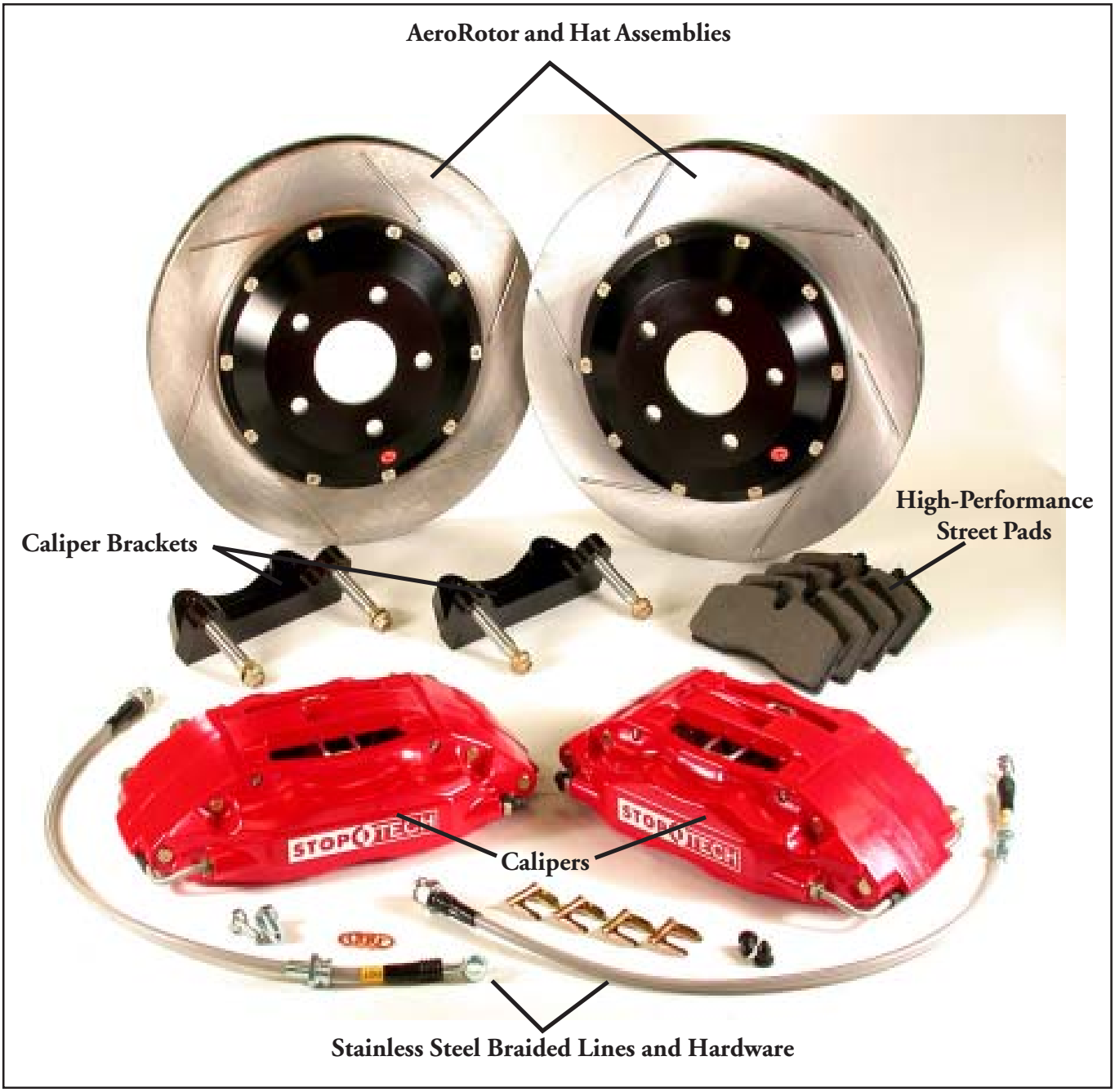
Installation Instructions
2004+ Pontiac GTO

332mm Front
Big Brake Upgrade
ST-40 Caliper

STOPTECH
HIGH PERFORMANCE BRAKE SYSTEMS

COMPONENT IDENTIFICATION



Pontiac GTO Front Big Brake Kit

(This is a representative photograph. The actual components in your kit may appear slightly different.)

APPLICATION DISCLAIMER

Caliper Clearance

Most 17" wheels will clear the outer diameter of the caliper for a 328mm or 332mm kit. For a 355mm kit, a minimum 18" wheel is typically required, and for a 380mm rotor kit, a minimum 19" wheel is needed. The more critical clearance, however, is the gap between the spokes of the wheel and the face of the caliper. Do not assume that a larger-diameter wheel will automatically clear the face of the caliper. ***The actual metal-to-metal distance, measured from the stock rotor face to the inside of the wheel spokes, is 65.05mm for the Pontiac GTO front kit. StopTech recommends at least 2mm of additional clearance.*** **See the Wheel Fitment Drawing page on the StopTech website for more specific measurements, at www.stoptech.com.**

Note: Final fitment of the wheel to the caliper is the responsibility of the customer.

Wheel Spacers

Wheel spacers can provide extra clearance to the outer face of the caliper. This will also space out the entire wheel, widening the track width of the vehicle. Fender clearances should be checked on lowered cars, and longer lug studs or wheel bolts are usually required.

Note: The Wheel Industry Council has issued guidelines advising that wheel spacers not be used. It is the responsibility of the customer to ensure that wheel spacers are properly specified and installed.

Brake Vibration - THIS IS IMPORTANT!

The most common cause of brake vibration is improper bed-in of pads and rotors, or improper pad selection for the specific driving environment. Rotor run-out may also cause vibration, but precision manufacturing and inspection typically mean that run-out is not an issue. Modern production methods ensure that the rotor run-out is within +/- 0.002" when installed on a StopTech aluminum hat, and it controls thickness variation to within 0.0003". Under the most extreme conditions, any rotor may warp, but uneven pad deposition is a more typical cause of vibration. If the system is not properly bedded-in, or if street pads are run on an open track, uneven pad deposits will occur, causing an ever-worsening vibration. Failure to immediately address a pad deposition/vibration issue may lead to permanent damage of the rotors. Please read and understand the bed-in procedure included in this manual. If you have any questions, please contact the StopTech Customer Service Department on (310) 325-4799 - extension 105, or you can e-mail directly to support@stoptech.com.

