SSBC
PERFORMANCE BRAKE SYSTEMS

INSTALLATION INSTRUCTIONS

INSTRUCTION FOR ASSEMBLY OF JEEP CJ SERIES W/AMC 20 REAR AXLES,
5 x 5-1/2" BOLT CIRCLE WITH A130-1 FULL FLOATING AXLE OR
A130-2 (1 PIECE AXLE)

Thank you for choosing STAINLESS STEEL BRAKES CORPORATION for your braking needs. Pleases 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:

JACK & JACK STANDS
LUG WRENCH
TORQUE WRENCH
SOCKET SET
BRAKE CLEANER
WRENCH SET
TUBE WRENCHES
MALLET
WHEELBEARING GREASE
BRAKE FLUID

Stainless Steel Brakes Corporation • 11470 Main Road • Clarence, NY 14031
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1) Raise the Jeep until the wheels and tires clear the floor. Support on jack stands. Remove the rear wheel hub caps, cotter pin and castellated axle nut. Remove wheel and tire assembly from the drum.

2) Remove drum brake assembly as follows:
   a) Pull off brake drum from assembly.

IF THE BRAKE DRUM WILL NOT COME OFF EASILY, RETRACT SHOES BY INSERTING A NARROW SCREWDRIVER THROUGH THE BRAKE ADJUSTING SLOT IN THE BACKING PLATE, AND DISENGAGE THE ADJUSTING LEVER FROM THE ADJUSTING SCREW. WHILE THUS HOLDING THE ADJUSTING SCREW, BACK OFF THE ADJUSTING TOOL.

   b) Remove all shoes and hardware.
   c) Disconnect parking brake cable from actuator and pull through backing plate after compressing retaining clip.
   d) Disconnect rigid brake line from back of wheel cylinder making sure not to strip the ferrule nut. We strongly recommend the use of a tube wrench.

BE CAREFUL NOT TO GET BRAKE FLUID ON THE PAINT, IT CAN CAUSE SEVERE DAMAGE!

3) Remove axle and backing plate as follows:
   a) Remove four nuts and bolts holding the backing plate to the axle flange.
   b) Pull out axle shaft carefully, to prevent damage to the shaft seal, shaft bearing or splines.
   c) Remove axle shaft and flange.
   d) Discard backing plate and shoe assembly.
   e) Remove grease seal retainers.
   f) Remove shims used between backing plate and axle flange.

4) Full Floating Axle module modification **(A130-1 kit only)**:

MINOR MACHINING IS REQUIRED ON THE AXLE FLANGE FOR THE ROTOR TO FIT PROPERLY!

   a) Full floating axle module will require machining of outside diameter to reduce to 6.635+.010 / -.000" diameter, modify both left and right sides.

5) Assembly of caliper mounting bracket (both kits): **SEE EXPLOSION MOUNTING BRACKETS REPLACE ORIGINAL BRAKE BACKING PLATE**
   a) Assemble the caliper mounting plate, spacers and ears with four 7/16-20 x 2" bolts. Torque to 65-70 ft-lbs. (brackets are marked) Reuse old retainer plates where necessary.
   b) Install splash shields, if to be used, between plate and tubular spacers. **LEFT AND RIGHT SPLASH SHIELDS ARE INTERCHANGEABLE.**
   c) Clean both sides of caliper mounting plate faces and coat both sides (same areas as axle flange) with RTV sealant, or equivalent, to prevent gear lube leakage.
   d) Install axle (with bearings & seals) or floating module (A130-1 kit) with caliper

mounting bracket sandwiched against axle flange. Secure assembly by using four 3/8-24 x 1-1/2" bolts, and elastic stop nuts provided in hardware kit. Torque to 40 ft/lbs.

e) Install "L-shaped" parking brake cable retainer bracket, long leg pointing toward center of Jeep, on bolts nearest to the front.

6) Rotors:

a) Install new rotor provided in kit, be careful it is a close fit, and temporarily secure with at least one lug nut.

7) Caliper assembly and mounting:

a) The calipers will be installed in a reverse manner. The parking brake levers must point up and the bleeder screws will point down. The calipers will be bled through the bleeder screws in the banjo bolts.

b) Install flex hoses from kit into brass "banjo" blocks. Attach blocks to caliper inlet ports using special hollow bolt and one copper washer on each side of block. Torque bolt to 20-30 ft/lbs.

c) Place caliper over rotor and secure to mounting bracket assembly with (2) 12mm-1 special bolts. Torque to 80-110 ft/lbs.

