SSBC USA
AMERICAN STOPPING POWER

B8 BRAWLER

INSTALLATION INSTRUCTIONS

B8 Brawler, 2009 – 2018 Ford F150 Front Big Brake Kit

Thank you for purchasing your SSBC-USA, B8 Brawler F150 Big Brake kit. Please read the following instruction manual fully and carefully. Always verify vehicle and wheel fitment before proceeding. You can check fitment by using an available wheel fitment diagram, or even placing the brake assembly inside an actual wheel (off the vehicle).

It is the responsibility of the installer to determine the suitability of the brake system for this given application. Improperly installed and maintained brakes are dangerous and can possibly lead to accidents and injury. If you are unsure of anything, please get someone to help with determining this and installation. Please feel free to contact our Service department with any questions at **716-775-6700** within 72 hours of receiving your kit.

Before beginning the installation, please verify that you have all the parts necessary to ensure a successful installation. Please review your packing slip as well as parts in each kit ordered.

The following are necessary for installation of the F150 B8 Kit.

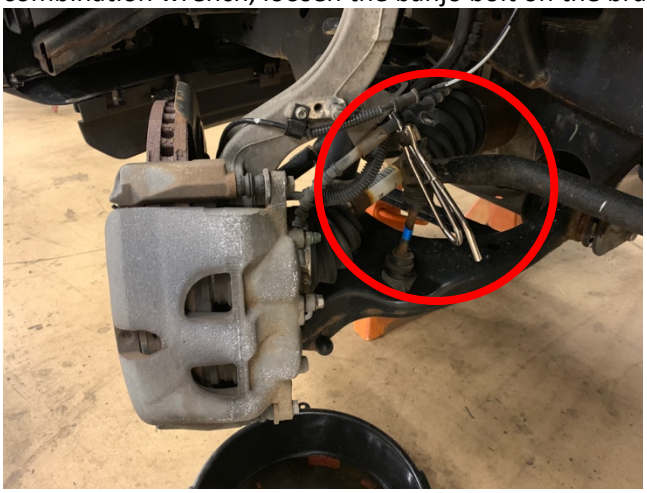
- Safety Glasses
- Jack – capable of lifting your truck safely
- Jack stands
- 1/2 drive torque wrench
- Flex Line clamps
- Brake Fluid (Dot 4 2009 – 2018 F150, please verify on vehicle manual and brake fluid reservoir cap).
- 21mm Lug Nut Socket/Wrench
- Socket Wrench
- 21mm Socket
- 18mm Socket
- 16mm Socket
- 12mm combination wrench
- 10mm combination wrench

This kit uses the following brake pads:

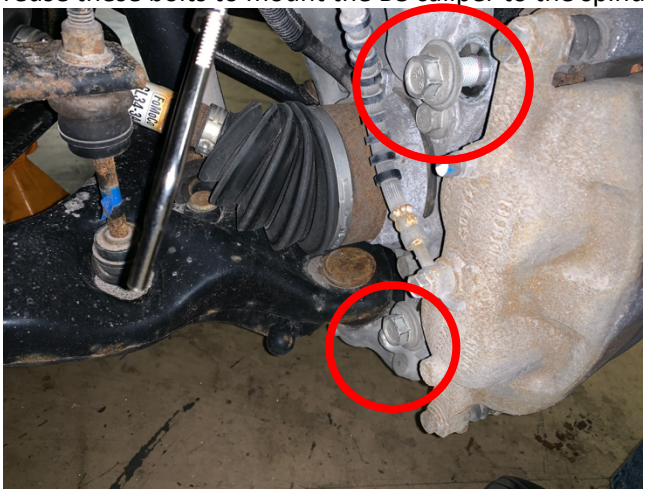
- SSBC # 10133-2
- FMSI # D-784

Removal of the Old Brakes

1. Using the 21mm socket, just loosen each lug nut on the front wheels. After blocking the rear wheels, raise the front of the vehicle using the jack, and support each side of the vehicle with the jack stands. Now you can fully remove the lug nuts and place each tire and wheel assembly off to the side.
2. Clamp the flex hose going to the caliper, as close to the vehicle as possible (see below). Using the 12mm combination wrench, loosen the banjo bolt on the brake line to the caliper.




3. Using the 21mm socket, loosen and remove the M16x2.0 caliper bracket bolts. Place off to the side as you will reuse these bolts to mount the B8 caliper to the spindle. Be careful as the brake line should still be attached.

