



# POWER SLOT Rotors

Power Slot rotors are manufactured to the highest tolerances keeping SAFETY and quality our number one priority. Slotting, unlike drilling, doesn't compromise the structural integrity of the rotor.

## PERFORMANCE REPLACEMENT ROTORS

### POWER SLOT Premium Rotors

Performance vehicles drive great, accelerate well, and need brakes you can trust. Power Slot Premium Brake Rotors are produced with exclusive Vac-U-Slots machined into the rotor plate.

#### Benefits of the Vac-U-Slot include:

- Helps evacuate gasses and dust
- Sheds heat, potentially reducing stopping distances in hard braking situations by reducing brake fade
- Keeps the pad surface cleaner
- In wet conditions they help push water off the braking surface for better stopping power



Economy

Premium

#### PREMIUM vs. ECONOMY

Many foundries casting "economy" rotors fail to match OEM cooling vane and plate thickness designs. With less mass available to absorb heat, these rotors will eventually warp under hard use.

#### SLOTTED vs. CROSS DRILLED



Maintains 98% total swept area



Maintains 85-95% total swept area



Maintains 80-90% total swept area



#### FEATURES:

##### Premium Sourcing, Never Economy

For maximum performance and durability, Power Slot specifies and selects only rotors that maintain OE quality. These rotors have the correct rotor cooling vane count and direction, heat dams, plate thickness and the original rotor mass. Many rotor manufacturers reduce material to cut costs, producing rotors that will not conduct heat as well resulting in accelerated warping.

##### Superior Manufacturing

Power Slot engineers validate that every rotor is produced from castings made per SAE J431 standards to deliver dependability. All rotors are checked for correct hardness and surface finish to assure proper performance and wear. Rotors are checked for run-out to ensure smooth performance under higher speed conditions.

##### Military Spec Plating

Power Slot uses proprietary military-spec silver Cadmium plating on nearly every rotor. Cadmium plating lasts 60% longer than Zinc and delays the formation of rust when a rotor is exposed to water or salt.

**Over 1200 applications available for cars, trucks & SUVs.**



# POWER SLOT Brakes

The Power Slot Plus big brake system uses a larger diameter, premium quality Power Slot brake rotor combined with your original factory brake calipers. The larger rotor is also a more effective heat sink absorbing the heat generated under heavy braking. This greatly reduces brake fade and provides consistently shorter stopping distances, especially from higher speeds. Over 40 different applications available for sport compacts, sport trucks and SUVs.



## CRYO TREATED SLOTTED ROTORS

When you need an Ultra Premium rotor that will wear longer than OE rotors, Power Slot Cryo treated slotted rotors are the answer. Cryogenic treatment is a one time stress relief process that involves both hot and cold treatment. This process improves the service life of metals by more equally distributing stress patterns throughout the material.

### Benefits of Power Slot Cryo treated rotors include:

- Delays the formation of heat checks
- Withstands repeated heat cycles better than conventional materials
- Holds up to aggressive high performance brake pads
- Less prone to warping under rigorous high performance driving

**Any new Power Slot replacement rotor can be cryogenically treated prior to shipment.**

## Tested on the Track



The pros at the Texas Driving Experience tested Power Slot Cryo treated rotors and found they lasted 33% longer than OEM rotors and twice as long as competitor's slotted and drilled rotor.



## BIG BRAKE SYSTEMS

### KEY FEATURES:

- Premium quality, larger diameter Power Slot rotor with Vac-U-Slot technology
- Relocates the factory brake caliper for increased braking effectiveness
- Rotors feature premium heavy duty design elements such as the number of cooling vanes, vane direction, heat dams, and plate thickness for maximum strength and heat dissipation.
- No special brake pad sizes required. Just use an original equipment-sized high performance pad (sold separately)
- Patented design U.S. Patent # 6,305,509
- Proprietary military-spec Cadmium plating on rotor ensures attractive appearance, at installation and after months of use.

**NOTE:** All Power Slot Plus brake kits require the use of larger diameter wheels. Check the dimensions of your wheels carefully before purchasing.