DO NOT ADJUST OR PLAY WITH PARKING BRAKE LEVER! PARKING BRAKE SYSTEM WILL BE AUTOMATICALLY ADJUSTED ONCE HYDRAULIC SYSTEM IS FILLED AND FULLY BLED.

8) Brake lines:

a) Remove original rear axle lines and replace with rigid lines provided in the kit. Attach rigid line to axle junction block and flex line. These lines can easily be bent by hand. Use at least two wrenches to tighten; one a tube wrench.

b) Secure new rigid lines to axle at original locations (under spring perch and differential).

9) Master cylinder/proportioning valve:

a) An adjustable proportioning valve may be required and is available from our company at an extra cost option. If installed it must be located in the brake line leading to the rear. Our road test indicated the valve is not required. SSBC proportioning valve come with instructions.

BE CAREFUL THAT ALL HYDRAULIC COMPONENTS ARE KEPT CLEAN AND FREE OF DEBRIS INSIDE AND OUT. REMEMBER: DIRT IS THE ENEMY OF HYDRAULIC SYSTEMS, AND WE WILL NOT BE RESPONSIBLE FOR SYSTEM FAILURES DUE TO UNCLEAN INSTALLATION!

10) Proportioning valve, (this allows full pressure to rear calipers) optional

a) The factory installed fixed proportioning valve is part of the distribution block, typically located below the master cylinder. Our road test show that it is not necessary but will help in situations that require heavy breaking (big tires, trailering, steep grades).

b) Unscrew hex plug (it has a rubber center).

BE CAREFUL, IT IS SPRING LOADED!

Remove spring, seat, and rubber seal from piston. Push tapered end of piston back into the hex nut. It should slide inside the nut.

c) Reassemble the block. It will be necessary to rebleed the system after this is done (refer to bleeding instructions).

11) Filling and Bleeding the System:

a) It is advisable to replace brake fluid if the color is brown and muddy. This condition is due to water that has been absorbed by the fluid which will eventually corrode the brake lines and master cylinder, plus possibly creating a vaporlock under extreme braking conditions. Flush system with clean brake fluid and replace with a good grade of disc brake fluid (DOT 3 or 4 Glycol base) or with Silicone Brake Fluid (DOT 5) available from SSBC or your distributor. This fluid will not absorb water, does not damage paint and maintains its viscosity over a large temperature range.

b) If a new master cylinder is being installed, it should first be individually bench bled. When bench bleeding always hold master cylinder by the ears, not the body. Bleeding is accomplished by pumping the master cylinder spool with a Phillips screwdriver with temporary outlet tubes routed back to its own reservoir.

c) Install master cylinder and fill the reservoir with new fluid; fill system using one of the methods below:

d) If pressure bleeding is employed the correct air pressure regulator setting is 10-15 psi. (max.)

e) If power brakes are fitted, the engine should not be running and the vacuum reserve should be reduced to zero.

f) Tapping the caliper with a rawhide or brass mallet before fluid is flowing out may assist in obtaining a better bleed job.

g) Brake bleeding can be simplified and at the same time assure that there are no line restrictions by using the gravity bleeding method, as follows:

1) Leave bleeder screws open when installing calipers.

2) Fill master cylinder reservoir, do not pressurize master cylinder or pump brake pedal; instead observe bleeder ports until brake fluid flows out; then shutoff the bleeder.

3) No further procedure is required if brake pedal is hard. After shutting off all bleeder valves. Make sure that master cylinder is “topped-off.”

h) With bleeders closed and system bled, advance caliper pistons as described above and re-check system for air; correct if necessary. A hard pedal with approximately 7/8"-1" end play should be experienced so that at full brake application (engine running, if power brakes are fitted) the toe of your left foot can still be placed between the bottom of the pedal and the floor.

POWER BRAKE CARS WILL EXPERIENCE A "DROP OFF" OF THE PEDAL WHEN THE ENGINE IS STARTED. THIS IS A NORMAL CONDITION, AND SIGNIFIES THAT THE BOOSTER IS WORKING CORRECTLY.

Pedal end-play can be adjusted by lengthening or shortening the pushrod between the pedal rod (or power brake output shaft) and the master cylinder. This is best accomplished under the dash on standard brake Jeeps and between the booster and the master cylinder on power brake Jeeps.