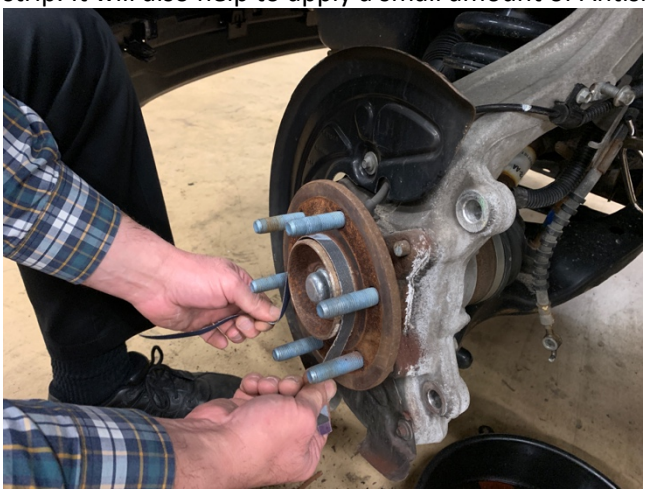


4. Using a drain pan of your choosing, place the caliper over it and remove the banjo bolt to the caliper. Allow the brake fluid to drain into the pan. There should be no more fluid coming from the brake line, as it is clamped off. This is important as you do not want the master cylinder to empty out of brake fluid.

WARNING: Brake fluid will cause severe damage to your vehicle's paint and any other painted/coated surface. Use extreme caution when handling brake fluid.

Brake Rotor Removal and Installation

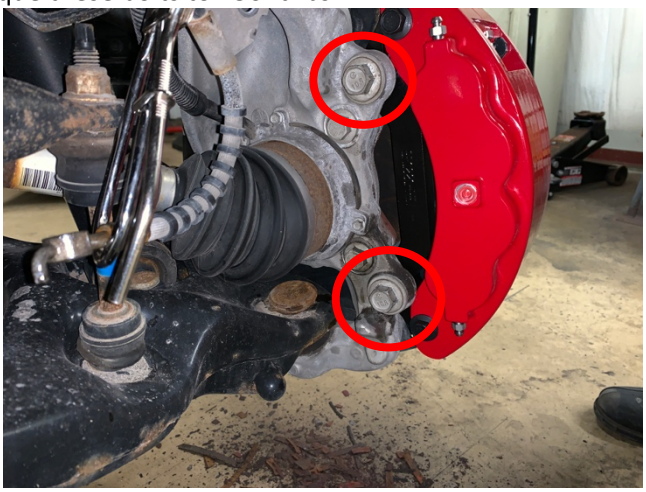
1. If you did not purchase new rotors for your vehicle, you may skip over this section. We would strongly recommend that you acquire new rotors with the use of new pads and calipers.
2. Once the caliper is removed, the brake rotor can now be removed from the hub. Be sure to clean up the hub mounting surface for the new rotor, to minimize removal issues later on. It is best to use a finer grit sandpaper strip. It will also help to apply a small amount of Antisieze to the hub as well.



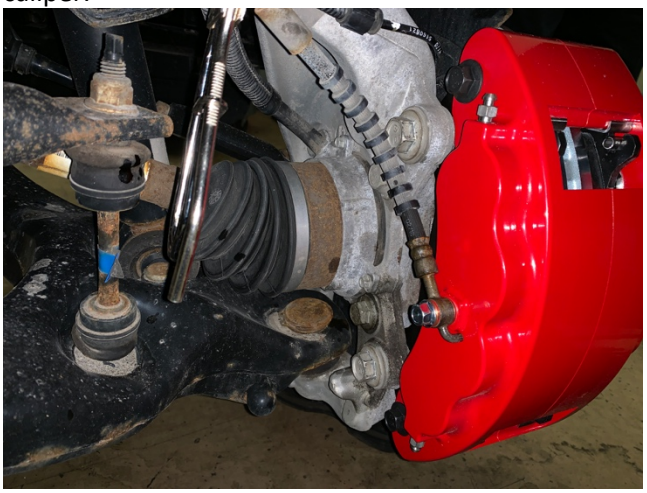
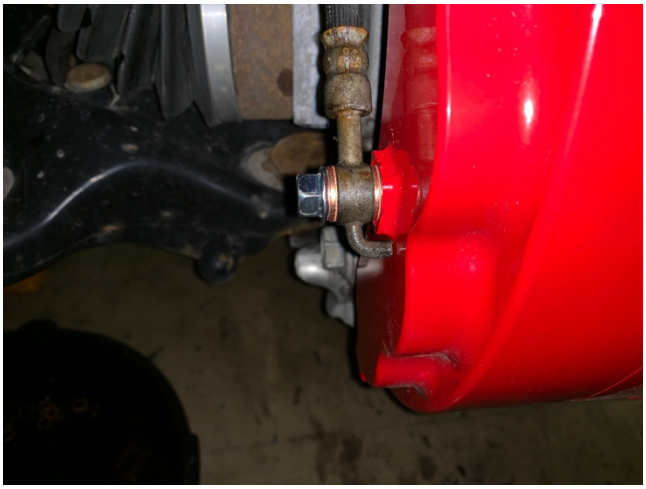
3. Place the new rotor onto the hub, and use some lug nuts to hold the rotor in place.

