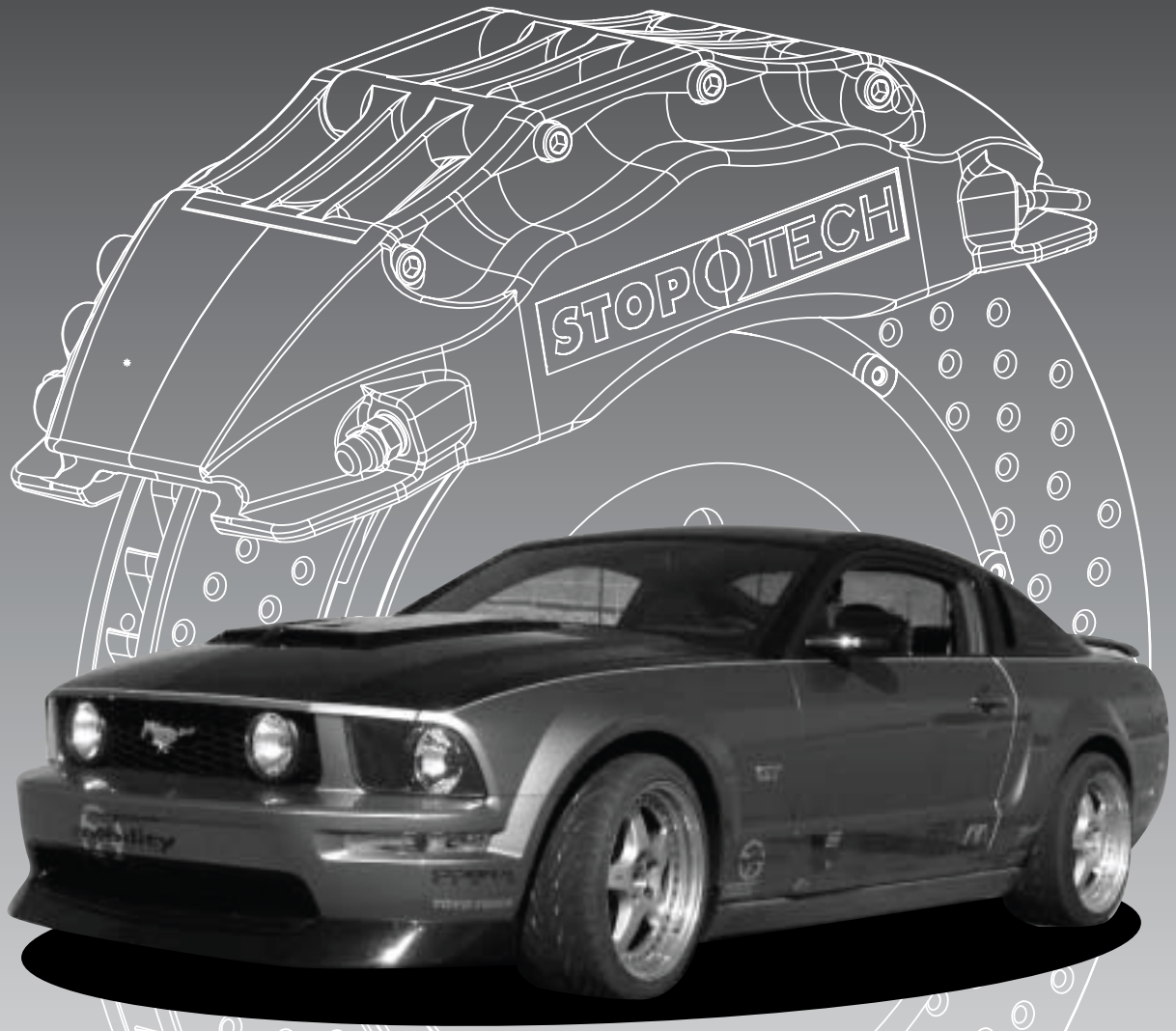
Installation Instructions



2005+ Ford Mustang GT

355mm Front
Big Brake Upgrade
ST-40 Caliper

98-330-1470-03 12/10/09

STOPTECH

HIGH PERFORMANCE BRAKE SYSTEMS

2005+ Mustang GT Front Big Brake Kit

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

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 high-performance street pads (not suitable for track use)
1 pair of 355 X 32mm two-piece rotor assemblies
1 pair of aluminum caliper adapter brackets
4 ea. 7/16-20 self-locking Jet nuts
4 ea. 12mm washers
1 pair of stainless steel brake lines
1 pair of brake line brackets
2 ea. Adel clamps
2 ea. brake line bracket bolts
2 ea. banjo bolts
4 ea. copper crush washers
2 ea. rubber end caps
4 ea. high-temperature cable ties
4 ea. rubber tubing segments, for use with cable ties
1 capsule of Loctite 262

APPLICATION DISCLAIMER

Caliper Clearance

Most 17" wheels will clear the outer diameter of the caliper for a 328mm or 332mm rotor 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.

To determine the actual metal-to-metal distance from the stock rotor face to the inside of the wheel spokes, refer to the StopTech website at www.stoptech.com, and click on the 'Wheel Fitment Charts' link at the bottom of the home page. BEFORE printing out a copy of the wheel fitment drawing for your vehicle, click on the 'How do I use the charts?' link at the top of the page, and review the instructions carefully, to ensure that you have a full understanding of how to accurately measure the critical wheel clearances. Only then should you click on the link for your vehicle, and print out the appropriate wheel fitment drawing, to use as a measurement template.

It is very important that you verify the accuracy of the scale of the printout by matching both a width and length dimension on your vehicle. Dimensions are shown in millimeters, but one dimension in each direction is also shown in inches, and StopTech recommends adding at least 2mm of additional clearance to these dimensions. Follow the instructions carefully, to produce a fitment template, and take care to ensure that your measurements are very precise.

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.

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.

APPLICATION DISCLAIMER (Cont'd.)

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.

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.

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