12) Parking brake adjustment:
   a) Advance pistons of calipers so that clearance between pads and rotors is 1/32-1/16". Piston should be advanced using the brake pedal, about 30-40 pumps, instead of cranking parking brake levers.

IF PISTON HAS BEEN EXTENDED TOO FAR, TURN PISTON BACK INTO CALIPER; USE SPECIAL TOOL KD-2545, AVAILABLE AT MOST PARTS STORES (OR A STRONG PAIR OF NEEDLE NOSE PLIERS)

13) Parking brake cable:
   a) Feed parking brake cable over axle and through support bracket pt.# 1209 and assure that housing clip engages and locks into bracket.
   b) Make sure that the parking brake lever is in the released position.
   c) Take up slack in cables by adjusting the nut on the threaded rod under the Jeep.
   d) Test several times so operation is normal, to be assure that the Jeep can't roll. ***Lift kits or larger wheels may require longer (special) cables.***

Final Inspection:
   a) Screw at least two lug nuts on lug studs to hold rotor to axle.
   b) Spin rotor to check operation.

TURN WHEELS BY HAND AND CHECK FOR AND INTERFERENCES. DO NOT DRIVE UNTIL BRAKES STOP THE JEEP WITH OUT A SPONGY FEELING. INITIAL BRAKING TESTS SHOULD BE DONE IN A SAFE OPEN AREA. IF BRAKES DO NOT OPERATE CORRECTLY CONTACT ONE OF OUR TECHNICIANS FOR ASSISTANCE.

14) Final Assembly:
   a) Take lug nuts off studs.
   b) Mount wheel, torque lug nuts to proper specifications.
   c) Spin wheel to assure that there are no interferences.
   d) Lower Jeep to ground.
   e) Test drive and apply brakes frequently to seat pads. break the pads in gently!

TECH LINE -- If technical help is required, please call 716-759-8666.

NOW ENJOY TRUE PERFORMANCE BRAKING!

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). <u>All</u> Master Cylinders <u>must</u> be bench bled in a vise <u>before</u> 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 Bock 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.

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REPLACEMENT PARTS ORDER FORM

DATE:

CUSTOMER # (from receipt):

ORDERED BY:
NAME:
_____
COMPANY:
_____
STREET:
_____
CITY: _____ **ST:** ____ **ZIP:**
_____

SHIP TO:
NAME:
_____
COMPANY:
_____
STREET:
_____
CITY: _____ **ST:** ____ **ZIP:**
_____

VEHICLE INFORMATION:
TYPE OF AUTOMOBILE:
_____

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:
_____

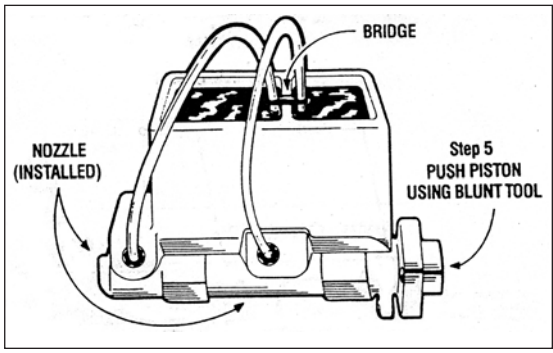
Total Merchandise	
NY Residents Sales Tax	
Ins. (add $0.35 per $100.00)	
UPS Shipping (please call)	
TOTAL	

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.

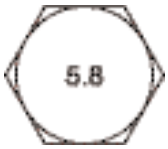
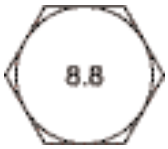
To bleed dual port master cylinders:

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):

_____

_____

_____

_____

_____

_____

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RGA # _____

Use this label for your package.

