



INSTALLATION INSTRUCTIONS

FORD F250/350 FRONT B8 BARBARIAN ALUMINUM CALIPER

UPGRADE KIT



Thank you for choosing SSBC-USA 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 within 72 hours of receiving your kit.

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

SAFETY GLASSES
JACK & JACK STANDS
LUG WRENCH
TORQUE WRENCH
FLEX LINE CLAMPS

TIRE CHUCK (BLOCK)
BRAKE FLUID – REFER TO OWNERS MANUAL
BRAKE CLEANER
METRIC SOCKET SET
RUBBER MALLETT

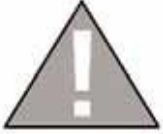
REPLACEMENT PARTS

Part	SSBC-USA #
Pads	10133-2
Left Caliper	A22287
Right Caliper	A22287

1) Removal of Old Brakes

- a) After blocking off the rear tires, raise front 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) Clamp off flex hose, then using the correct size socket remove the hollow banjo bolt that holds the end of the flex hose to the caliper. Save as you will reuse this during installation. Refer to Photo 1

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 and cradle bracket can be taken off by removing the two bolts that hold the cradle bracket to the knuckle. Save these bolts as they will be reused later during installation. Refer to **Photo 6**

2) Modification of flex hose

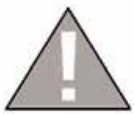
- a) If you intend to re-use the factory flex lines, you will have to make a slight modification in the bends on the hard line portion of the flex hose to clear the new calipers. Please refer to **Photos 1-4**. Make sure you take your time with this step, and take extra care not to kink or break the line as you bend it.
- b) On the lower end of the flex hose approximately 2 inches up from the banjo fitting you will see the bend in the hard line portion of flex hose. Placing that bend of the hard line up against the upper ball joint and applying a slight amount of pressure you will be able to straighten the line, taking the factory bend out of it. After the new caliper is installed check to ensure the hard line clears the caliper and knuckles, make any additional adjustments to the line that is needed to clear the knuckle and caliper.

3) Installation of Calipers

- a) The calipers are sent as complete assemblies ready to be installed. Slide the caliper into position over the rotor and line it up with the holes in the axle. Secure the assembly using the bolts removed in step 1c. Torque to 150 ft/lbs.
- b) Attach the end of the original flex line to the caliper using the factory banjo bolts and copper washers. Torque banjo bolts to 25 ft/lbs.
- c) Turn the rotors by hand making sure they spin freely and do not interfere with any other components.
- d) Turn steering all the way both directions to ensure nothing hits or interferes.

4) 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 the recommend fluid in your vehicles owner manual



- b) The simplest and most effective way to bleed your brakes is to use the gravity bleeding approach which is as follows:
 - 1) With the calipers installed, make sure all fittings are tight and master cylinder is topped off.

- 2) Open both upper bleeder screws on one caliper at a time, 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. Please refer to **Photo 7**
- 3) After both sides have been gravity bled once, go back to the first side bled and lightly tap on caliper with a rubber mallet or dead blow hammer then gravity bled again. Repeat this process on the opposite side. This last step is to ensure no air bubbles are left in the calipers.

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!

- 4) After bleeding both wheels and topping off 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, connections and bleeders 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 (hand tighten the lug nuts) and turn wheel by hand to insure that the wheel spins freely and does not interfere with any brake components.
- c) Tighten all lug nuts to factory specs and recheck to ensure there is no interference, then lower front of vehicle off the jack stand and remove block from rear tire.
- d) Check and re-torque wheels after 50 miles

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

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

If technical help is required, please call 716-775-6700.

NOW ENJOY ULTIMATE STOPPING POWER!!

