sides of the master cylinder. If both sides of the master cylinder are not bled, there will be air trapped in the master cylinder and your brakes will not function properly.

To bleed dual port master cylinders:

- 1) Follow steps 1 - 6 above on the side you will be hooking the brake lines to. Plug the other side.
- 2) Once the air bubbles are no longer visible in the plastic hose, open the bleeder screws in the supplied plugs and allow the mater cylinder to gravity bleed. **DO NOT** push the master cylinder piston in while the plugs are gravity bleeding.
- 3) When clear, steady streams of fluid are coming out of both bleeders, close and tighten the bleeders. Give the master cylinder piston several strokes, making sure there are still no bubbles present in the clear plastic tubes.
- 4) Remove the tubes and plastic fittings and mount the master cylinder on the vehicle being careful not to spill brake fluid on any painted surfaces.

TORQUE SPECIFICATIONS

BEFORE DRIVING YOUR VEHICLE, YOU SHOULD CHECK THE TORQUE ON ALL NUTS AND BOLTS IN THE KIT, INCLUDING ANY SLIDER BOLTS ON THE CALIPERS. RE-TORQUE CALIPER BOLTS AFTER 500 MILES. ALL SPECIFICATIONS ARE IN FT-LBS.

| BOLT GRADES | | | | |
|--------------------|---|--|---|---|
| U.S. |  |  |  |  |
| Metric |  |  |  |  |
| Steel Type | Low Carbon (soft) | Medium Carbon Heat Treat | Medium Carbon Alloy | Medium Carbon Alloy |

| SAE | Bolt Grade | 2 | 2 | 5 | 5 | 7 | 7 | 8 | 8 | Socket Head Cap Screw | Socket Head Cap Screw |
|------------|-----------------|-----|-------|-----|-------|-----|-------|-----|-------|-----------------------|-----------------------|
| Bolt Dia. | Thread per inch | Dry | Oiled | Dry | Oiled | Dry | Oiled | Dry | Oiled | Dry | Oiled |
| 1/4" | 20 | 4 | 3 | 8 | 6 | 10 | 8 | 12 | 9 | 14 | 11 |
| 1/4" | 28 | 6 | 4 | 10 | 7 | 12 | 9 | 14 | 10 | 16 | 13 |
| 5/16" | 18 | 9 | 7 | 17 | 13 | 21 | 16 | 25 | 18 | 29 | 23 |
| 5/16" | 24 | 12 | 9 | 19 | 14 | 24 | 18 | 29 | 20 | 33 | 26 |
| 3/8" | 16 | 16 | 12 | 30 | 23 | 40 | 30 | 45 | 35 | 49 | 39 |
| 3/8" | 24 | 22 | 16 | 35 | 25 | 45 | 35 | 50 | 40 | 54 | 44 |
| 7/16" | 14 | 24 | 17 | 50 | 35 | 60 | 45 | 70 | 55 | 76 | 61 |
| 7/16" | 20 | 34 | 26 | 55 | 40 | 70 | 50 | 80 | 60 | 85 | 68 |
| 1/2" | 13 | 38 | 31 | 75 | 55 | 95 | 70 | 110 | 80 | 113 | 90 |
| 1/2" | 20 | 52 | 42 | 90 | 65 | 100 | 80 | 120 | 90 | 126 | 100 |
| 9/16" | 12 | 52 | 42 | 110 | 80 | 135 | 100 | 150 | 110 | 163 | 130 |
| 9/16" | 18 | 71 | 57 | 120 | 90 | 150 | 110 | 170 | 130 | 181 | 144 |
| 5/8" | 11 | 98 | 78 | 150 | 110 | 140 | 140 | 220 | 170 | 230 | 184 |
| 5/8" | 18 | 115 | 93 | 180 | 130 | 210 | 160 | 240 | 180 | 255 | 204 |
| 3/4" | 10 | 157 | 121 | 260 | 200 | 320 | 240 | 380 | 280 | 400 | 320 |
| 3/4" | 16 | 180 | 133 | 300 | 220 | 360 | 280 | 420 | 320 | 440 | 350 |
| 7/8" | 9 | 210 | 160 | 430 | 320 | 520 | 400 | 600 | 460 | 640 | 510 |
| 7/8" | 14 | 230 | 177 | 470 | 360 | 580 | 440 | 660 | 500 | 700 | 560 |
| 1" | 8 | 320 | 240 | 640 | 480 | 800 | 600 | 900 | 680 | 980 | 780 |
| 1" | 12 | 350 | 265 | 710 | 530 | 860 | 666 | 990 | 740 | 1060 | 845 |

| METRIC | 5.8 | 8.8 | 9.8 | 10.9 |
|---------------|-------|-------|-------|-------|
| Bolt Dia. | Oiled | Oiled | Oiled | Oiled |
| 5mm | 3.5 | 5 | 6 | 8 |
| 6mm | 6 | 9 | 10.5 | 12 |
| 8mm | 15 | 22 | 25 | 32 |
| 10mm | 29 | 44 | 51 | 62 |
| 12mm | 51 | 76 | 89 | 111 |

Per SAE J1701 and SAE J1701M specifications.

