Installation Instructions
Corvette C5
1997 - 2004

355mm Front
Big Brake Upgrade
ST-40 Caliper

STOPTECH
HIGH PERFORMANCE BRAKE SYSTEMS

COMPONENT IDENTIFICATION

Big Brake Kit for the Corvette C5

(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 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' link in the 'Technical Information' section. Review the instructions carefully, to ensure that you have a full understanding of how to accurately measure the critical wheel clearances.

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. If you have any questions or difficulties, please contact the StopTech Customer Service Department on (310) 325-4799 - extension 105, or send an e-mail to support@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.

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.

Permanent Modification to Lower Ball Joints

It may be necessary to grind a portion of each lower ball joint, to clear the inboard face of the rotor during full suspension travel. If done carefully, this modification will not affect the strength or structural integrity of the vehicle. Although a coarse file will remove the material, a power grinder, if used properly, will be more efficient. If you are uncomfortable making this modification, seek the help of a qualified professional.

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.

Important Notices

Wheel Fitment

Do not assume that your wheels will fit. An outline drawing of your StopTech Big Brake kit is available in the 'Technical Information' section of 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 road, 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 sold 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 malperformance after installation. Under no circumstances 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.

Corvette C5 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 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
2 pair of 7/16-20 self-locking Jet nuts
2 pair of 12mm washers
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 caplet of Loctite 262

Tools and Equipment Required

Note: 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 use alternate fasteners, 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:
21mm wrench or socket (1/2" drive suggested)
14mm wrench or socket
13mm flare wrench
11mm box wrench
11/16" wrench
1/2" wrench or socket (3/8" drive suggested)
Torque wrenches capable of 10-125 lb-ft settings
5mm Allen (hex) wrench
Needle-nose or small standard pliers
Coarse file or power grinder
Anti-seize compound
Small drip tray or several rags
Small funnel or suitable means of filling master cylinder reservoir
Brake bleed bottle
Plastic or non-marring mallet
1 pair of jack stands or other means of supporting vehicle
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 right-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 vehicle.

Jack up the vehicle, and secure it on a pair of jack-stands, referring to the owner's manual to identify the correct jack and support locations.

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.

If necessary, place a wheel nut on one of the studs, to prevent the rotor from falling.

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

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.

Use a 13mm flare wrench to slightly loosen the hard line fitting.

Use needle-nose or small standard pliers to remove the bracket holding the inboard end of the stock brake line to the chassis bracket. Take care to retain the clip for later use.

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

Step 3
Remove Stock Caliper & Rotor

Remove the two stock caliper bolts, using a 21mm wrench or socket, and retain the bolts for later use.

Note: Factory-installed caliper bolts may be very tight. Ensure that you have a good purchase on the bolt head, 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, by pulling it off of the hub by hand.

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 bolt in one of the holes 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 aside for later use.

Place a few drops of the supplied Loctite 262 on the threads of each stock caliper bolt.

Install the caliper bracket, using the stock caliper mounting bolts, with the bracket mounted on the outboard side of the mounting lugs, and the bolts inserted from the inboard side.

Tighten the caliper bracket bolts, using a 21mm wrench or socket, then torque the bolts to 125 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.

Place a couple of wheel nuts on the studs, to prevent the rotor from falling during brake installation.

Note: Take care to ensure 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 pages 13 and 14 for more-detailed images).

Step 5 (Cont'd.)
Install AeroRotor Assembly

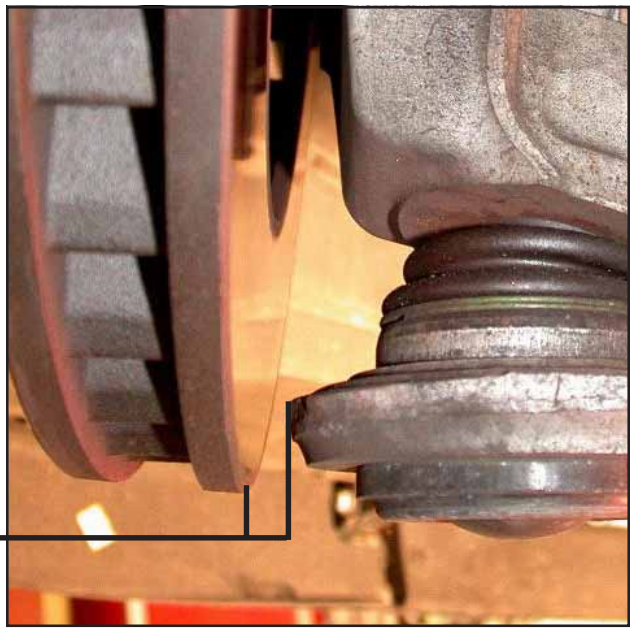
It may be necessary to clearance the lower ball joint slightly, to clear the inboard face of the AeroRotor during full suspension travel. A coarse file can remove the material, although a power grinder is more efficient, if used properly.