Note: StopTech is not liable for vibrations caused by extreme usage or improper bed-in of pads and rotors.

Brake Noise

Certain brake pad compounds make more noise than others. Proper anti-squeal shim plates between the caliper pistons and backing plate of the pad help to reduce the problem. Anti-squeal lubricants are also available, to reduce some of the noise. The reality is that performance pads are more prone to brake squeal.

Note: The customer is responsible for any squeal-related problems due to pad selection.

APPLICATION DISCLAIMER (Cont'd.)

Caliper, Hat and Bracket Finish Disclaimer

Many wheel-cleaning solutions contain strong acids that may damage the finish on any caliper or aluminum anodized finish, especially the plating on the hardware. Check for adverse effects by trying a small amount of the cleaner in question on an inconspicuous area. Avoid over-spraying, and rinse cleaning solutions off as quickly as possible. StopTech is not liable for damage to calipers, hats or bracket finishes, due to corrosive chemical exposure.

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Important Notices

Wheel Fitment

Do not assume that your wheels will fit. An outline drawing of your StopTech Big Brake kit is available on our website at www.stoptech.com. Measure the distance from the outer face of your stock caliper to the inner face of your wheel spokes, or make a template according to the instructions on the website, to determine if a wheel spacer is necessary. DO THIS BEFORE YOU INSTALL YOUR KIT!

Cleaning of Rotors

The AeroRotors supplied with this kit are coated with a water-soluble, environmentally friendly rust inhibitor. This coating MUST BE WASHED OFF WITH SOAP AND WATER before installation. Brake cleaner is not as effective as soap and water. Even if it doesn't look as if anything is coming off the rotor, the rust inhibitor is there, and must be entirely cleaned. Rotors will quickly rust without protection, so if the rotor is not rusty, it's still coated. After cleaning, you may see the rotor start to develop a slight rust color. This is normal, and indicates that all of the rust inhibitor has been removed.

Rotor and Pad Bed-in

Proper rotor and pad bed-in is essential to the performance of your new brake system. Failure to properly bed-in the brakes will seriously impact how well they work, and how long they will last. The number one cause of brake vibration is uneven pad material deposition on the rotor. Proper bed-in will greatly minimize such problems. Follow, as closely as possible, the bed-in procedure detailed later in this manual, or refer to the StopTech website at www.stoptech.com for further information.

Safety Notice

Improper handling of a vehicle, especially while raised and supported by jack stands, ramps or other mechanical means, can cause serious bodily injury or even death. It is strongly recommended that a trained, experienced mechanic, with proper equipment, install the Big Brake Kit supplied by StopTech LLC. StopTech LLC assumes no liability, expressed or implied, for the improper installation or use of this product or its components.

Liability No Warranty

Automobile racing and performance driving, whether sanctioned or not, on or off the street, are dangerous. Products used in such environments/applications are subject to stresses and conditions outside of normal use, wear and tear. All equipment sold or provided by StopTech LLC is WITHOUT WARRANTY, EXPRESSED OR IMPLIED. No warranty or representation is made to the product's ability to protect the user from injury or death. The user assumes all risk. StopTech LLC is NOT responsible for any damage, consequential or otherwise, for equipment failure or mal-performance after installation. Under no circumstance is StopTech liable for labor charges or loss of use.

Contact StopTech

If you have any questions about wheel fitment, rotor cleaning, or bed-in of a particular pad type, please call StopTech's Customer Service Department on (310) 325-4799 - extension 105, or you can e-mail directly to support@stoptech.com.

Pontiac GTO Front Axle Kit

Note: It is important to read and understand this ENTIRE installation manual, including the bed-in procedure, before starting the installation.

Kit Contents

Your StopTech Big Brake kit includes the following:
1 pair of ST-40 four-piston calipers, sized specifically for your vehicle
1 set of street pads (not suitable for track use)
1 pair of 332 X 32mm two-piece rotor assemblies
1 pair of aluminum caliper adapter brackets
2 pair of 7/16-20 self-locking Jet nuts
2 pair of 12mm washers
1 pair of inboard brake line brackets
1 pair of line-retaining spring clips
1 pair of stainless steel brake lines
1 pair of banjo bolts
2 pair of copper crush washers
1 pair of rubber end caps
1 pair of high-temperature cable ties
1 capsule of Loctite 262

Tools and Equipment Required

Some different models or years of vehicle may use different sized fasteners. Every effort has been taken to correctly identify the proper sized tool for each job. Occasionally, the manufacturer may use an alternate fastener. Check that each tool correctly fits the fastener before loosening or tightening it. The following tools and equipment will be needed:
19mm wrench or socket (1/2" drive suggested)
14mm wrench or socket (in some cases, 9/16" may be required)
11mm box wrench
10mm wrench (in addition, a 10mm flare wrench is also recommended)
1/2" socket wrench (3/8" drive suggested)
5mm Allen (hex) wrench
Power drill fitted with a 7/32" or 1/4" bit
Crescent wrench
Needle-nose pliers
Torque wrenches capable of 10-85 lb-ft settings
Small drip tray or several rags
Small funnel or suitable means of filling master cylinder reservoir
Anti-seize compound
Brake bleed bottle
1 pair of jack stands, ramps or other means of supporting vehicle
Plastic or non-marring mallet and a drift punch
DOT 3 or 4 Brake Fluid. Check manufacturer's recommendation for compatibility. StopTech recommends flushing brake fluid every one-to-two years, or more often under severe usage conditions. If not done recently, the installation of a brake kit is an excellent opportunity to refresh your brake fluid, or to upgrade to a higher-performance fluid, such as Motul 600.

Step 1
Raise Vehicle, and Remove Wheels

Note: All photographs show a left-hand side installation, unless otherwise noted.

A level, stable and clean surface, suitable for supporting the vehicle on jack-stands, should be used for the installation.

Warning: Never leave any vehicle supported with only a jack. Always use jack-stands.

For a front kit installation, apply the parking brake, then break loose the lug nuts on both front wheels before jacking up the car.

Refer to the Owner's Manual to identify the correct location of the jack for raising the vehicle. Jack up the vehicle, and secure it on a pair of jack-stands, again referring to the Owner's Manual for jack location joints.

After securing the vehicle at a convenient height, remove the front wheels.