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. StopTech assumes no liability, expressed or implied, for the improper installation or use of this product or its components.

Important Notices (Cont'd.)

Disclaimer of Warranty / Limitation of Liability

By purchasing the STOPTECH brake components described herein and opening the accompanying box or packaging, the purchaser(s), buyer(s) and /or the ultimate user(s) expressly (1) acknowledge that they have read and understand all terms set forth herein; (2) understand and agree that the STOPTECH brake kit and/or components, whether acquired new or used, whether complete or incomplete, whether of merchantable or non-merchantable quality, whether saleable or non-saleable, is taken, purchased, selected and/or acquired "AS IS" and "WITH ALL FAULTS"; (3) acknowledge that the brake kit and/or components contained herein are intended only for off-street use, regardless of whether said brake kit and/or components are approved by a state or the United States Department of Transportation; (4) understand and agree that they bear all risks, including but not limited to the risk as to quality and performance of said brake kit and/or components, and the risk of bearing the costs of repair or replacement of the subject brake kit and/or components, whether in defective or non-defective condition. STOPTECH is not responsible for damage, consequential or otherwise, for equipment failure or mal-performance after installation: understand that (5) Auto Racing is a dangerous sport, and products are subject to failure when exposed to the high stresses involved with use on a racetrack.

STOPTECH MAKES NO EXPRESS OR IMPLIED WARRANTIES, WHETHER ORAL OR WRITTEN, WHETHER TRUE OR UNTRUE AND REGARDLESS OF SOURCE, TO ANY PURCHASER(S), BUYER(S) OF ITS BRAKE KITS AND COMPONENTS. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE IS HEREBY EXPRESSLY AND EFFECTIVELY DISCLAIMED AND SUCH DISCLAIMER IS ALSO HEREBY ACKNOWLEDGED BY THE PURCHASER(S), BUYER(S) AND/OR ULTIMATE USER(S). RATHER, THE PURCHASER(S), BUYER(S) AND/OR ULTIMATE USER(S) EXPRESSLY AND IMPLIEDLY AFFIRM THAT HE/SHE/THEY ARE RELYING UPON THEIR OWN SKILL AND JUDGMENT IN SELECTING AND PURCHASING THE KIT AND/OR COMPONENTS CONTAINED HEREIN AS SUITABLE FOR THEIR INTENDED USE. The purchaser(s), buyer(s) and/or the ultimate user(s) understand and agree that no officer, director, employee, agent salesman, representative, distributor, or other affiliate of STOPTECH has any authority to make nay statement or representation contrary to the terms set forth hereinabove. Any such statement or representation is hereby effectively disavowed.