Photo 1: Bend in hard line

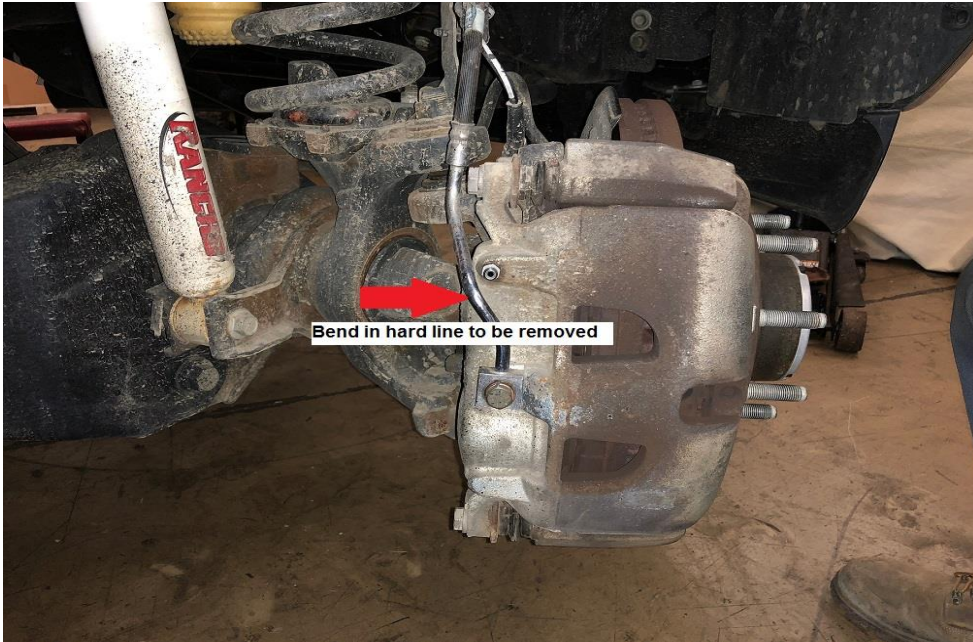


Photo 2: Remove bend in hard line



Photo 3 and 4: Before bend is made and after modification

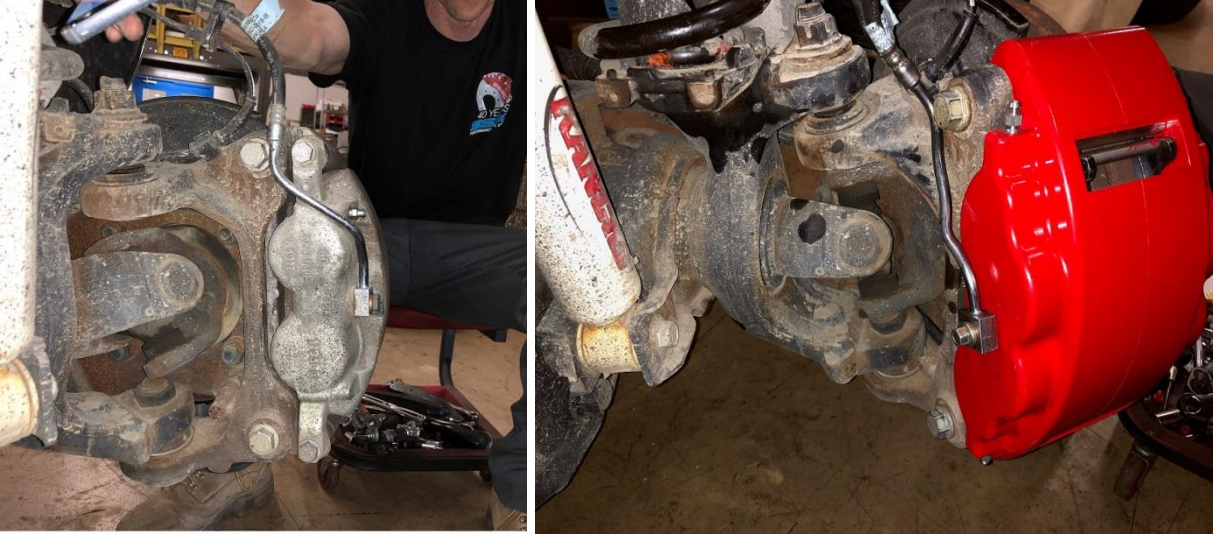


Photo 5: Ensure line does not make contact with bolt or knuckle after bend is made in line



Photo 6: Cradle bracket bolts that will be reused during install



Photo 7: Bleeding the system