Note: To ensure safety, the parking brake must be applied before removing the front wheels.

To make it easier to access the brake line fittings, turn the steering either toward or away from the side that you're working on, depending on the orientation of the caliper.

If you're installing a leading caliper, turn the steering toward the side that you're working on, and if you're installing a trailing caliper, turn the steering away from the side that you're working on. This will make access to the caliper bolts easier.

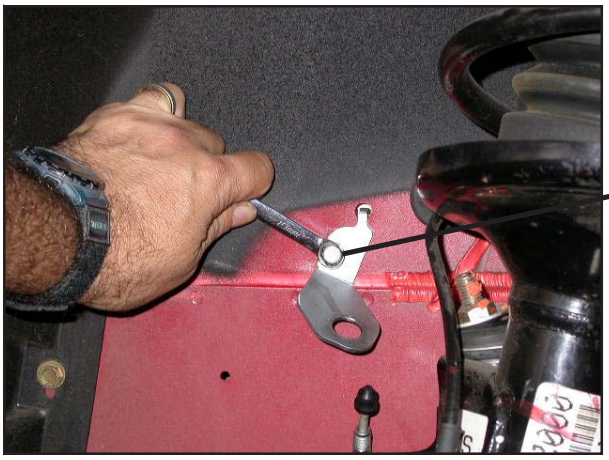
Step 2
Disconnect Stock Brake Line

Note: The brake line shown being removed in the first three sections of this manual is not the original manufacturer's. Your stock lines will appear slightly different, although their makeup will be substantially the same.

Place a drip tray or several rags directly below the inboard brake line connection. If the area around the brake line connection to the chassis is dirty, clean it using brake cleaner or an appropriate cleaning agent.

Loosen the hard line fitting from the stock brake line, using a 10mm flare wrench.

Remove the hard line fitting, and place one of the rubber caps over the end of the hard line, to control fluid loss during the installation.



Remove the chassis bracket retaining bolt, and retain it for later use.

Note: The stock brake line fitting will remain attached to the bracket. The bracket will not be reused, so it does not need to be separated from the brake line.

Remove the plastic brake line locator from its bracket on the strut, by twisting it first, then slipping it out of the bracket.

Warning: Brake fluid will damage most painted surfaces. Immediately clean spilled brake fluid from any painted surface. Also be sure that the cap is securely installed on the master cylinder. If the cap is loose or removed, it is likely that more fluid will drip during brake installation.

Step 3
Remove Stock Caliper & Rotor

Remove the two stock caliper bolts, using a 19mm wrench or socket, and set the stock caliper bolts aside for later use.

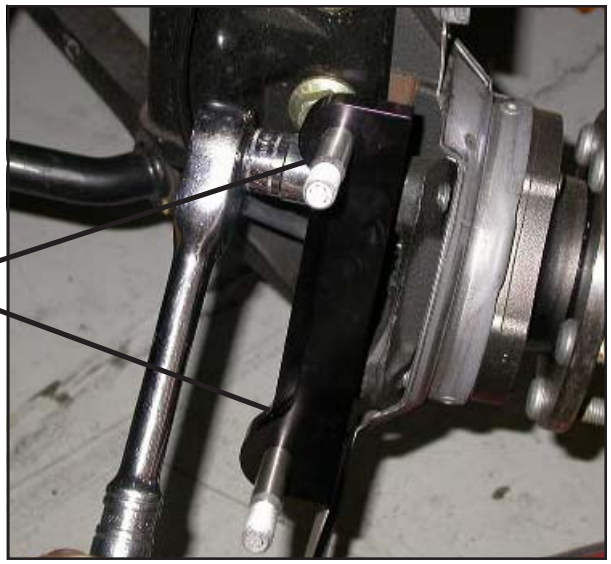
Note: Factory-installed caliper bolts may be very tight. Ensure that you have a good purchase on the head of the bolt, and that you are in a good position to turn the wrench or socket.

Remove the caliper with the stock brake line attached. There may be some leakage from the open end of the brake line, especially if the pads/pistons on the caliper are retracted.

Remove the stock rotor.

Note: It may be necessary to strike the outer edge of the rotor with a non-marring mallet, if corrosion prevents the rotor from simply being pulled off. If so, place a wheel nut on one of the studs first, to prevent the rotor from falling when it comes loose.

Step 4
Install Caliper Bracket



Remove the Jet nuts and washers from the caliper mounting bracket, and put them in a safe place for later use. Install the caliper bracket, inserting the stock caliper mounting bolts from the inboard side.

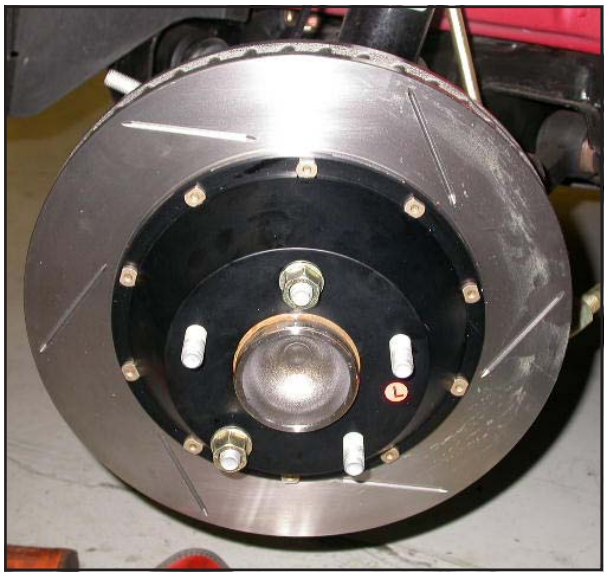
Snug the bolts only, until the brakes have been bled. Details on bleeding the brakes, and tightening the caliper bracket bolts, are covered in Step 8.

Step 5
Install AeroRotor Assembly

AeroRotors ***MUST*** be cleaned with soap and water prior to installation. Not doing so will damage the rotors and pads, and will prevent the brakes from performing properly.

Even though the rotors may look clean, the rust inhibitor is in place, and it must be removed. Not cleaning the rotors will severely impact the performance of your new brake system.

Warning: Do not skip this step!



Install the hat and rotor assembly, ensuring that the rotor is seated squarely on the hub face. If necessary, clean the face of the hub, using a wire brush or similar means.

Note: It is advisable to place one or two wheel nuts on the studs, to prevent the rotor from falling during the installation.