Install the rotor, and check the proximity of the lower ball joint to the inner rotor face. Turn the wheel lock-to-lock, to determine how far around the front and back edge needs to be clearanced.

Note: If only the lip around the outer ridge is removed, the structural integrity of the lower ball joint will not be compromised. If you are not comfortable making this modification, seek the help of a qualified professional.

Remove the lip which protrudes around the outer edge of the ball joint (the approximate area is shown in the photograph to the left).

With the suspension at FULL DROOP, there should be a clearance of 3.5 - 4.8mm (1/8 - 3/16) between the inner face of the rotor and the outer diameter of the lower ball joint.

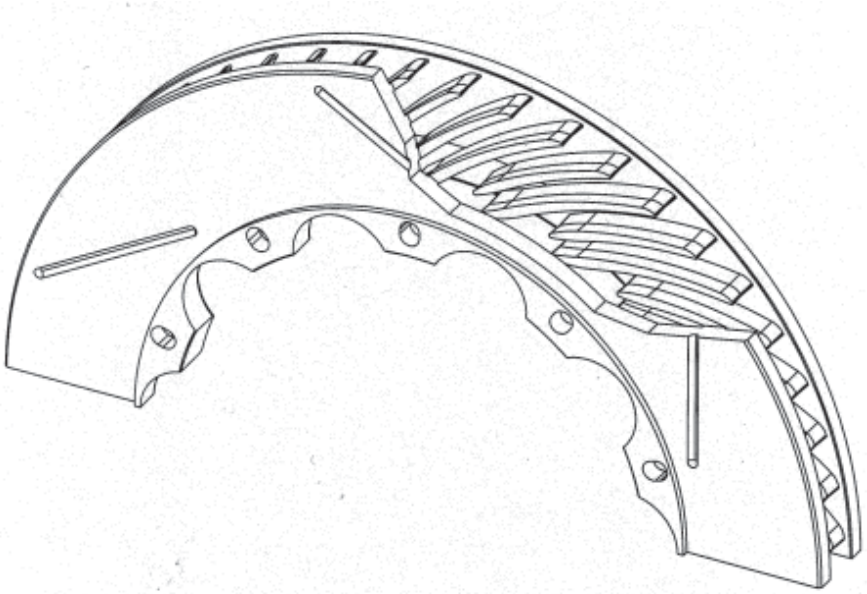


Left-Side Rotor

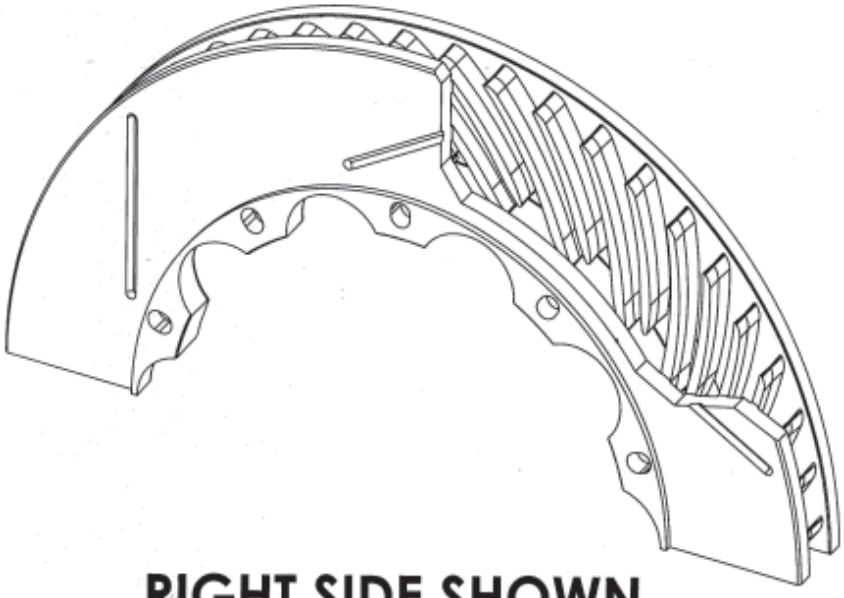
Driver's Left

Right-Side Rotor

Driver's Right

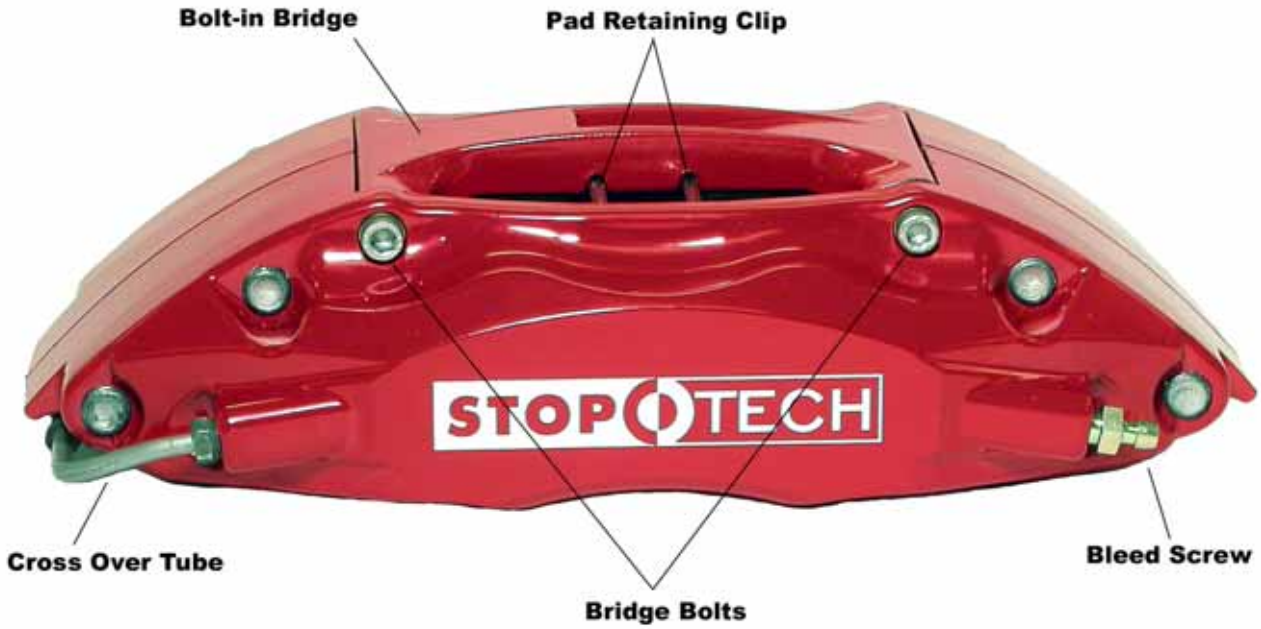


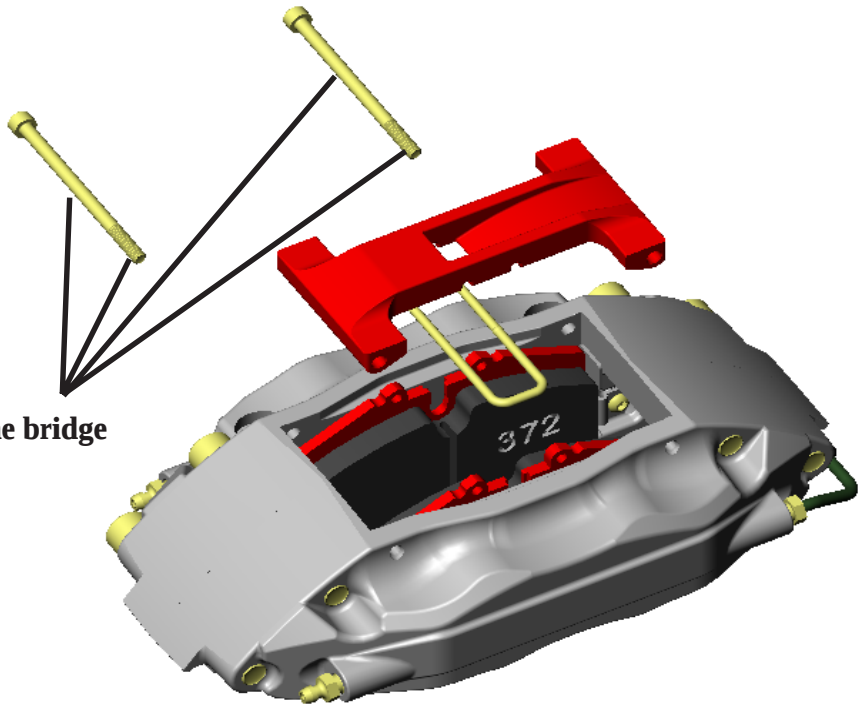
LEFT SIDE SHOWN



RIGHT SIDE SHOWN

Caliper Component Identification