From: _____

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_____

TO: Stainless Steel Brakes Corp.
11470 Main Road
Clarence, NY 14031

RGA #: _____ Invoice #: _____

Replacement Pads for SSBC Performance Brake Kits

SSBC Kit #	SSBC Pad #	FMSI #
A120	A1033	D-11
A109AF	10128	D-531
A109AR	10128	D-531
A109S	1012	D-8
A110	1049	D-204
A110-11	10113	D-154
A110-13	1015	D-52
A110-14	10129	D-43
A110-15	1095	D-731
A110-18	1047	D-347
A110-19	10113	D-154
A110-2	1047	D-347
A110-20	10113	D-154
A111	1049	D-204
A111-2	1047	D-347
A111-20	10113	D-154
A111-21	10113	D-154
A111-24	1015	D-52
A111-25	10129	D-43
A111-26	1095	D-731
A111-28	1015	D-52
A111-29	10129	D-43
A111-3	1047	D-347
A111-30	1095	D-731
A111-34	10113	D-154
A111-35	10113	D-154
A112	1047	D-347
A112-1	1047	D-347
A112-11	1095	D-731
A112-12	1095	D-731
A112-13	10113	D-154
A112-16	1095	D-731
A112-17	10133-1	D-784
A112-19	1095	D-731
A112-2	1047	D-347
A112-3	1071	D-412
A112-4	1047	D-347
A112-5	1061-1	D199
A112-6	10128	D-531
A112-7	1071	D-412
A112-8	10128	D-531
A112-93	1047	D-347
A113	1071	D-412
A113-1	1071	D-412
A113-10	1071	D-412
A113-12	1095	D-731
A113-13	1095	D-731
A113-14	1095	D-731
A113-15	1095	D-731
A113-16	10113-1	D-784
A113-4	10128	D-531
A113-5	1015	D-52
A113-6	10128	D-531
A113-9	10128	D-531
A114	1047	D-347
A115	1047	D-347
A117	1047	D-347
A117-1	1047	D-347
A117-12	1095	D-731
A117-14	10113	D-154
A117-2	1047	D-347
A117-3	1071	D-412
A117-4	1071	D-412
A117-5	10128	D-531
A117-6	10128	D-531
A117-7	10128	D-531
A117-9	1095	D-731
A118	1049	D-204
A120-10	10128	D-531
A120-11	10128	D-531
A120-12	10128	D-531
A120-13	1095	D-731
A120-14	1095	D-731
A120-15	1095	D-731
A120-16	1095	D-731
A120-2	10110	D-11
A120-20	A1033	D-11
A120-21	10110	D-11
A120-21P	10129	D-43
A120-3	10128	D-531
A120-4	1602891	D-289
A120-5	1602891	D-289
A120-6	10128	D-531
A120-7A	10128	D-531
A120-7M	10128	D-531
A120-8	10128	D-531
A120-9	10128	D-531
A120D	A1033	D-11
A121	A1033	D-11
A121-1	A1033	D-11
A121-2	A1033	D-11
A121-3	10110	D-11
A121-3P	10110	D-11
A121-4	10110	D-11
A123	1050	D-52
A123-1	1050	D-52
A123-14	1095	D-731
A123-14DS	1095	D-731
A123-15	10116	D-749
A123-16	10116	D-749
A123-18	1095	D-731
A123-1A	1015	D-52
A123-1ADS	1015	D-52
A123-1C	1050	D-52
A123-1DS	1015	D-52
A123-2	1071	D-412
A123-21	A1033	D-11
A123-22	1603681	D-368
A123-23	1603681	D-368
A123-3	1050	D-52
A123-3A	1015	D-52
A123-3ADS	1015	D-52
A123-3DS	1015	D-52
A123-4	1050	D-52
A123-4A	1015	D-52
A123-4ADS	1015	D-52
A123-4DS	1050	D-52
A123-5	1050	D-52
A123-58	1050	D-52
A123-58A	1015	D-52
A123-58ADS	1015	D-52
A123-58DS	1050	D-52
A123-59	1050	D-52
A123-59A	1015	D-52
A123-59ADS	1015	D-52
A123-5A	1015	D-52
A123-5ADS	1015	D-52
A123-5DS	1050	D-52
A123-6	1071	D-412