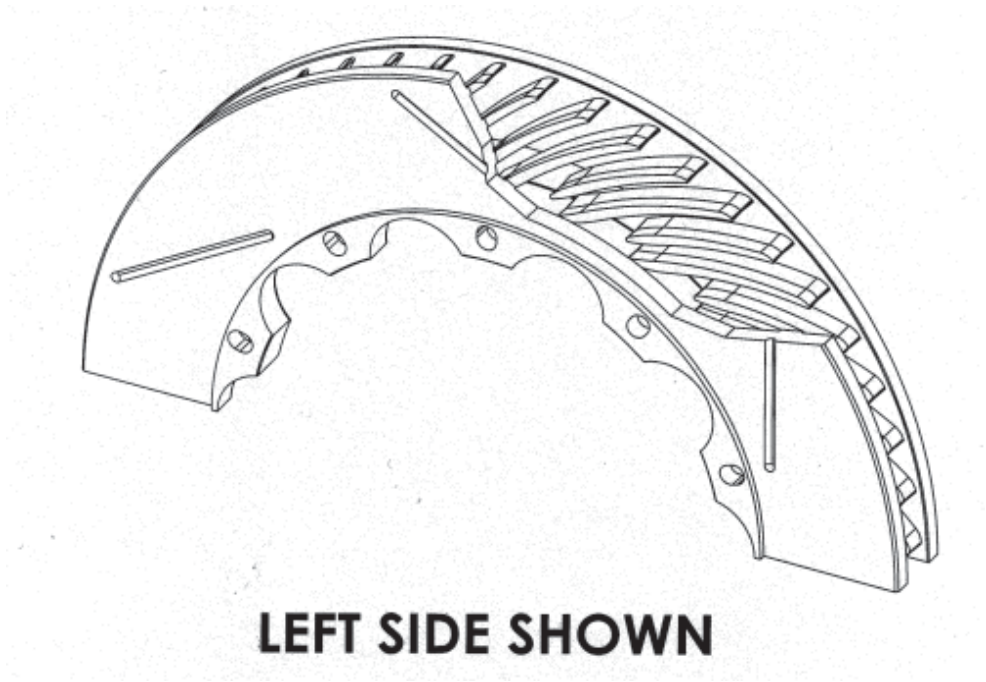
Note: Be sure that the rotor assembly is on the correct side of the car, as reversing the rotors will severely decrease the system's cooling capacity. The rotor hats are clearly marked "L" and "R" with orange labels. If the labels are not legible, the vanes inside the rotor should lean to the rear of the car on the top side of the rotor (see the following pages for more-detailed images).