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

Tools and Equipment Required

Different models and years of vehicle use different-sized fasteners, and every effort has been taken to correctly identify the proper sized tool for each step of the installation. Occasionally, however, manufacturers may use an alternate fastener, so it's advisable to check that each tool correctly fits the fastener before loosening or tightening it. The following tools and equipment will be needed:

17mm line wrench
15mm wrench or socket (1/2" drive suggested)
14mm wrench or socket (in some cases, 9/16" may be required)
13mm flare wrench
12mm wrench or socket
11mm box wrench
10mm wrench or socket
1/2" socket (3/8" drive suggested)
5mm Allen (hex) wrench
3mm Allen (hex) wrench
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
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 use. 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.

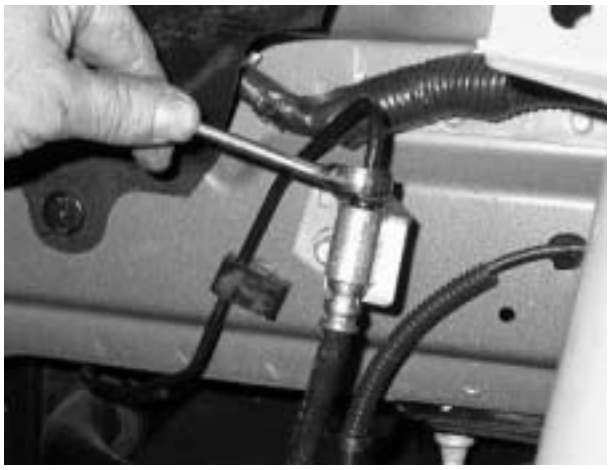
After securing the vehicle at a convenient height, remove the front wheels.

Step 2

Disconnect Stock Brake Line

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.

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 13mm 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.

The inboard end of the Mustang GT front wheel stock brake line is held in place by a bracket attached to the chassis. Remove the bracket bolt, using a 10mm wrench or socket, and retain the bolt for later use.

Note: The bracket will remain on the stock brake line, and will not be reused.

Step 2 (Cont'd.)

Disconnect Stock Brake Line

The middle section of the Mustang GT front wheel stock brake line is held in place by a line locator attached to a bracket on the strut. Remove the line locator bolt, using a 10mm wrench or socket, and retain the bolt for later use.

Note: The line locator will remain on the stock brake line, and will not be reused.

Separate the ABS lead from the stock brake line by releasing it from the two plastic clips which are fixed to the stock brake line.

Step 3

Remove Stock Caliper & Rotor

Remove the two stock caliper bolts, using a 15mm wrench or socket, and set the bolts aside for later use.

Note: Factory-installed caliper bolts may be 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.

The dust shield must be permanently removed from each front wheel of the Mustang GT, to accommodate the AeroRotor.