Use a light film of anti-seize on the bridge bolt shafts and threads

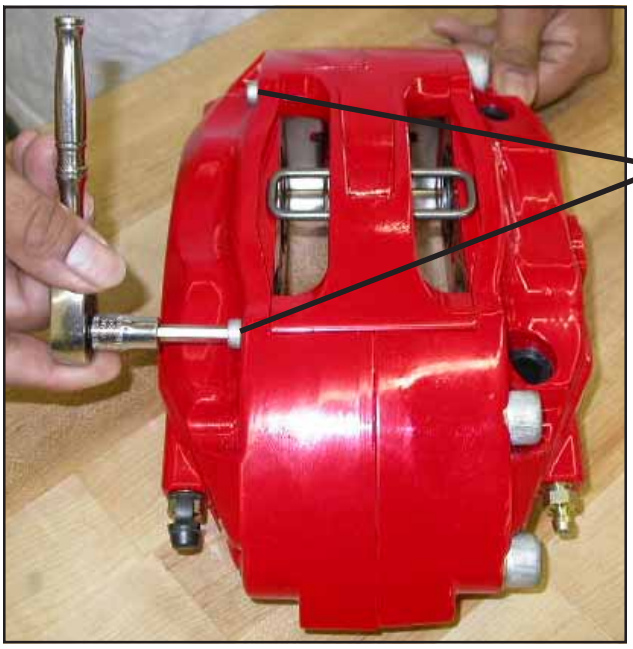
The ST-40 original equipment caliper uses a common Porsche-style pad.
The Friction Materials Standards Institute (FMSI) number for the pad backing plate is D372.

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 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.



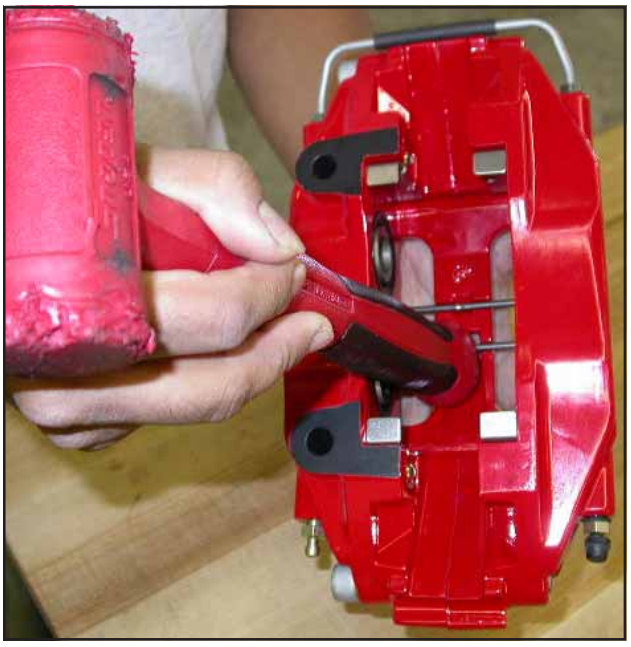
Remove the two bolts holding the caliper bridge in place, using a 5mm Allen wrench.