A123-7	10128	D-531
A123-7DS	10128	D-531
A123-8	10128	D-531
A123-9	10128	D-531
A123-A	1015	D-52
A123-ADS	1015	D-52
A123DS	1050	D-52
A124	1047	D-347
A125	1047	D-347
A125-1	1047	D-347
A125-1F	1047	D-347
A125-2	1047	D-347
A125-26	10113	D-154
A125-27	10113	D-154
A125-3	1047	D-347
A125-30	10113	D-154
A125-32	1015	D-52
A125-33	10129	D-43
A125-34	1095	D-731
A125-37	10113	D-154
A125-38	10113	D-154
A125-39	10113	D-154
A125-4	1047	D-347
A125-40	1047	D-347
A125-5	1047	D-347
A125-6	1047	D-347
A125-7	1047	D-347
A125-F	1047	D-347
A126	1070P	D-413
A126-1	1047	D-347
A126-10	1015	D-52
A126-11	1015	D-52
A126-12	1015	D-52
A126-13	1094A	D-370
A126-14	1094A	D-370
A126-15	1094A	D-370
A126-16	1094A	D-370
A126-17	1094A	D-370
A126-18	1015	D-52
A126-19	1094A	D-370
A126-2	1047	D-347
A126-20	1015	D-52
A126-21	10129	D-43
A126-22	10128	D-531
A126-23	10128	D-531
A126-24	10128	D-531
A126-25	10128	D-531
A126-26	10128	D-531
A126-27	10128	D-531
A126-28	10128	D-531
A126-29	10128	D-531
A126-3	A1094B	D-369
A126-30	10128	D-531
A126-31	10128	D-531
A126-32	1015	D-52
A126-33	10128	D-531
A126-34	10128	D-531
A126-35	10128	D-531
A126-37	1095	D-731
A126-38	1095	D-731
A126-39	1095	D-731
A126-4	A1094B	D-369
A126-40	10126	D-834
A126-41	10126	D-834
A126-42	10118(F) 160834®	D-785(F) D-834®
A126-43	10118(F) 10119(R)	D-785(F) D-792(R)
A126-44	10118(F) 10143(R)	D-785(F) D-974A(R)
A126-46	10126	D-834
A126-47	1610921	D-1092
A126-48	1095	D-731
A126-5	1047	D-347
A126-50	10113	D-154
A126-51	1047	D-347
A126-52	10118	D-785
A126-53	10118	D-785
A126-54	1095	D-731
A126-55	1095	D-731
A126-56	1095	D-731
A126-6	1050	D-52
A126-61	1050	D-52
A126-7	1094	D-369
A126-71	1094	D-369
A126-71A	A1094	D-369
A126-7A	A1094	D-369
A126-8	1094	D-369
A127	1047	D-347
A127-1	10128	D-531
A127-2	1070	D-413
A127-3	1071	D-412
A127-4	10128	D-531
A127-5	10128	D-531
A127-6	1015	D-52
A127-7	1047	D-347
A127-8	1015	D-52
A127-9	1047	D-347
A128	1047	D-347
A128-1	1047	D-347
A128-2	1047	D-347
A128-3	1049	D-204
A128-4	1047	D-347
A128-5	1049	D-204
A128-6	1047	D-347
A128-7	1047	D-347
A129	1050	D-52
A129-1	1050	D-52
A129-10	10128	D-531
A129-13	1050	D-52
A129-1A	1015	D-52
A129-2	1050	D-52
A129-20	10128	D-531
A129-22	1095	D-731
A129-24	1095	D-731
A129-25	1050	D-52
A129-26	1050	D-52
A129-27	1050	D-52
A129-28	1050	D-52
A129-29	1050	D-52
A129-2A	1015	D-52
A129-3	1050	D-52
A129-30	1015	D-52
A129-31	1015	D-52
A129-32	1015	D-52
A129-33	1015	D-52
A129-34	1015	D-52
A129-35	1015	D-52
A129-36	1095	D-731
A129-37	1095	D-731
A129-38	1095	D-731
A129-39	1095	D-731
A129-3A	1015	D-52
A129-4	1050	D-52
A129-40	1095	D-731
A129-41	1095	D-731
A129-4A	1015	D-52
A129-6	10128	D-531
A129-8	10128	D-531
A129-A	1015	D-52
A130	1047	D-347
A130-1	1047	D-347

