



INSTALLATION INSTRUCTIONS

QUICK CHANGE TRIPOWER REAR KIT A193-7

2008-12 FORD F250/F350

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) 775-6700.

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

JACK & JACK STANDS
LUG WRENCH
TORQUE WRENCH
METRIC SOCKET SET

BRAKE FLUID - DOT 4
BRAKE CLEANER
TUBE WRENCHES

These kits use the following pads:

SSBC#: 10225

FMSI#: D-1334



BEFORE INSTALLING, PLEASE LAY OUT ALL OF THE CONTENTS OF THIS KIT AND THOROUGHLY READ THROUGH THIS INSTRUCTION MANUAL TO ENSURE THAT YOU HAVE ALL OF THE PARTS NEEDED TO COMPLETE THE INSTALL!

IF YOU FIND YOU ARE MISSING ITEMS, PLEASE CONTACT SSBC IMMEDIATELY, REGARDLESS OF WHAT DEALER YOU PURCHASED THIS KIT FROM.

IF YOU HAVE ANY QUESTIONS REGARDING MISSING ITEMS, WARRANTY CLAIMS, DEFECTIVE ITEMS, OR SIMPLY INSTALLATION ISSUES, PLEASE CONTACT SSBC DIRECTLY.

1) Removal of Old Brakes

- a) Raise rear of vehicle until the wheels and tires clear the floor and support the vehicle on jack stands. Remove lug nuts and take tire and wheel assemblies off vehicle.
- b) Using a tube wrench, remove the hollow banjo bolt that holds the end of the flexible brake hose to the caliper.

BRAKE FLUID WILL CAUSE SEVERE DAMAGE TO YOUR PAINT. ALWAYS USE EXTREME CAUTION WHEN HANDLING BRAKE FLUID.



TIP: With the flex lines off the caliper, brake fluid will be free to drain from the hoses. The use of a hose pinch clamp (not vise grips!) or a plug in the end of the hose will prevent this. This will also be important since you do not want the master cylinder to go dry.

- c) With the hose removed, the caliper can be taken off by removing the two hex head bolts that hold the caliper to the cradle bracket. Remove the old brake pads and pad clips. If new rotors are going to be installed the cradles must be removed.

2) Installation of New Brakes

- a) Remove the original slider bolts and dust boots. Install the new dust boots and lubricate the original slider bolts with high temperature grease and install in the cradle.
- b) Install the supplied pad clips on the new pads. Slide the new brake pads in place and slide the caliper assembly on to the cradle.
- c) Align the holes in the new calipers with the cradle brackets and secure using the original bolts. Torque to 25 ft/lbs.
- e) If the cradle bracket was removed reinstall it over the rotor and secure with the original bolts and torque to 125 ft/lbs.
- d) Attach the end of the original flex line to the caliper using the 3/8" banjo bolts and copper washers supplied. Torque the banjo bolts to 25 ft/lbs.
- e) Turn the rotors by hand making sure they spin freely and do not interfere with any other components.

3) Filling and Bleeding System

- a) It is advisable to replace the brake fluid if the color is brown or muddy. This is due to water that has been absorbed by the fluid which will eventually corrode the brake lines and master cylinder. This absorbed moisture can also cause a vapor lock situation under extreme braking conditions. Flush system with clean brake fluid and replace with a good grade of disc brake fluid DOT 4
- b) The simplest and most effective way to bleed your brakes is to use the gravity bleeding approach as follows:
 - 1) With calipers installed, make sure all fittings are tight and master cylinder is topped off.

- 2) Open one bleeder screw and observe for several minutes. At first the fluid will begin to escape with intermittent air bubbles. When the air bubbles stop and a steady flow of fluid is observed, close the bleeder and repeat process on other side of vehicle.



MAKE SURE TO KEEP A CLOSE WATCH OVER THE FLUID LEVEL INSIDE THE MASTER CYLINDER DURING THE BLEEDING PROCESS. NEVER LET THE RESERVOIR RUN DRY. ALWAYS KEEP IT AT LEAST 1/3 FULL!

- 3) After bleeding both wheels and topping of the master cylinder, make several applications of the brake pedal. If a hard pedal is experienced, no further bleeding is required. If pedal is spongy, repeat bleeding process until a hard pedal is achieved.

4) Final Inspection

- a) Once a hard pedal is achieved, all fittings and connections must be inspected to make sure there are no leaks. Also check the level in both reservoirs of the master cylinder and top off if needed.
- b) Put wheels back on the vehicle and turn wheel by hand to insure that the wheel spins freely and does not interfere with any brake components.

DO NOT DRIVE IN TRAFFIC UNTIL THE BRAKES SAFELY STOP THE CAR A SAFE DISTANCE WITHOUT A SPONGY PEDAL FEEL!

BRAKING TESTS SHOULD ALWAYS BE DONE IN A SAFE OPEN AREA!

NOTE: For frequently asked questions and technical reference information please visit the tech section of our website at www.ssbrakes.com.

TECH LINE -- If technical help is required, please call (716) 775-6700 .

NOW ENJOY ULTIMATE STOPPING POWER!!



Photo of factory cradle bracket with all of the hardware removed. The cradle can be left on the truck if the rotors are not being replaced.



Install the supplied dust boots on the cradle. Lubricate the original slider bolts with a high temperature grease and install in the cradle.



Install the supplied pad clips on the pads as shown.



Install the pads in the cradle with the friction material facing in.



Install the caliper on the assembly and secure with the original hex bolts. Torque to 25 ft/lbs.



Slide the caliper assembly over the rotor and secure with the original bolts. Torque to 125 ft/lbs.