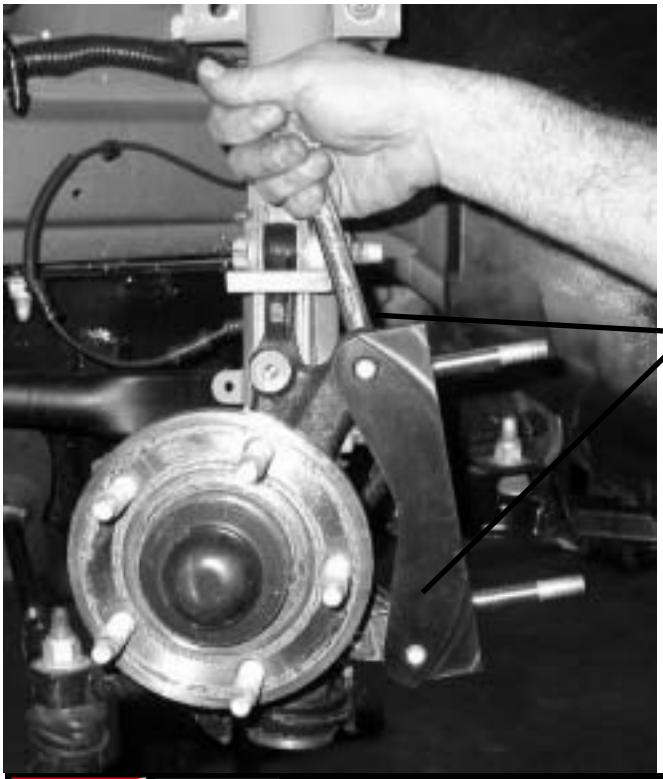
Remove the three retaining bolts holding the dust shield in place, using a 12mm wrench or socket, and remove the shield.

Step 4

Install Caliper Bracket

If there is evidence that the original thread locker remains on the stock caliper bolts, use the bolts as is.

If you feel that the original thread locker is not working, remove it completely, and place a few drops of the supplied Loctite 262 on the end of the threads of the stock caliper mounting bolts.



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, using the stock caliper bolts, and use a 15mm wrench or socket to tighten them. Torque the bolts to 55-60 lb-ft.

Step 5

Install AeroRotor Assembly

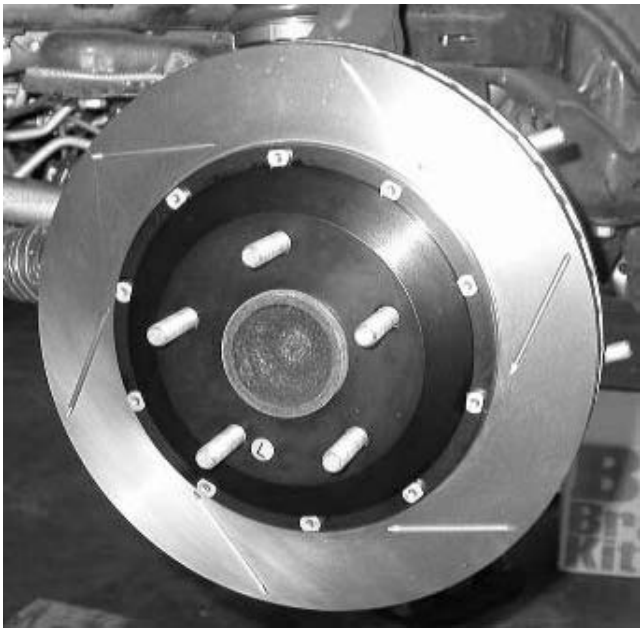
AeroRotors MUST be cleaned with soap and water prior to installation. Not doing so will damage the rotors and pads, and will prevent the brakes from performing properly.

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: The AeroRotor shown here is not on the Mustang GT, but it gives an accurate representation of the position and orientation of the rotor.

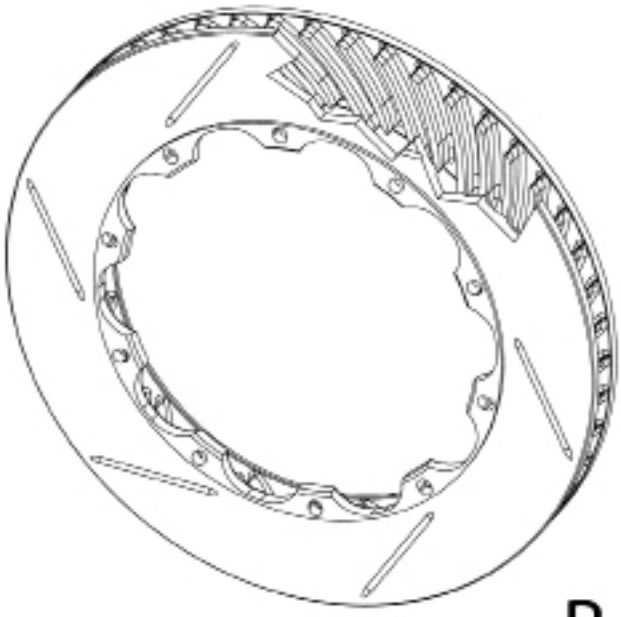


Note: Be sure that the rotor assembly is on the correct side of the car, as reversing the rotors will severely decrease the cooling capacity of the system. The rotors are clearly marked "L" and "R" with orange tags on the rotor hats. If the tags are not legible, the vanes inside the rotor should lean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