Remove the caliper bridge, taking note of the direction in which it 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 fit snugly, 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.

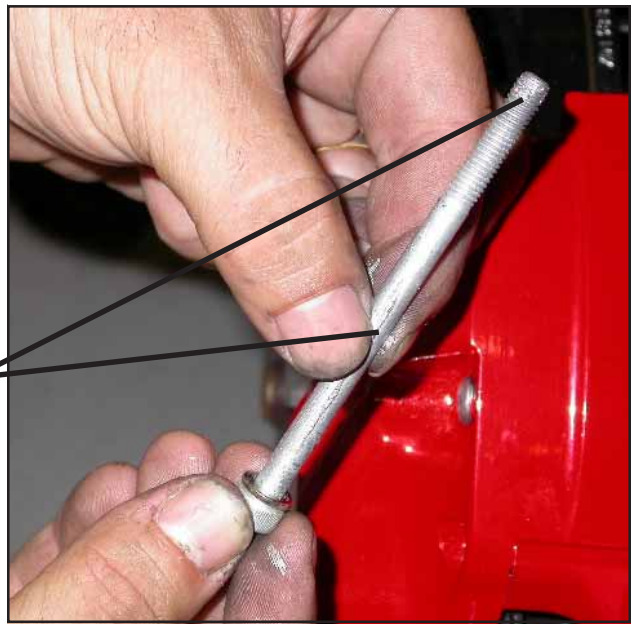
Take care to ensure that the caliper is square and evenly started on both studs. It may be necessary to use a mallet to gently tap the caliper into position.

Install a Jet nut onto each stud, with a 12mm washer under each nut. Tighten the Jet nuts to 40 lb-ft of torque, using a 1/2" wrench or 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've been installed backward before!)

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



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 bridge.

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

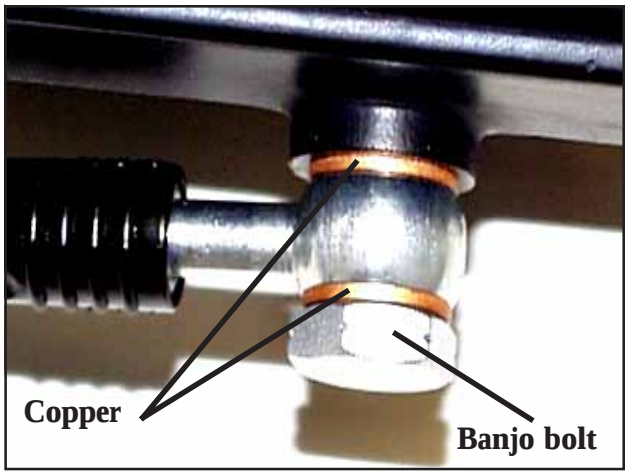
Start the second bolt, and apply pressure to the bridge, using the palm of your hand, or by gently tapping the bridge with a mallet, until the bolt engages in the hole. Start the first few threads, using a 5mm Allen wrench.

Double-check the orientation of the bridge, to ensure that the air-scoop opening is located in the bottom half of the bridge.

Torque each bolt to approximately 8-10 lb-ft, using a 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



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 fitting.

Insert the banjo bolt into the caliper, angling the banjo fitting so that it is leaning slightly forward.

Torque the banjo bolt to approximately 14 lb-ft, using a 14mm wrench or socket.

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

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.

Use an 11/16" wrench to hold the stainless line fitting, while using a 13mm flare wrench to tighten the hard line fitting.

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

Reinstall the line-retaining spring clip, to secure the stainless brake line in place.

Take care to ensure that the prongs on the spring clip are seated within the recesses on the brake line fitting, then use a mallet to gently tap the spring clip into place.

After securing the brake line, turn the wheels lock-to-lock to ensure that the line is not binding or touching any moving part 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.

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.

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 lockup were represented as 100% brake effort, a stopping force of approximately 70-80%, just short of ABS intervention or lockup, 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 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.

We proudly support our fine products. For any assistance or questions, please contact our Customer Service Department at
(310) 325-4799 - extension 105
or e-mail us at
support@stoptech.com

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