Left-Side Rotor

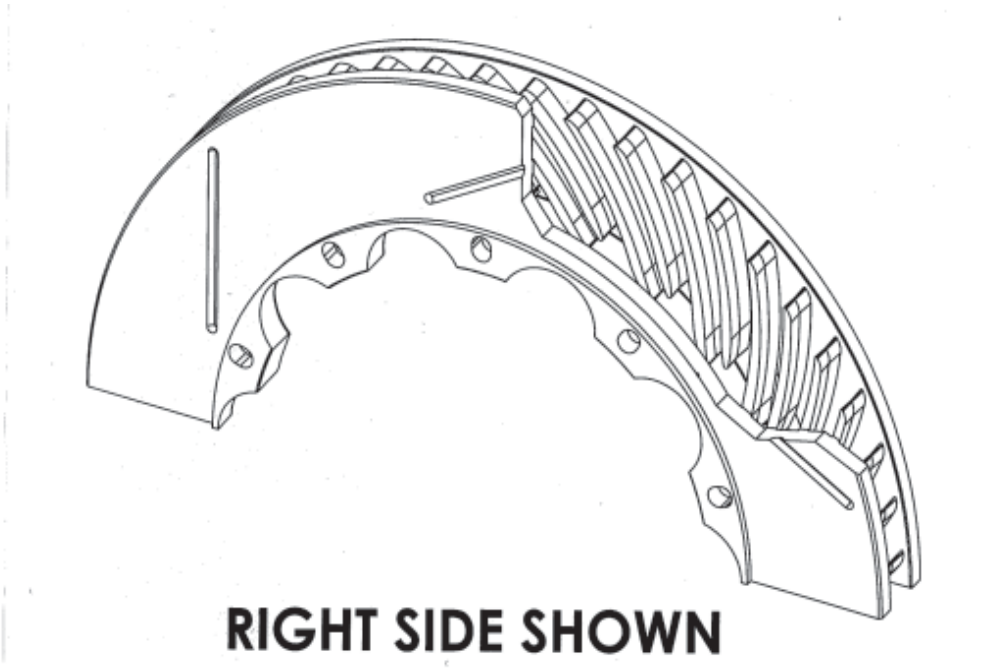
Driver's Left

Right-Side Rotor

Driver's Right

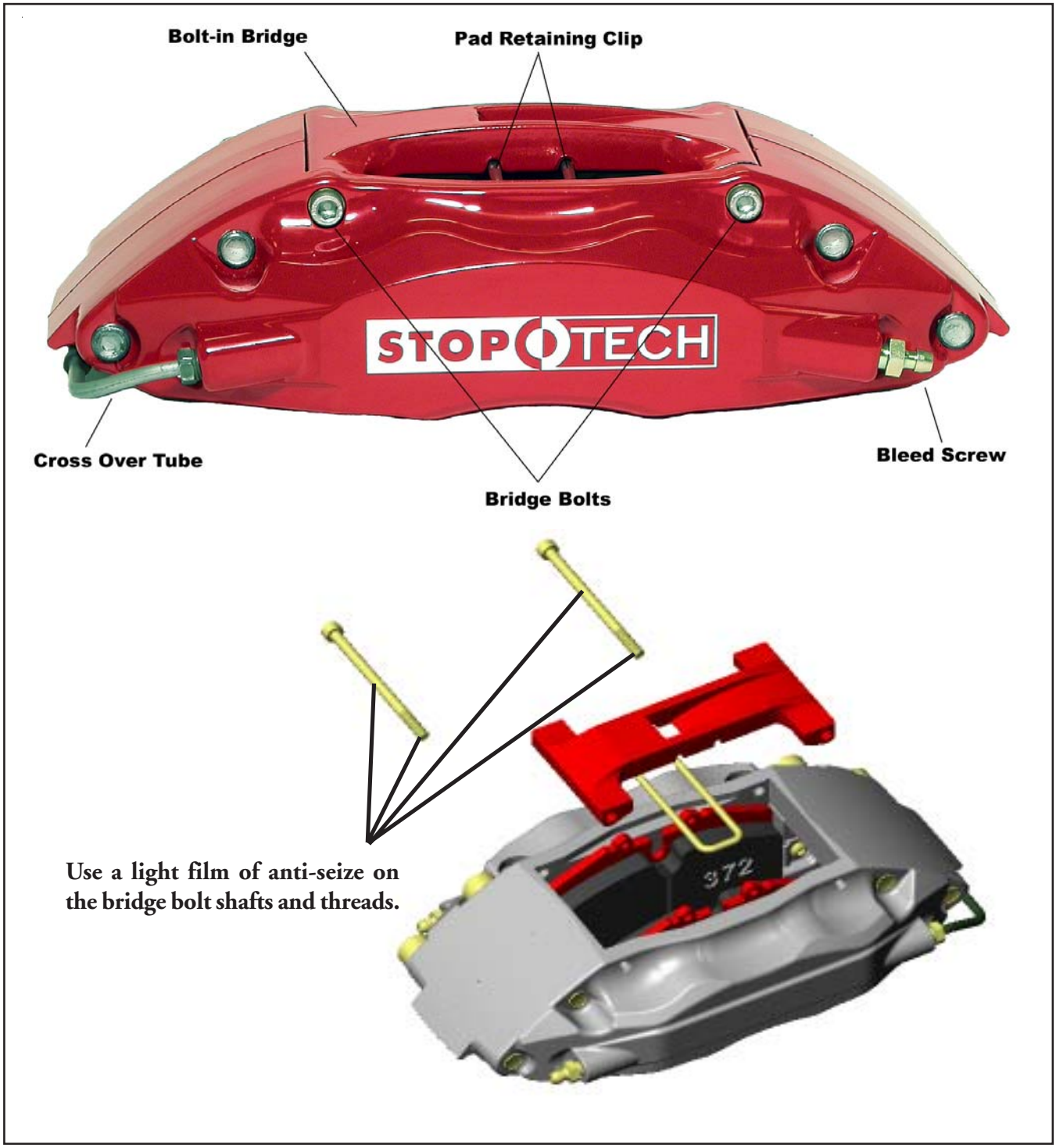


LEFT SIDE SHOWN



RIGHT SIDE SHOWN

Caliper Component Identification



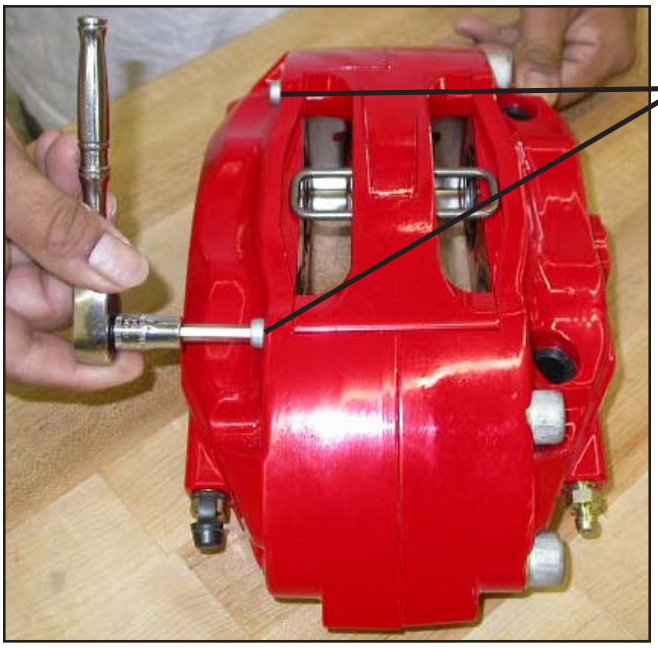
The ST-40 caliper uses a common Porsche-style pad.
The Friction Materials Standards Institute (FMSI) number for the pad backing plate is D372.

For further pad interchange information, please see the FAQ section of the StopTech website at: www.stoptech.com

Step 6
Install Caliper and Pads

Note: The images in this section may not be of the vehicle noted, but they give a proper representation of the correct installation.

Determine the left- and right-hand side calipers. They are clearly marked on the box, but as a check, the bleed screws are always at the top of the caliper. If installing a four-wheel kit, with ST-40 calipers on the front and rear of the vehicle, be sure that the correct caliper is on each corner. The calipers with the smaller piston sizes go on the rear of the vehicle.



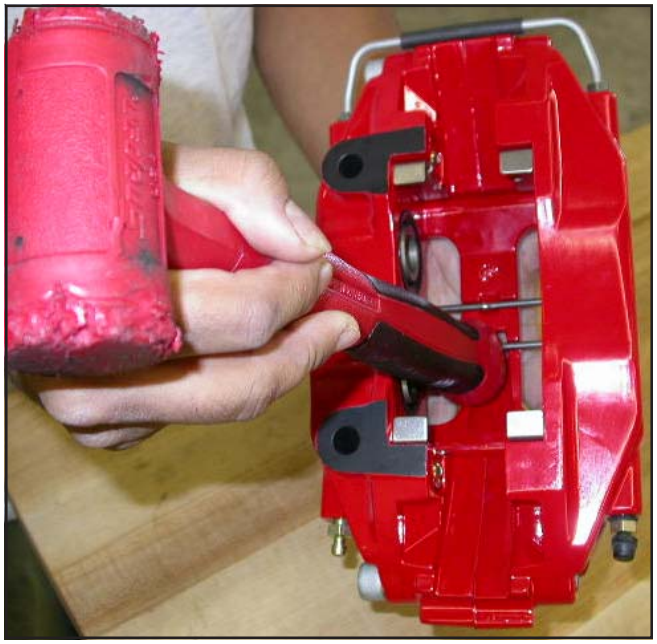
Remove the two bolts holding the caliper bridge in place, using a 5mm Allen wrench, then remove the caliper bridge.

Take note of the direction in which the bridge is installed, and the correct location of the pad-retaining wire clip, which typically, but not always, remains attached to the bridge.