Driver's
LEFT SIDE SHOWN

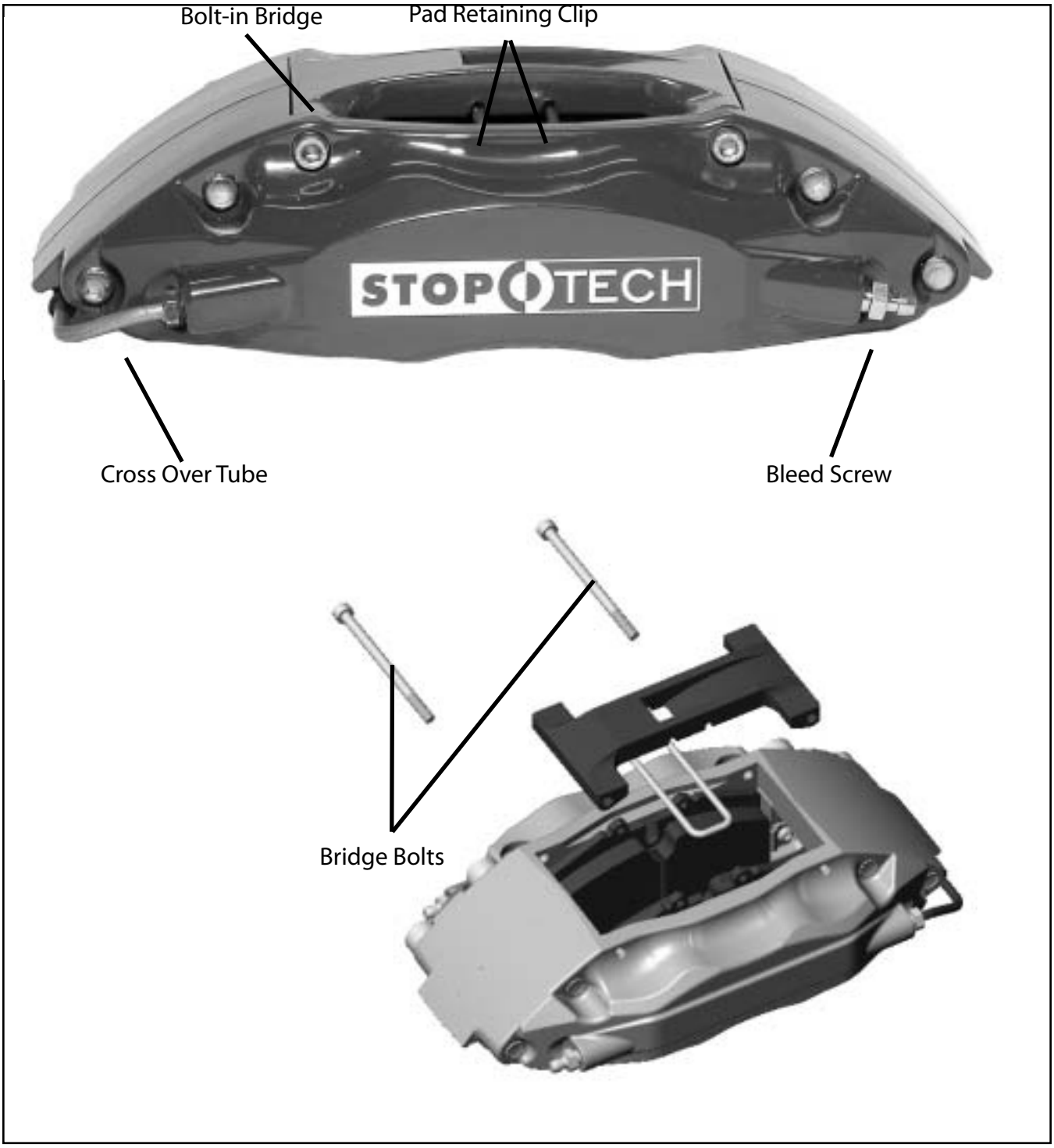
L

Driver's
RIGHT SIDE SHOWN



R

Caliper Component Identification



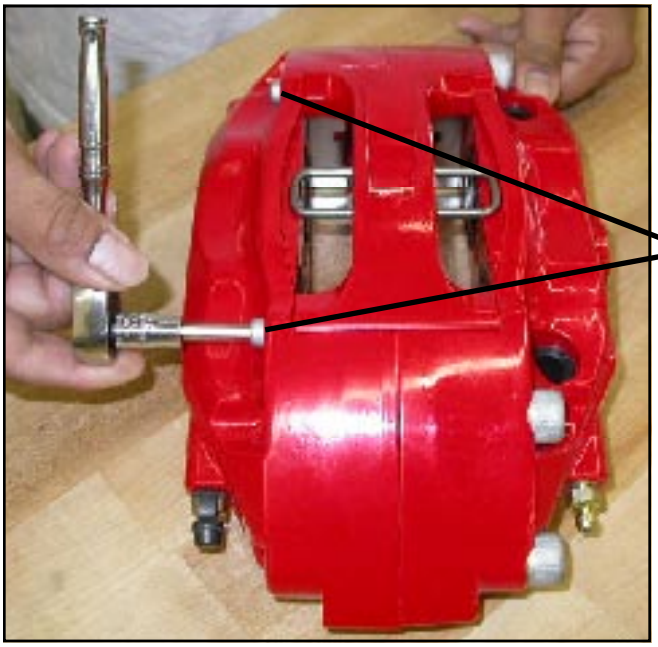
The ST-40 original equipment caliper uses a common Porsche-style pad.
The Friction Materials Standards Institute (FMSI) number for the pad backing plate is D609.

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

Step 6

Install Caliper and Pads