# Performance Disc Brakes

Stainless Steel Brakes Corporation (SSBC) first pioneered the stainless steel sleeved caliper for classic Corvette and Mustangs back in 1975. We are the industry standard for high quality brake systems and components, offering a complete line of disc brake conversions and performance brake upgrades.

## FRONT STANDARD DRUM TO DISC BRAKE CONVERSION KITS

Includes everything needed to convert to disc brakes: cast iron calipers (single-piston in GM kits; 4-piston in Mopar kits; single or 4-piston in Ford kits), 11" vented rotors, pads, master cylinder (and booster in power kits), brackets and hardware (exact contents vary). GM kits include new spindles; Mopar kits bolt to stock drum spindle; some Ford kits bolt to stock spindle, others include new spindles. All kits require minimum 14" x 7" wheels.



**AVAILABLE FOR GM, FORD AND MOPAR MUSCLE CARS!**  
SEE YOUR COUNTERPERSON FOR DETAILS.

## FRONT STANDARD 2" DROP SPINDLE DISC BRAKE KITS

Take our standard ride height disc brake kits and add a pair of our 2" drop spindles for that lowered look. Just like our standard kits, these include everything you need: cast iron single-piston calipers, 11" vented rotors, pads, master cylinder (and booster in power kits), brackets and hardware (exact contents vary). All kits require minimum 14" x 7" wheels.



- Can reuse stock upper and lower ball joints
- Direct bolt-on using factory or aftermarket replacement A-arms
- No longer forced to use small G-Body brakes typically found in drop spindle kits
- Stock steering arms bolt to the same location as on the stock spindle, keeping the steering geometry unchanged

**AVAILABLE FOR GM MUSCLE CARS!**  
SEE YOUR COUNTERPERSON FOR DETAILS.

## QUICK CHANGE™ ALUMINUM CALIPER UPGRADE KITS

Features Force 10® multi-piston aluminum calipers and high performance pads. Calipers are a direct bolt-on replacement to the stock caliper. Calipers come with clear anodized finish; optional polishing or powder coating available. Fits in stock wheels and requires stock size rotors.



**AVAILABLE FOR GM, FORD AND MOPAR MUSCLE CARS!**  
SEE YOUR COUNTERPERSON FOR DETAILS.

## BILLET ALUMINUM DUAL BOWL MASTER CYLINDERS

- Designed for disc/drum or disc/disc vehicles only
- Piston bore is hard coated to prevent wear and leaks
- Dual bowl design for safety
- Available with your choice of 4 cap styles



Plain cap

## NEW: COMBO BILLET ALUMINUM MASTER CYLINDER

- Combines the beauty of our billet master with the functionality of a built-in adjustable proportioning valve, distribution block, and wiring pigtail for rear brake light switch
- Includes 2 short straight lines to connect to your existing brake plumbing



Finned cap

**AVAILABLE FOR GM, FORD AND MOPAR MUSCLE CARS!**  
SEE YOUR COUNTERPERSON FOR DETAILS.

## ELECTRIC VACUUM PUMP KIT

For when the proper amount of vacuum is not being generated. Includes 12 volt vacuum pump, switching relay, vacuum line and control, mounting insulators and hardware. Approx: 8" L x 5" W x 7" H



Electric vacuum pump 28146

## PROP-BLOCK: ADJUSTABLE PROPORTIONING VALVE AND DISTRIBUTION BLOCK ALL-IN-ONE

- Distribution block distributes brake fluid to all four wheels
- Adjustable proportioning valve regulates rear brake pressure
- Includes wiring pigtail for rear brake light switch



Black anodized A0730  
Polished A0730P



## BIG BITE Cross Drilled Rotors

**NOW AVAILABLE** - cross drilled rotors from SSBC!

- LESS CRACKING - Superior metal alloy composition for maximum durability
- GREAT LOOKS - Cross drilling combined with slotting and plating compliments any vehicle or wheel
- SEE YOUR COUNTERPERSON FOR DETAILS!



# Performance Disc Brakes

Stainless Steel Brakes Corporation (SSBC) first pioneered the stainless steel sleeved caliper for classic Corvette and Mustangs back in 1975. We are the industry standard for high quality brake systems and components, offering a complete line of disc brake conversions and performance brake upgrades.