B8 Caliper Installation

1. The calipers are sent fully assembled and ready to be mounted up.
2. Slide the caliper over the rotor and line up the mounting holes to the spindle. You can secure the assembly with the M16 bolts removed from the original calipers. Torque these bolts to 150 ft-lbs.

3. Using the supplied M10x1.0 banjo bolt and 2 new copper crush washers, attach the flex line to the back of the caliper.

4. Turn the rotors by hand, making sure they spin freely and do not interfere with any other components.
5. Also, turn the steering in both directions from stop to stop, and verify nothing else interferes and that the flex line has plenty of room to move with the caliper.

Filling and Bleeding the Brake System

1. It is advisable to replace the brake fluid if the color is brown or looks muddy. This is due to water that has been absorbed by the fluid, which will eventually corrode the brake lines and possibly the master cylinder. This absorbed moisture can also cause a vapor lock situation under extreme braking conditions. Flush the system with clean brake fluid, using fluid specific for your vehicle.
2. We will accomplish this in two ways: gravity bleeding each caliper, and then using brake pressure to final bleed each caliper.

Gravity Bleed

3. Make sure the master cylinder is topped off, and the lid is placed to the side. Starting with the caliper furthest away from the master cylinder; we recommend using two short pieces of hose for each top bleeder, but you can get away with one and swapping sides, attach one end to the top bleeder screw and leave the other end towards the bottom of a clear jar. With the set up like this, it is easily noticeable when air is not being released from the caliper.

4. Open the outer bleeder screw, and let gravity fill the halves. Watch the line for several minutes and make sure that there are no more bubbles being released. When the air bubbles stop, you may close the outside bleeder. Repeat this process of the inner half of the caliper. You may need to use your hand of a rubber mallet and tap the sides of the caliper.

5. Be sure to keep an eye on the fluid level in the master cylinder, never let it get below the MIN line.
6. Once the one caliper is done, repeat this process for the other side.

7. Once bled, master cylinder topped off, cover put back on; be sure to press the brake pedal with adequate pressure a couple of times. This is going to put pressure and fluid into the caliper, and extend the pistons and cause the brake pad to contact the rotor. This is the neutral position of the pads.
8. Double check the fluid level and make sure a hard pedal is achieved. If there is a soft pedal, you will need to repeat this process until a hard pedal is achieved.

Pressure Bleed

9. This method is best performed after accomplishing a gravity bleed on each new caliper.
10. Once there seems to be no more air bubbles in each caliper, we will now use the pressure produced from the brake pedal/master cylinder to force out any remaining air pockets that might have formed.
11. We advise getting someone to help with this process. Make sure the master cylinder is topped off with brake fluid, close the lid and make sure all bleeders are closed. Start by gently pressing the brake pedal 2-3 times, allowing each stroke to get firm.
12. Having someone start on the new caliper furthest away from the master cylinder. On the third pedal stroke, hold the brake pedal down; while holding have someone open the inner half bleeder on the far caliper. The brake pedal will travel to the floor and stop. Before releasing the brake pedal, be sure to close the bleeder back off.
13. Be sure to check the level of brake fluid in the master cylinder. You will have to add fluid a couple times during this process. Also be sure to close off the master cylinder after filling.
14. Repeat this process 2-3 times, or until no more air bubbles are observed leaving the bleeder.
15. Repeat this process for the outer half of the caliper, and then repeat this whole process for the other caliper.
16. You should have a nice firm brake pedal, that doesn't exhibit sponginess and want to travel to the floor. If you do have this problem, pressure bleed each new caliper again. Double check the level of brake fluid in the master cylinder.

Final Inspection

1. Once a hard pedal is observed, inspect all fittings, connections and bleeders and verify that there are no leaks present. One last final check on the brake fluid level in the master cylinder, be sure it is at the MAX line.
2. Reinstall the wheels onto the vehicle, hand tighten the lug nuts. Be sure each wheel spins freely while mounted up with the new calipers.
3. Lower the vehicle off the jack stands and tighten all lug nuts to the manufactures specified torque spec and recheck any possible interference.
4. Check and retorque the wheels and brake components after 50 miles of driving.

Do not drive in traffic until the brakes are fully tested and can safely stop the vehicle in a safe distance. You should not feel a spongy pedal. Braking tests should always be done in a safe, open area.

For any questions and technical reference, please visit www.ssbc-usa.com or call us at 716-775-6700.