Determine the left- and right-hand side calipers. They are clearly marked on the box, but as a check, the bleed screws are always positioned 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.



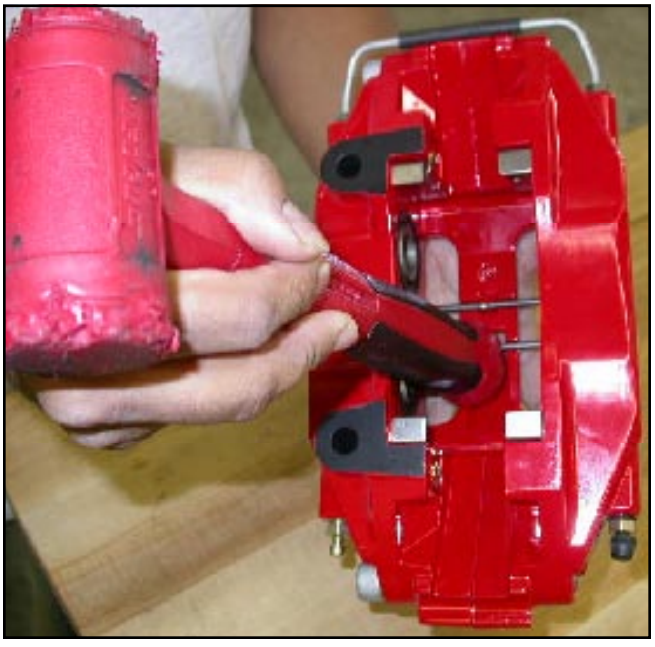
Remove the two bolts holding the caliper bridge in place, using a 5mm Allen wrench.

Bridge Bolts

Remove the caliper bridge, taking note of the direction in which it is installed, and the correct location of the pad-retaining wire clip.

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.