RE-ORDER PADS DIRECTLY FROM SSBC

Replacement Pads for SSBC Performance Brake Kits

SSBC Kit #	SSBC Pad #	FMSI #
A130-2	1047	D-347
A132-1	1046	D-34
A132-2	1095	D-731
A132-A	1046	D-34
A132-M	1046	D-34
A133	1046	D-34
A133-1	1046	D-34
A133-10	A1033	D-11
A133-11	10110	D-11
A133-11O	10129	D-43
A133-2	A1033	D-11
A133-3	10110	D-11
A133-4	1095	D-731
A133-5	1095	D-731
A133-6	1095	D-731
A134	1046	D-34
A134-1	1046	D-34
A134-10	A1033	D-11
A134-3	1095	D-731
A135-1	1094A	D-370
A135-1A	A1094	D-369
A135-2	1094	D-369
A135-3	10110	D-11
A136	1047	D-347
A136-1	1047	D-347
A137	1012	D-8
A137-1	1050	D-52
A137-1A	1015	D-52
A137-2	10128	D-531
A137-3	1050	D-52
A137-3A	1015	D-52
A138-2	1050	D-52
A138-A	10113	D-154
A140	1084-2	D-154
A140-1	10128	D-531
A142	1050	D-52
A142-1	1071	D-412
A144	1084-2	D-154
A144-1	1071	D-412
A145	1084-2	D-154
A145-1	1071	D-412
A146	1071	D-412
A146-1	1084-2	D-154
A148	1084-2	D-154
A148-1	1084-2	D-154
A148-14	1050	D-52
A148-14A	1015	D-52
A148-15	1050	D-52
A148-15A	1015	D-52
A148-16	1050	D-52
A148-16A	1015	D-52
A148-17	1050	D-52
A148-17A	1015	D-52
A148-18	1050	D-52
A148-18A	1015	D-52
A148-1A	10113	D-154
A148-2	A1033	D-11
A148-28	10128	D-531
A148-29	10128	D-531
A148-30	10110	D-11
A148-30E	10129	D-43
A148-31	1084-2	D-154
A148-32	1084-2	D-154
A148-32A	10113	D-154
A148-33	1095	D-731
A148-34	1095	D-731
A148-4E	10129	D-43
A148-6FE	10129	D-43
A148-6GE	10129	D-43
A148-7FE	10129	D-43
A148-7GE	10129	D-43
A148-A	10113	D-154
A150	1047	D-347
A150-2	1047	D-347
A151	1071	D-412
A152	A1033	D-11
A152-1	10110	D-11
A153	A1033	D-11
A153-1	A1033	D-11
A153-2	10110	D-11
A153-3	10110	D-11
A153-4	1095	D-731
A153-5	1095	D-731
A154	A1033	D-11
A154-1	A1033	D-11
A154-2	10110	D-11
A154-3	10110	D-11
A154-4	A1033	D-11
A154-5	A1033	D-11
A154-6	1095	D-731
A155	1047	D-347
A155-1	1047	D-347
A155-2	1047	D-347
A155-3	10113	D-154
A155-4	10113	D-154
A156	A1033	D-11
A156-1	A1033	D-11
A156-2	10110	D-11
A156-3	10110	D-11
A156-4	1095	D-731
A156-5	1095	D-731
A157	1047	D-347
A158	1047	D-347
A158-1	1047	D-347
A158-2	1094A	D-370
A158-3	1094A	D-370
A158-4	10128	D-531
A158-5	1095	D-731
A159	10100	D-268
A159-1	1094A	D-370
A160-1	1047	D-347
A160-2	1015	D-52
A160-3	1015	D-52
A160-4	1047	D-347
A161	1015	D-52
A161-1	1047	D-347
A161-2	1015	D-52
A162	1095	D-731
A162-1	10113	D-154
A163	1015	D-52
A163-1	1047	D-347
A163-2	1015	D-52
A163-3	1015	D-52
A163-4	1047	D-347
A163-5	1015	D-52