**FRONT FORCE 10 DISC BRAKE KITS** Similar to our standard kits but with Force 10 multi-piston aluminum calipers. Calipers come with clear anodized finish; optional polishing or powder coating available (see chart at bottom).

**FORCE 10 SUPERTWIN 2-PISTON KITS:** Feature 11" Turbo slotted and Xtra Life plated rotors (available with optional Big Bite cross drilling), performance pads, master cylinder (and booster in power kits), brackets, stainless braided flex hoses and hardware (exact contents vary). **AVAILABLE FOR:** GM muscle cars. Includes new spindles (either stock ride height or 2" drop). Requires 15" or larger wheels.



**FORCE 10 TRI-POWER 3-PISTON KITS:** Feature 13" Turbo slotted and Xtra Life plated rotors (available with optional Big Bite cross drilling), performance pads, master cylinder (and booster in power kits), brackets, stainless braided flex hoses and hardware (exact contents vary). **AVAILABLE FOR:** GM, Ford and Mopar muscle cars. GM kits include new spindles (either stock ride height or 2" drop); Ford and Mopar kits bolt to stock drum spindle. All kits require 17" or larger wheels.

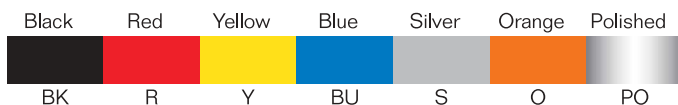


**FORCE 10 CLASSIC 4-PISTON KITS:** Feature 11" Turbo slotted and Xtra Life plated rotors (available with optional Big Bite cross drilling), performance pads, master cylinder (and booster in power kits), brackets, stainless braided flex hoses and hardware (exact contents vary). **AVAILABLE FOR:** Ford and Mopar muscle cars. All kits bolt to stock drum spindle and require 15" or larger wheels.



**SEE YOUR COUNTERPERSON FOR DETAILS ON ALL KIT TYPES.**

To order with optional powder coating or polishing, add the appropriate suffix to the kit number.



## REAR STANDARD DRUM TO DISC BRAKE CONVERSION KITS

Nothing can hurt your car's braking performance as much as rear drum brakes. These kits will convert them to discs. Includes single-piston cast iron calipers, 10.5" vented rotors, pads, brackets and hardware (exact contents vary). Kits will not work with C-clip eliminators. All kits require minimum 14" x 7" wheels.



MODEL	PART #
<b>Chrysler/Dodge/Plymouth</b> 8-3/4" & 9-3/4" axles (must have 2-1/2" brake space)	A155
<b>Ford 8" &amp; 9" Rear Ends</b> 9" large bearing 8" & 9" small bearing 9" Torino	A110-2 A111-2 A111-3
<b>GM 10 &amp; 12 Bolt Rear Ends</b> Staggered shocks, C-clip axles Staggered shocks, non C-clip axles Non-staggered shocks, C-clip axles Non-staggered shocks, non-C-clip axles Non-staggered shocks, C-clip/non C-clip axles	A125 A125-F A125-1 A125-1F A125-3

## REAR FORCE 10 DRUM TO DISC BRAKE CONVERSION KITS

A perfect match to any of our Force 10 front kits. Includes Force 10 Sport R1 single-piston aluminum caliper with a 54mm stainless piston, 11.25" Turbo slotted and plated rotors, performance pads, brackets and hardware (exact contents vary). Kits will not work with C-clip eliminators. All kits require minimum 15" wheels.



MODEL	PART #
<b>Chrysler/Dodge/Plymouth</b> 8-3/4" & 9-3/4" axles	A155-3
<b>Ford 8" &amp; 9" Rear Ends</b> 9" large bearing 8" & 9" small bearing 9" Torino	A110-11 A111-20 A111-21
<b>GM 10 &amp; 12 Bolt Rear Ends</b> Non-staggered shocks, C-clip/non C-clip axles Staggered shocks, C-clip/non C-clip axles	A125-26 A125-30

To order with optional powder coating or polishing, add the appropriate suffix to the kit number.