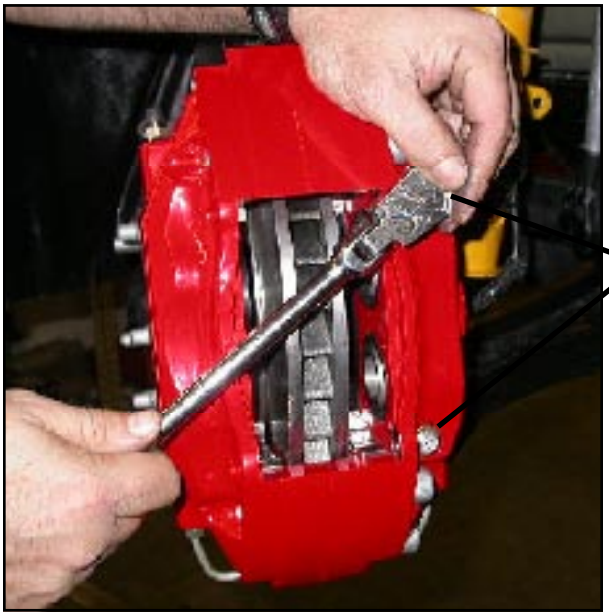
After removing the bolts, it may be necessary to tap the bridge out from the inside of the caliper, using a mallet or similar tool (the handle of a tool works well for this). With use, the bridge and bolts will become easier to remove and insert.



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

Install the caliper onto the adapter bracket, orienting it so that the bleed screws are positioned 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 use a mallet to gently tap the caliper into position.



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 bottom half of the caliper, as shown in the photo below.

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.

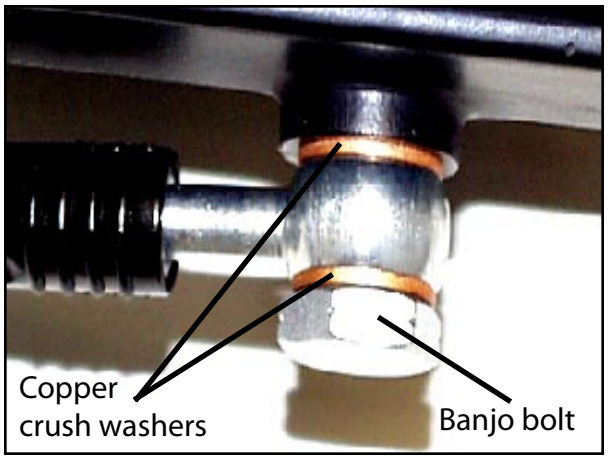
The orientation of the bridge should be as shown in the photograph, with the air-scoop opening located in the bottom half of the bridge.

Torque each bolt to approximately 8-10 lb-ft, using a standard 5mm Allen 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.

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

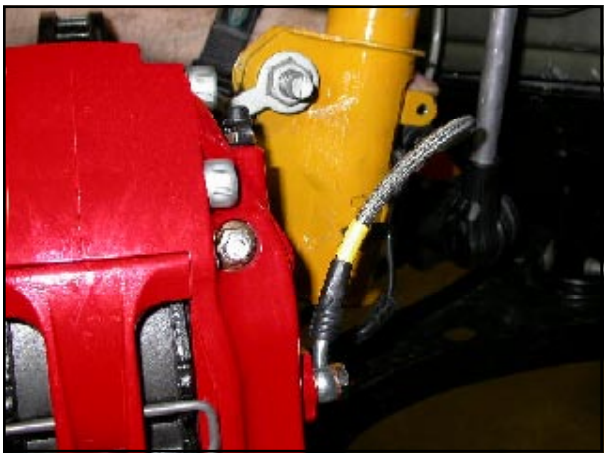
Step 7

Attach Stainless Steel Brake Line



Do not install the brake lines twisted.

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, with the brake line angled toward the strut bracket.

Tighten the banjo bolt on the caliper end of the line to approximately 14 lb-ft of torque, using a 12mm 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.

Slip the supplied Adel clamp onto the brake line, locating it over the end of the strain relief at the inboard end of the line.