A163-6	10113	D-154
A163-7	10113	D-154
A163-8	10113	D-154
A163-9	10113	D-154
A164	10128	D-531
A164-1	10128	D-531
A164-10	10128	D-531
A164-11	10128	D-531
A164-12	10128	D-531
A164-13	10129	D-43
A164-14	10128	D-531
A164-16	10128	D-531
A164-2	10128	D-531
A164-3	10128	D-531
A164-4	10128	D-531
A164-5	10128	D-531
A164-6	10128	D-531
A164-7	10128	D-531
A164-8	10128	D-531
A164-9	10128	D-531
A165	10128	D-531
A165-1	10128	D-531
A165-2	1095	D-731
A165-3	1095	D-731
A166-1	1015	D-52
A166-13	1015	D-52
A166-14	1015	D-52
A166-15	10128	D-531
A166-16	1015	D-52
A166-17	1015	D-52
A166-18	10128	D-531
A166-19	1015	D-52
A166-1A	1015	D-52
A166-2	10128	D-531
A166-20	1015	D-52
A166-22	1047	D-347
A166-23	A1015-3	D-11
A166-24	1015	D-52
A166-25	1047	D-347
A166-26	1047	D-347
A166-3	1015	D-52
A166-3A	1015	D-52
A166-4	10128	D-531
A166-5	1015	D-52
A166-6	1015	D-52
A166-7	1015	D-52
A166-8	1015	D-52
A166-9	10128	D-531
A167	1015	D-52
A167-1	1015	D-52
A167-2	10128	D-531
A167-3	1015	D-52
A167-4	1015	D-52
A167-5	10128	D-531
A168	1015	D-52
A168-1	1015	D-52
A168-12	1095	D-731
A168-2	10128	D-531
A168-3	1015	D-52
A168-4	1015	D-52
A168-5	10128	D-531
A168-6	1015	D-52
A168-7	1015	D-52
A168-8	10128	D-531
A170	1015	D-52
A170-1	10128	D-531
A171	1015	D-52
A171-1	1015	D-52
A171-2	10128	D-531
A171-3	1047	D-347
A172	1015	D-52
A172-1	1015	D-52
A174-1	1015	D-52
A180-M	1015	D-52
A180-S	1015	D-52
A181	10113	D-154
A182	10113	D-154
A185-M	1015	D-52
A185-S	1015	D-52
A186-1	A1094	D-11
A187	1095	D-731
A187-1	1095	D-731
A187-2	10126	D-834
A187-3	10126	D-834
A187-4	10133-1	D-784
A187-5	1095	D-731
A187-6	1095	D-731
A188	10110	D-11
A188-1	10110	D-11
A189	10110	D-11
A189-1	1095	D-731
A189-2	1095	D-731
A193	1095	D-731
A193-1	10133-1	D-784
A193-2	10118	D-785
A194	1097	D-614
A195	A10129	D-43
A195-1	A10129	D-43
A195-2	A10129	D-43
A196	A10129	D-43
A196-1	A10129	D-43
A196-2	A10129	D-43
A197	A10129	D-43
A197-1	A10129	D-43
A197-2	A10129	D-43
A198	10129	D-43
A198-1	10129	D-43
A199	10129	D-43
A199-1	10129	D-43
A200	10129	D-43
A200-1	10129	D-43
A22171	A10129	D-43
A22171-1	A10129	D-43
A22171-2	A10129	D-43
A22172	A10129	D-43
A22172-1	A10129	D-43
A22172-2	A10129	D-43
A22173	A10129	D-43
A22173-1	A10129	D-43
A22173-2	A10129	D-43
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
A2350014	10116	D-749
A2350014R	10117	D-750
A2351000	1015	D-52
A2351001	1015	D-52
A2351002	1015	D-52
A2351003	10100	D-368
A2351004	1094	D-369