Note: When the pad-retaining clip is oriented correctly, its welded joint should not be visible through the bridge's air-scoop opening.

In order to stiffen the caliper, the bridge must have a snug fit, and the bolts may be tight when removing them. Keep turning the bolts gently, with pressure applied in the direction of removal.

After removing the bolts, it may be necessary to tap the bridge out from the inside of the caliper, using a mallet or similar tool (the handle of a tool works well for this). With use, the bridge and bolts will become easier to remove and insert.



Step 6 (Cont'd.)
Install Caliper and Pads

Install the caliper onto the adapter bracket, orienting it so that the bleed screws are on the top side of the caliper.

Take care to ensure that the caliper is square and evenly started on both studs. It may be necessary to gently tap the caliper into position, using a mallet.

Install the Jet nuts onto each stud, with one 12mm washer under each nut. Tighten the Jet nuts to 40 lb-ft of torque, using a 1/2" socket.

Slide the brake pads into position within the caliper, taking care to ensure that the friction side of each pad is facing the rotor.

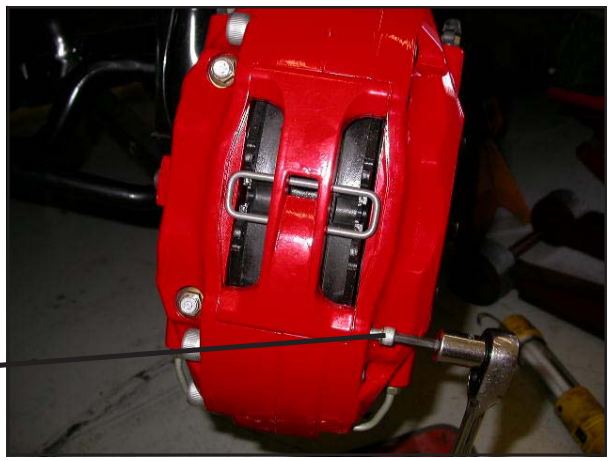
(Yes, they have been installed backward before!)

Step 6 (Cont'd.)
Install Caliper and Pads

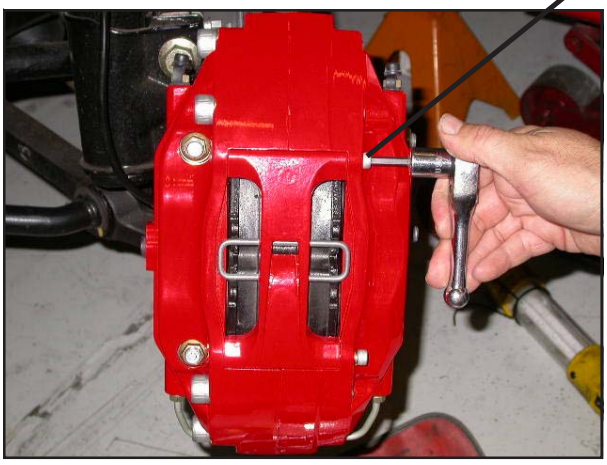
Install the bridge by sliding it into position, and rocking it until one of the bolt holes lines up. Take care to ensure that the bridge is slid straight and parallel into the caliper body opening.

Note: The bridge is directional, and should be positioned so that the air-scoop opening is located in the upper half of the bridge.

Apply a light film of anti-seize compound onto the shafts and threads of the bridge bolts.



Insert the first bridge bolt, from the outside of the caliper, and start the first few threads, using a 5mm Allen wrench.



Start the second bolt, and apply pressure to the bridge, using the palm of your hand, or by gently tapping the bridge with a mallet, until the bolt engages in the hole. Start the first few threads, using a 5mm Allen wrench.

Warning: Do not hammer the bridge bolts into place. Tap the bridge, not the bolts!

Torque each bolt to **approximately 8-10 lb-ft**, using a standard wrench. Do not use a torque wrench, as the use of anti-seize compound will cause a false reading. Do not over-torque the bridge bolts - snug is tight enough.

Step 7
Attach Stainless Steel Brake Line

The stock chassis bracket, which secured the inboard end of the brake line, must be replaced with the supplied bracket, and a new hole must be drilled to accommodate the bracket locating flange.

Test-fit the new bracket, using the stock retaining bolt in the same fixing hole. Orient the bracket at the same angle as the stock bracket, aligning it to allow insertion of the hard line.

Rotate the bracket a few degrees in either direction, so that the locating flange scores a mark on the chassis, to give an indication of the drilling location.

Scored mark on chassis

Place the tip of a center punch on, or adjacent to, the scored mark, at the point where the new locating flange hole is needed, and tap it firmly, using a hammer or mallet.

Step 7 (Cont'd.)
Attach Stainless Steel Brake Line

Drill a hole in the chassis wall, using a 7/32" or a 1/4" bit.

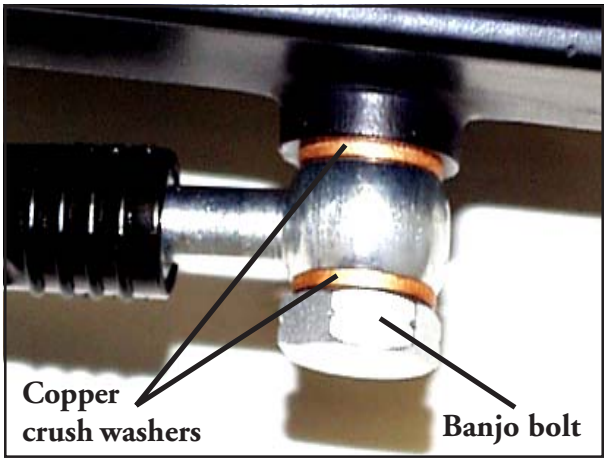
Take care not to push the drill bit too far through the hole, as there may be other components located on the opposite side of the chassis wall.

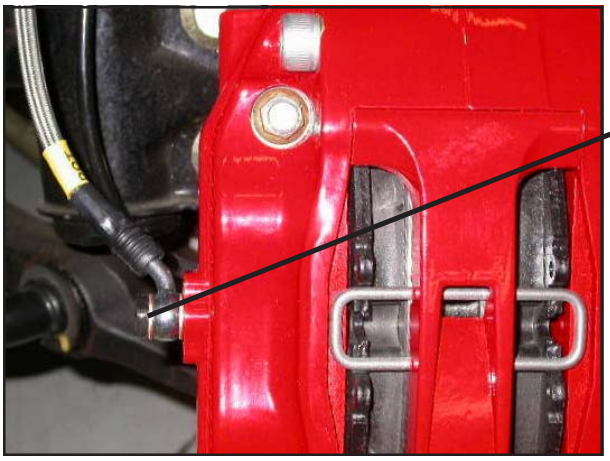
Install the supplied bracket, inserting the locating flange in the newly drilled hole.