Then secure the Adel clamp to the brake line bracket, using a 3mm Allen wrench to tighten the supplied bolt.

Fit the brake line bracket to the chassis, using a 10mm wrench or socket on the stock retaining bolt. Snug the bolt only at this time.

Check the alignment of the hard line fitting into the new brake line fitting. If the two do not meet properly, reposition the hard line by bending it slightly, until the two fittings line up more closely.

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. It may be necessary to remove the bracket, in order to start the threads. If so, snug the two fittings together, and reinstall the bracket, taking care to ensure that all connections are tightened, using the wrenches shown on the following page.

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

Use a 17mm line wrench to hold the stainless brake line fitting, while using a 13mm flare wrench to tighten the hard line fitting.

Each stainless steel front brake line for the Mustang GT is pre-fitted with a new line locator.

Note: Pull the stainless brake line through the line locator, taking up any slack between the strut bracket and the brake caliper. Any excess line length should be positioned between the strut bracket and the inboard end of the brake line, to ensure free movement of the line through turns.

Fit the new line locator onto the wheel strut bracket, using a 10mm wrench or socket to tighten the stock retaining bolt.

There are two line locating grommets on the ABS lead, which should be anchored to the new stainless brake line. However, the ABS line should be isolated from the brake line, to reduce the chance of signal interference, and short segments of rubber tubing will be used to keep the lines apart.

Thread a cable tie through a supplied rubber tubing segment, and fold it over one of the grommets on the ABS lead. Then thread the cable tie back through the same rubber tubing segment.

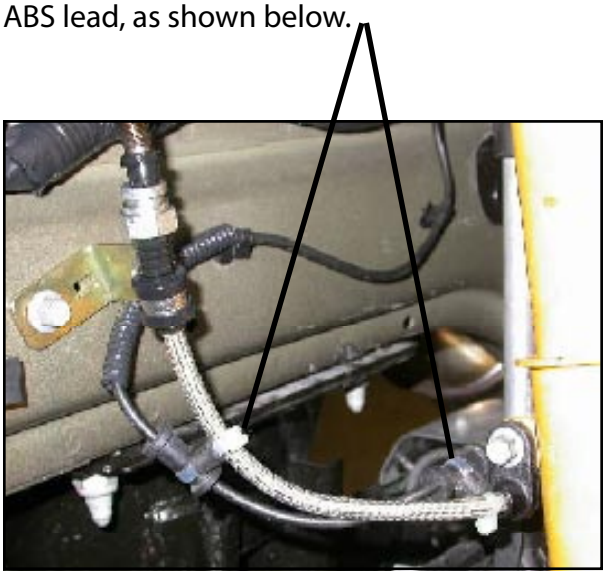
Step 7 (Cont'd.)

Attach Stainless Steel Brake Line

Secure the cable tie to the stainless brake line, and cut off the excess.

Note: In the image to the right, the cable tie has been slipped off of the ABS line locating grommet for illustration purposes only. Take care to ensure that the tie remains on the grommet.

Repeat this process, to anchor the stainless brake line to the second line locating grommet on the ABS lead, as shown below.



After securing the brake line, turn the wheels lock-to-lock, to ensure that the brake line is not binding in any way, nor interfering with any suspension component, including the CV boot and axle/drive shaft.

Adjust the line, if necessary, by loosening the banjo bolt, and realigning the brake line, or by loosening the inboard end of the line, and slightly re-clocking the fitting.

Step 8

Bleed Brakes

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

Warning: Double-check that the stainless steel brake lines you've just installed are not binding in any way, nor interfering with any suspension component, including the CV boot and the axle/drive shaft. Adjust each line, if necessary, by loosening the banjo bolt, and realigning the brake line, or by loosening the inboard end of the line, and slightly re-clocking the fitting.

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.

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.

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 9

Reinstall Wheels

It is very important to check the wheel-to-caliper clearance before installing 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, an assistant may 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.

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 A 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 VIBRATION.

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.

We proudly support our fine products. For any assistance or questions, please contact our Technical Support Department
at
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or e-mail us at
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