UNIVERSAL FRONT DISC BRAKE CHECKLIST

- [] 1) Spindle Properly secured to ball joints and tie rods with castle nut and cotter pin.
- [] 2) All mounting bolts properly tightened.
- [] 3) Wheel bearings properly packed with grease.
- [] 4) Inner bearing must be installed before grease seal.
- [] 5) Rotor / bearings slide onto spindle with ease.
- [] 6) Washer, castle nut properly torqued and cotter pin installed.
- [] 7) Calipers installed and properly torqued.
- [] 8) Spin rotor and check for any interference. (If any interference is found, resolve problem before driving vehicle.)
- [] 9) Flex lines are properly installed with no interference.
- [] 10) Power booster (if applicable) installed properly.
- [] 11) Master cylinder bench bled according to the instructions.
- [] 12) All brake lines are properly tightened and free of leaks.
- [] 13) Turn wheels lock to lock and check for any interference.
- [] 14) Place wheel onto vehicle and spin the wheel to make sure there is no interference between the brakes and wheel.

UNIVERSAL REAR DISC BRAKE CHECKLIST

- [] 1) All bolts on base bracket properly tightened.
- [] 2) All caliper mounting bolts properly tightened.
- [] 3) Rotor slides onto axle with ease.
- [] 4) No interference with rotor and any other parts (splash shield, brackets, etc.).
- [] 5) Caliper is centered over the rotor (because of difference in axle lengths, you may have to shim caliper in or out).
- [] 6) No interference with caliper and rotor.
- [] 7) All brake lines are tight with no leaks.
- [] 8) Parking brake is properly adjusted and not dragging, with vehicle on ground.
- [] 9) Adjustable proportioning valve installed (if applicable).
- [] 10) Distribution block modification made (if applicable).
- [] 11) Brake system properly bled.



WITH EVERY NEW SET OF ROTORS AND PADS, YOU SHOULD GIVE YOUR VEHICLE 200 - 250 MILES OF EASY DRIVING TO PROPERLY SEAT THE PADS TO THE ROTORS. DO NOT TAKE THE VEHICLE UP TO 60 MPH AND JAM ON THE BRAKES BEFORE THE FIRST 200 - 250 MILE BREAK IN PERIOD IS OVER, OR YOU WILL GLAZE THE PADS AND ROTORS.

TECHNICAL SUPPORT / WARRANTY POLICY

You have just purchased a high quality product manufactured by Stainless Steel Brakes Corporation. To ensure proper installation, please read all instructions thoroughly before beginning your work. In most applications, your kit will install as the instructions indicate. From time to time, the original equipment on some vehicles may have slight variations that can effect the ease of installation. Minor modifications during installation may be necessary to successfully install your kit. If modifications are necessary, please refer to a licensed mechanic and/or contact our technicians for modification approval.

Installation of braking, steering and suspension components and systems require proper procedures and methods to assure safe and correct operations.

Always test completed installations in a safe area. For proper operation, and if questionable, correct prior to placing the vehicle in service.

Our company maintains experienced technical service personnel, including a licensed professional engineer who have the knowledge and background to help you with installation or operating problems. Our technicians may be reached by telephone at 716-759-8666, Monday - Friday, 9:30 AM - 5:30PM EST. If unavailable, please leave a brief message, including your day phone number, and they will return your call as soon as possible. You can also e-mail us at tech@ssbrakes.com. If you prefer, we will be pleased to speak with your installing mechanic.

If it becomes necessary to return an item for any reason, a Return Goods Authorization (RGA) Number must first be obtained by telephone. A simple written description of the reason for the return should be included with the part. Your name and phone number should also be included. (Use the attached form.) "Defective" is not enough of a description. See following page for detailed instructions.

We urge you not to disassemble or alter any part supplied, nor purchase additional parts or services in order to facilitate installation. Lack of prior approval by our company will constitute a violation of our warranty with consequent denial of reimbursement for parts - faulty or not.

Before contracting outside professional assistance, please be aware that we do not reimburse for labor charges under any circumstance. Consult our standard warranty card provided with your order.

NEED TO RETURN A PART? FOLLOW THESE INSTRUCTIONS.

- > Did you call our Technical Assistance (716-759-8666) before you decided to make a return? If not, you should do so now.
- > You must have a Return Goods Authorization Number (RGA) issued to you prior to returning any item. If you return without an RGA #, you run the risk of not receiving credit.
- > Make sure to include the completed Return Form with invoice and RGA # with your parts.
- > Whenever possible, please return item in original box with invoice and RGA # clearly marked on the outside of the box.
- > Any return must be shipped postage paid - NO collect shipments will be accepted.
- > All warranty items will be sent ground UPS. Any other type of shipping service will be at customer's expense.

It is a good idea to insure the returned part(s) for the full value to protect yourself against loss. We strongly suggest you ship by UPS or U.S. Mail, no BUS or AIR shipments will be accepted. All foreign returns must have authorization.

NOTE: Under no circumstance should any product(s) or part(s) be returned without prior authorization number (RGA #). Any part which, in our opinion, shows evidence of being used, installed contrary to SSBC instruction, defaced, subjected to improper handling, packaging or shipping by the customer will not be eligible for exchange, refund or warranty consideration.

RETURN FORM

Name: _____

Invoice #: _____

Address: _____

Date Purchased: _____

Purchased From: _____

Phone: _____

List item(s) and a detailed explanation of why you are returning the item(s):

RGA # _____



Use this label for your package.

| | |
|---|------------------|
| From: _____ _____ _____ | |
| TO: Stainless Steel Brakes Corp. 11470 Main Road Clarence, NY 14031 | |
| RGA #: _____ | Invoice #: _____ |