Secure the bracket, using a 10mm wrench on the stock retaining bolt.

Install the caliper end of the stainless steel brake line by first placing a copper crush washer on either side of the banjo fitting, then inserting the banjo bolt into the caliper.

The orientation of the banjo fitting should be as shown in the photograph below, with the angled banjo fitting pointing inward toward the center of the vehicle.





Tighten the banjo bolt on the caliper end of the brake line to **approximately 14 lb-ft** of torque, using a 14mm wrench or socket.

Note: Do not use a torque wrench, as overtightening the bolt can strip the aluminum threads, causing irreparable damage to the caliper.

Step 7 (Cont'd.)
Attach Stainless Steel Brake Line

The line-retaining bracket on the strut must be bent slightly to accommodate the routing of the new stainless steel brake line.

Bend the inboard side of the bracket (the side incorporating the brake line grommet slot) downward several degrees, using a crescent wrench or similar tool.

Slip the rubber grommet, which is located on the stainless steel brake line, into the slot on the strut bracket.

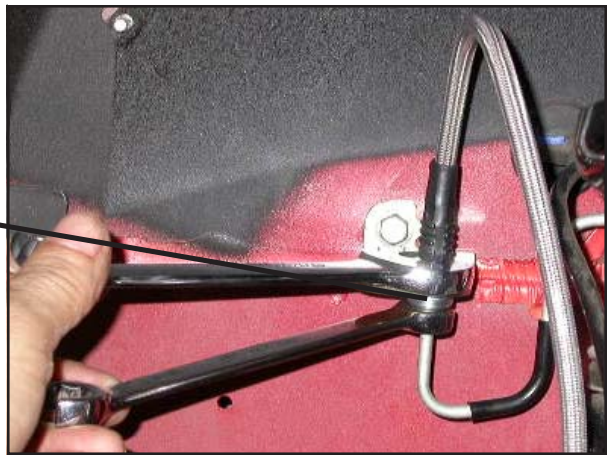
Note: The grommet fits snugly on the brake line, so if you need to reposition it, in order to insert it into the strut bracket, slide the grommet along the line very carefully, to prevent the rubber from tearing.

Feed the inboard end of the stainless steel brake line behind the ABS sensor lead, then bring it over the top, so that the brake line fitting is pointing downward, and can be inserted into the hole in the chassis bracket.

It may be necessary to reposition the hard line, so that it is properly aligned over the hole in the chassis bracket. If so, bend the hard line very carefully by hand.

Remove the rubber cap from the hard line, and screw the stainless steel brake line onto the hard line fitting by hand for a few turns.

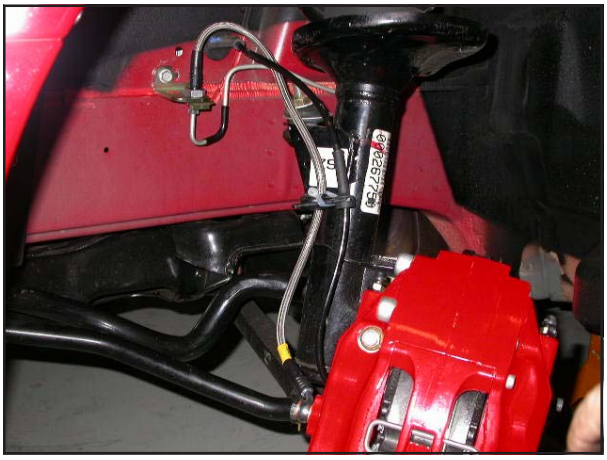
Step 7 (Cont'd.)
Attach Stainless Steel Brake Line



Use a 19mm wrench to hold the stainless line inboard fitting, while using a 10mm wrench to tighten the hard line fitting.

Install the supplied brake line retaining clip, taking care to ensure that the prongs on the clip are seated in the recesses on the brake line fitting. Use a mallet to gently tap the clip into place.

Apply a cable tie to secure the rubber grommet in place within the strut bracket.



After securing the brake line, check to ensure that it is not binding or touching any moving parts of the suspension.

Adjust the line, if necessary, by re-clocking the banjo bolt on the caliper, or by reorienting the inboard line fitting.

Step 8
Bleed Brakes

Complete the installation on both sides of the vehicle before bleeding the system.

Note: The calipers and lines will need to fill with fluid, quickly draining the master cylinder reservoir. Keep a close watch on the fluid level when initially bleeding the system. Do not allow the master cylinder reservoir to run dry, and to draw in air. Doing so may result in the brake system needing to be serviced by a certified brake technician.

Bleed the brake system, using an 11mm box wrench, to loosen the bleed screws. The sequence for bleeding the brakes should be:

1. **Right outboard bleed screw**
2. **Right inboard bleed screw**
3. **Left outboard bleed screw**
4. **Left inboard bleed screw**

Though a torque wrench is not typically used on bleed screws, as a reference, the torque for bleed screws should be approximately 100-140 lb-INCH.

Due to the unusual angle of the caliper on the Pontiac GTO, it will be necessary to use the following special technique to bleed the brakes for the first time.

Remove both caliper bracket bolts, leaving the caliper attached to the bracket. Tilt the caliper to the vertical position, as shown in the photograph, and support the caliper so that the pads are still positioned over the rotor.

Then bleed the brakes.

Warning: Brake fluid will damage most painted surfaces. Immediately clean spilled brake fluid from any painted surface, including the caliper. Though caliper paint is designed to resist harsh chemicals, prolonged exposure will damage the finish.

Step 8 (Cont'd.)
Bleed Brakes

After bleeding the brake system for first time, reinstall the caliper bracket bolts by first applying a drop of Loctite 262 to each of the stock bolts.

Then install the caliper bracket, inserting the stock caliper mounting bolts from the inboard side.

Tighten both caliper bracket bolts, using a 19mm wrench or socket, and torque them to **50-60 lb-ft.**

Note: This special bleeding technique will not be required again, unless air becomes trapped in the calipers.