RE-ORDER PADS DIRECTLY FROM SSBC

Replacement Pads for SSBC Performance Brake Kits

SSBC Kit #	SSBC Pad #	FMSI #
A2351005	1094	D-369
A2351006	1094	D-369
A2351007	1015	D-52
A2351008	10100	D-368
A2351009	1094	D-369
A2351010	1094	D-369
A2351011	1015	D-52
A2351012	1094	D-369
A2351013	1015	D-52
A2351014	1094	D-369
A2351015	1015	D-52
A2351016	1094	D-369
A2351017	10113	D-154
A2351018	10113	D-154
A2351019	10118(F) 10119(R)	D-785(F) D-792(R)
A2351020	10126	D-834
A2351021	10119	D-792
A2351022	10118	D-785
A2351023	10113	D-154
A2351024	10133-1	D-784
A2351025	10118(F) 10143(R)	D-785(F) D-974A(R)
A2351026	10143	D-974A
A2351027	10133-1(F) 10134(R)	D-784(F) D-785(R)
A2351028	10133-1	D-784
A2360000	A1033	D-11
A2360001	1046	D-34
A2360002	1046	D-34
A2360003	1066	D-237
A2360004	1061(F) 1049(R)	D-199(F) D-204(R)
A2360005	1061	D-199
A2360006	10103(F) 10104(R)	D-600(F) D-627(R)
A2360007	1081(F) 10145(R)	D-412(F) D-627A(R)
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
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)
W110-11	10113	D-154
W110-2	1047	D-347
W110-20	10113	D-154
W111-2	1047	D-347
W111-20	10113	D-154
W111-21	10113	D-154
W111-3	1047	D-347
W111-34	10113	D-154
W111-35	10113	D-154
W120	A1033	D-11
W120-13	1095	D-731
W120-2	A1033	D-11
W120-22	10129	D-43
W120-23	10129	D-43
W120-4	1602891	D-289
W123	1050	D-52
W123-14	1095	D-731
W123-14DS	1095	D-731
W123-24	10129	D-43
W123-25	10129	D-43
W123-3	1050	D-52
W123-3A	1015	D-52
W123-3ADS	1015	D-52
W123-3DS	1050	D-52
W123-A	1015	D-52
W123-ADS	1015	D-52
W123DS	1050	D-52
W125	1047	D-347
W125-1	1047	D-347
W125-2	1047	D-347
W125-26	10113	D-154
W125-27	10113	D-154
W125-3	1047	D-347
W125-30	10113	D-154
W125-37	10113	D-154
W125-38	10113	D-154
W125-39	10113	D-154
W129	1050	D-52
W129-2	1050	D-52
W129-22	1095	D-731
W129-24	1050	D-52
W129-26	1050	D-52
W129-28	1050	D-52
W129-2A	1015	D-52
W129-3	1050	D-52
W129-30	1015	D-52
W129-32	1015	D-52
W129-34	1015	D-52
W129-36	1095	D-731
W129-38	1095	D-731
W129-3A	1015	D-52
W129-40	1095	D-731
W129-A	1015	D-52
W132	1046	D-347
W132-2	1095	D-731
W132-3	10129	D-43
W132-4	10129	D-43
W133-2	A1033	D-11
W133-3	A1033	D-11
W133-4	1095	D-731
W133-5	1095	D-731
W148-35	10129	D-43
W148-36	10129	D-43
W153	A1033	D-11
W153-2	A1033	D-11
W153-4	1095	D-731
W153-6	10129	D-43
W153-7	10129	D-43
W154	A1033	D-11
W154-2	A1033	D-11
W154-7	10129	D-43
W154-8	10129	D-43
W155	1047	D-347
W155-3	10113	D-154
W156	A1033	D-11
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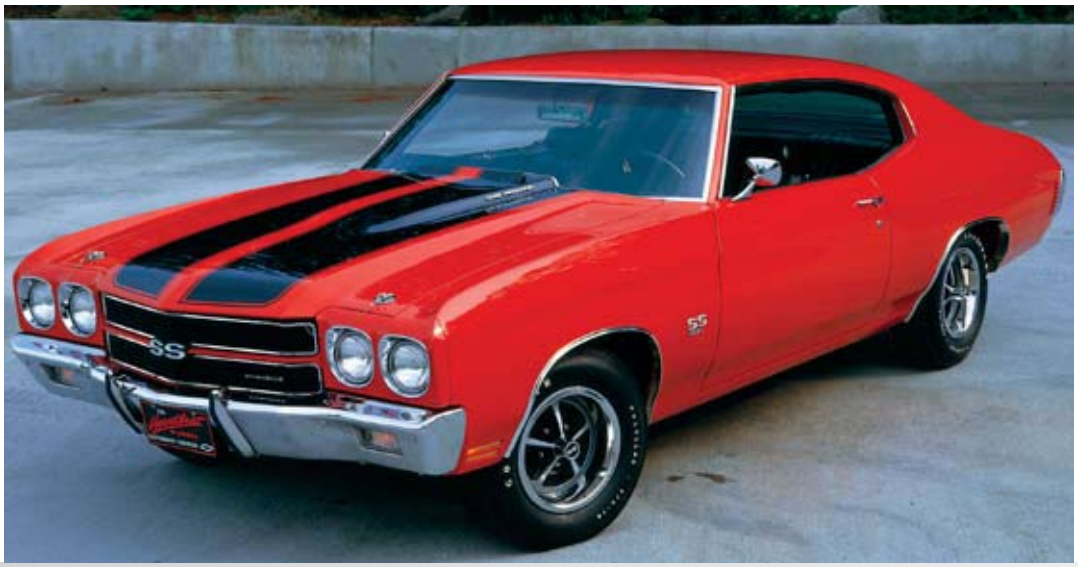
W156-4	1095	D-731
W156-6	10129	D-43
W156-7	10129	D-43



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