



INSTALLATION INSTRUCTIONS

FORCE 10 TRI-POWER BRAKE KIT A112-11

1994 - 04 Mustang

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:

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#: 1095

FMSI#: D-731

Revision 3 3/30/12

1) Removal of Old Brakes

- a) Raise front of car 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 car.
- 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 14mm bolts that hold the caliper bracket to the spindle. Save these bolts as they will be reused later.
- d) With the caliper removed, the rotor will simply slide off the hub. If the rotor will not slide off easily, spray some penetrating oil around the center hub and tap rotor with a mallet until it breaks loose.
- e) The stock splash shields must be removed. The three rivets should be drilled or chiseled out. Discard the splash shields.



LEFT AND RIGHT ROTORS AS WELL AS CALIPERS ARE DIFFERENT! PLEASE MAKE SURE TO CHECK THE MARKING ON THE BOXES TO INSURE YOU ARE INSTALLING THE CORRECT PIECES ON THE CORRECT SIDES.

2) Installation of Rotors and Calipers

- a) Slide the rotor into position on the lug studs and secure with at least one lug nut.
- b) 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 spindle. Secure the assembly using the 12mm bolts and lockwashers supplied. Torque to 65 ft/lbs.
- c) Attach the supplied flex lines to the caliper using the banjo bolt and copper washers supplied. Attach the other end to the frame rail bracket and secure using the original clip. Torque the banjo bolt to 25 ft/lbs. and tighten the tube fitting on the frame end using a tube wrench.



ON 1999-04 MODELS, IT MAY BE NECESSARY TO FILE DOWN THE TAB ON THE FRAME RAIL BRACKET TO ALLOW THE FLEX HOSE TO SEAT COMPLETELY INTO THE BRACKET.

- d) With all the hardware bolted on, turn the wheels lock to lock making sure there is no interference or twisting of the flex lines.
- e) Turn the rotors by hand making sure they spin freely and do not interfere with any other components. If the caliper is not centered over the rotor, it may be necessary to place some of the supplied shims between the spindle and the caliper bracket.

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 car 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 716-759-8666.

NOW ENJOY ULTIMATE STOPPING POWER!!



Photo 1



Photo 2

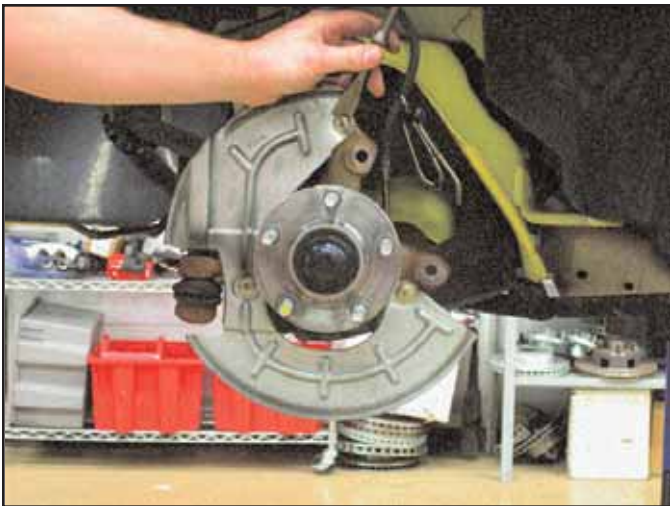


Photo 3



Photo 4



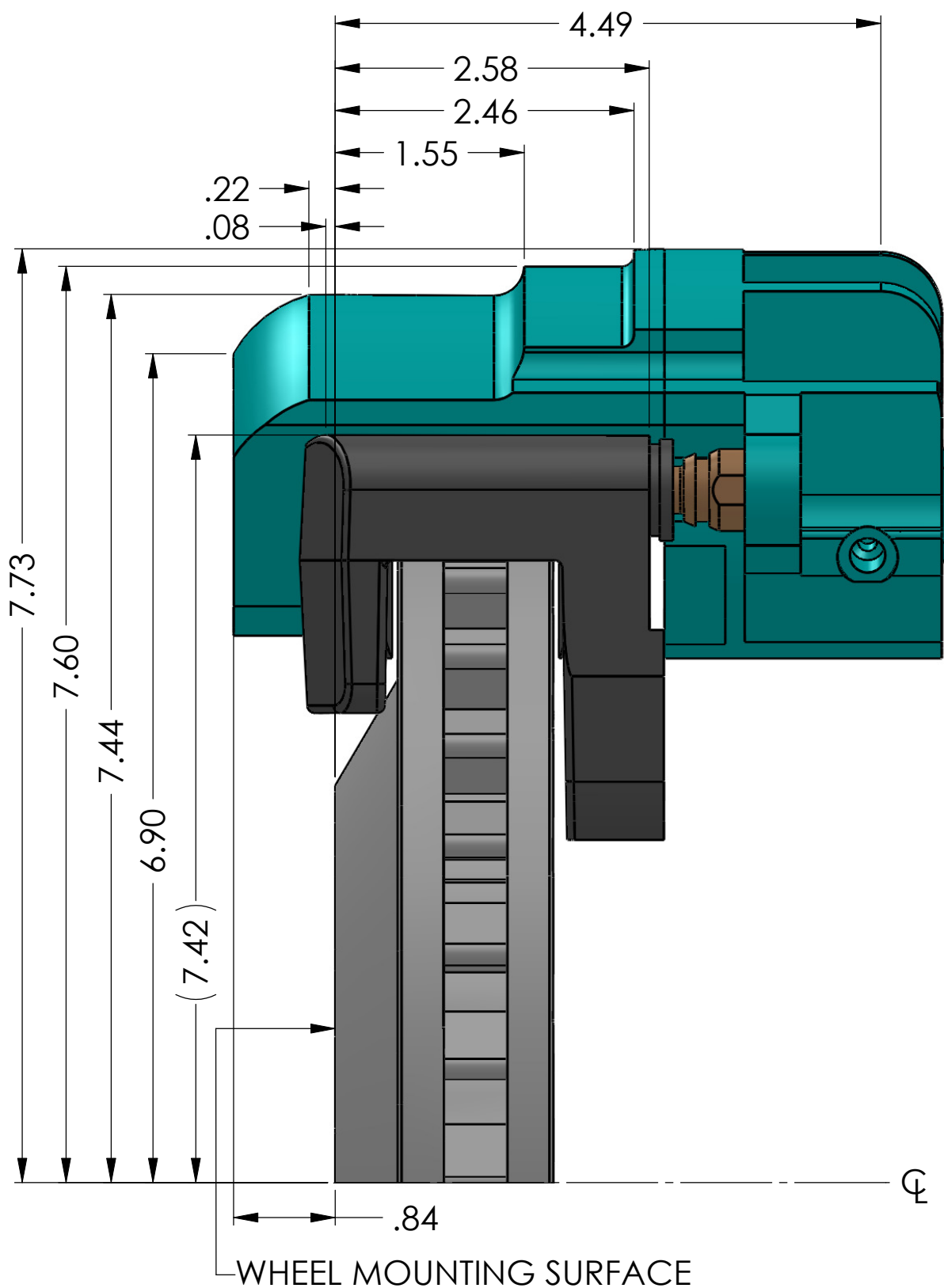
Photo 5



Photo 6



Photo 7



TEMPLATE NO. T-087	DO NOT SCALE DRAWING	REV -
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