After initially bleeding the system, gently tap the caliper body with a mallet to dislodge any small air bubbles, then re-bleed the brakes.

After bleeding, apply constant pressure to the brake pedal, and check all connections - including bleed screws, and both ends of the brake line - for leaks.

Step 9
Reinstall Wheels

It is very important to check the wheel-to-caliper clearance before installing the wheels!

Note: Some wheels are balanced on the inside, with adhesive-backed lead weights. If the weight is on the outboard edge, behind the spokes, it may interfere with the caliper. If necessary, note the weight and location of the lead, and place a new piece of the same weight further inboard or outboard, to clear the caliper. If you rotate the tires regularly, check the lead weight positions on all four wheels, and also on the spare, if it is full-sized.

Reinstall the wheels, and torque the lug nuts to your wheel manufacturer's specifications. It may be necessary to snug the bolts before lowering the vehicle, and to then torque the wheels when the car is on the ground. Alternatively, have an assistant depress the brake pedal, while you tighten the wheel nuts to the proper torque setting.

Carefully test-drive the vehicle in a safe area, at low speed, to ensure that all components are working correctly. Then follow the pad and rotor bed-in procedure on the following pages.

STOPTECH
HIGH PERFORMANCE BRAKE SYSTEMS

AeroRotor™ Installation & Bed-in Procedure

READ THIS NOW

FAILURE TO READ, UNDERSTAND AND FOLLOW THESE PROCEDURES WILL CAUSE PERMANENT DAMAGE TO YOUR BRAKE ROTORS, AND WILL KEEP THE SYSTEM FROM WORKING AT ITS FULL CAPACITY.

The majority of brake system problems are due to improper installation and/or bed-in of the rotors and pads. By reading and understanding the following, you will avoid the most common causes of poor brake performance and vibration. FAILURE TO READ AND UNDERSTAND THIS MAY CAUSE SERIOUS PERMANENT DAMAGE TO YOUR NEW ROTORS.

Wash Non-Plated AeroRotors with SOAP AND WATER before installation.

StopTech coats non-plated AeroRotors with a water-soluble, environmentally friendly rust inhibitor that MUST be cleaned off before use. A non-plated rotor looks like bare metal, while plated rotors are bright silver in color, and do not need to be washed. Even though you may not see a change in the rotor color, if the rotor is not rusty, the rust inhibitor is there. Use soap and water, NOT BRAKE CLEANER to wash the rotors. A small piece of Scotchbrite works well for scrubbing. When cleaned and rinsed properly, the surface of the rotor may show a light rust color, which is normal.

Bed-in your new pads and rotors by carefully observing the procedure described on this and the following page.

Bed-in of rotors and pads is critical to the optimum performance of your new brakes. When bedding-in new parts, you are not only heat-cycling the pads, you are also depositing a layer of pad material onto the rotor face. If not bedded-in properly, an uneven layer of pad material will be deposited onto the rotor, causing vibration. *Virtually every instance of a "warped" rotor is attributed to uneven pad deposition.*

Note: Plated rotors must be driven with gentle braking, until the CAD plating is worn off of the rotor faces, BEFORE starting the bed-in procedure. Do not use brakes aggressively until the plating is worn off, typically after several miles of driving.

Typically, a heavy-braking street driver will experience approximately 1 to 1.1G's of deceleration. At this rate, the ABS will be activated on such equipped vehicles. A moderate braking effort is needed to properly bed-in rotors and pads. If ABS intervention or lock-up were represented as 100% brake effort, a stopping force of approximately 70-80%, just short of ABS intervention or lock-up, is a general estimate of the pedal effort you are trying to achieve.

(Continued on next page)

Rotor and Pad Bed-in (Cont'd.)

Note: Bedding-in of pads should not be done in poor weather conditions, nor on wet roads.

After completing the installation, make a series of 10 stops from 60 to 5-10 MPH. At the end of each stop, immediately accelerate to 60 again for the next stop. Run all stops in one cycle.

During the 60 to 5-10 MPH cycle of stops, the exact speed is not critical. Accelerate to approximately 60, then begin braking. As you approach 5-10 MPH, it is not necessary to watch the speedometer. Keep your eyes on the road, and approximate your speed at the end of each stop. DO NOT COME TO A COMPLETE STOP, WHILE LEAVING YOUR FOOT ON THE BRAKE PEDAL, AS YOU MAY IMPRINT PAD MATERIAL ONTO THE ROTOR, CAUSING VIBRATION.

If racing or higher-performance pads are being used, add four stops from 80 to 5-10 MPH, and if full race pads are being used, add four stops from 100 to 5-10 MPH.

There are several indicators to look for while bedding-in the system:

On the 8th or 9th stop, there should be a distinct smell from the brakes. Smoke may also be evident after several stops.

Also on the 8th or 9th stop, some friction material will experience "green fade." This is a slight fading of the brakes. The fade will stabilize, but will not completely go away until the brakes have cooled.

After the bed-in cycle is finished, there will be a blue tint on the rotor, with a light gray film on the rotor face. The blue tint indicates that the rotor has reached the proper bed-in temperature, and the gray film is pad material starting to transfer onto the rotor face. This is normal!

After the first bed-in cycle shown above, the brakes will still not be operating at their best capacity. A second or third bed-in cycle is typically necessary before the brakes really start to "come in." A "cycle" is a series of stops, followed by a cool-down.

StopTech does not endorse speeding on public roads. If going above the legal speed limit, do so in a safe area, away from traffic, and at your own risk.

After the final stop of each cycle, drive as much as possible without using the brakes, to cool off the system. Ideally, the brakes should be allowed to cool to ambient temperature before using them again.

DO NOT COME TO A COMPLETE STOP WHEN THE SYSTEM IS HOT, WHILE LEAVING YOUR FOOT ON THE BRAKE PEDAL. PAD MATERIAL MAY TRANSFER ONTO THE ROTOR, CAUSING A VIBRATION.

If you have any questions about rotor and pad bed-in, any aspect of your StopTech brake kit, or brakes in general, please contact the StopTech Customer Service Department at (310) 325-4799 - extension 105, or e-mail us at support@stoptech.com

Thank you for selecting StopTech.

We realize that you had a choice when selecting a big brake upgrade for your vehicle, and we know that you'll be happy with our system.

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at
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