

Stainless Steel Brakes Corporation

Performance Brakes Built Right



Catalog 6.1



**Force 10 Tri-Power 3-piston
aluminum caliper.**

**GM 2003 SEMA Design Award
"Best High Performance Product"**

***Complete Disc Brake Kits
& Accessories***

Table of Contents

Company History	2
Vehicle Applications	3
Product Descriptions	4-11
Force 10™ Calipers	12-15
Elite Series Calipers	16-17
Accessories	18-19
Rebuilding and Restoration Services	20
Power Steering Components	21
New Products	22
ISO 9001 & Website	23

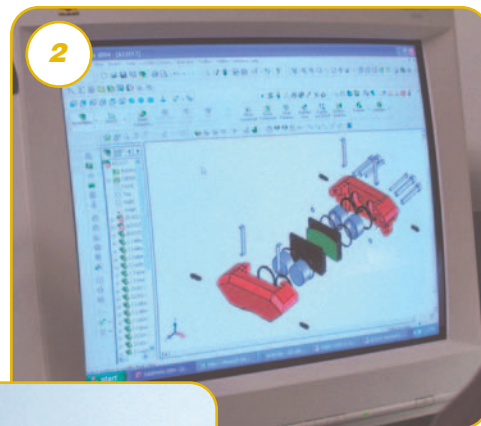
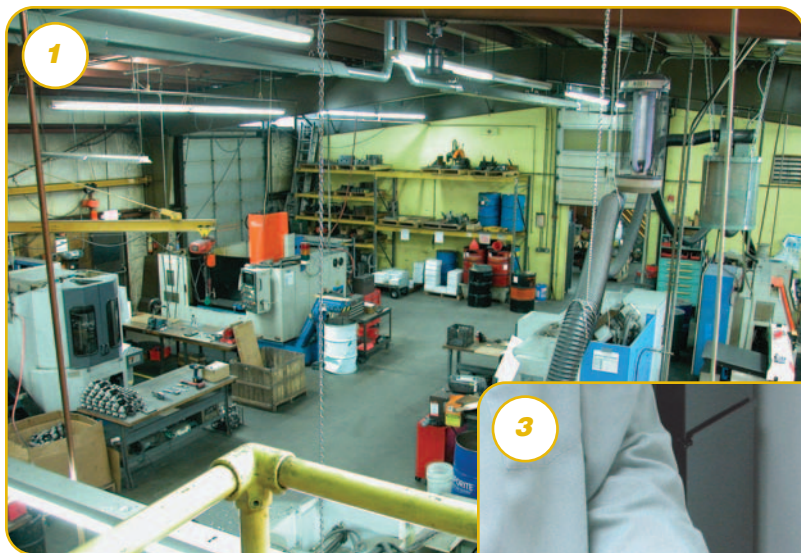
Performance Brakes Built Right

Stainless Steel Brakes Corporation has a long history of technological innovation and dedication to quality. Founded over twenty-five years ago as a humble rebuilder of Corvette and Ferrari calipers, SSBC now offers an incredible selection of reproduction calipers, disc brake conversions, lightweight upgrade kits and ultra-performance big-brake systems for a vast multitude of import and domestic cars and trucks from 1932 to the present.

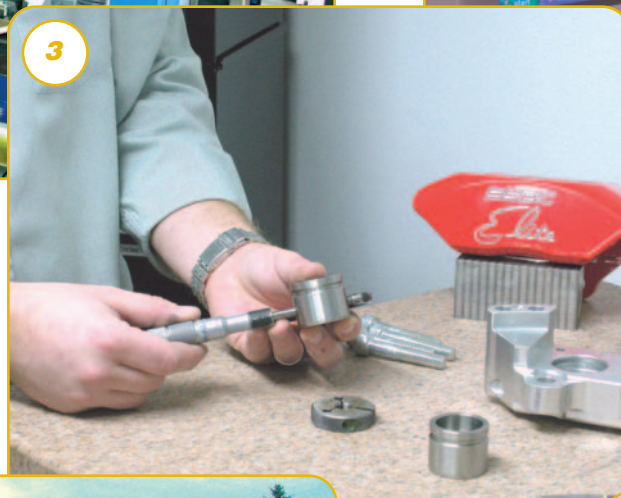
SSBC's Engineering Department utilizes state of the art CAD software for rapid research and development, while an array of precision CNC machining centers turn these concepts into reality. Our greatest goal is maximizing the safety and enjoyment of your vehicle.

Install a Stainless Steel Brakes system and experience **Performance Brakes Built Right** for yourself!

Michael Jonas, *President*
Stainless Steel Brakes Corporation



- 1) Manufacturing facility with 5 CNC machines.
- 2) State of the art CAD software system.
- 3) Parts inspection under our Quality Control program.
- 4) Exterior showing our 2002 expansion.
- 5) Design parameters being inputted into CNC machine.



VEHICLE APPLICATIONS

Stainless Steel Brakes offers performance disc brake conversion and upgrade kits for a variety of vehicles. From Street Rods to Classic Muscle Cars to Late Model Performance Cars & Trucks, we have the kits to both improve your vehicle's braking performance and its appearance.

- **GM Muscle and Performance Vehicles** - from Corvettes to GTOs to fourth generation F-Bodies, we make brakes for all the popular classic muscle and late model GM cars.
- **Mustang and Fords** - we offer kits for every model Mustang, as well as classic Fairlanes, Falcons, Rancheros, even Mercury Comets & Cougars.
- **Mopar Muscle** - whether you have a Cuda or a Charger, we have all the Mopar Muscle cars covered, and we recently introduced kits for fullsize Mopars.
- **Trucks/SUVs/Jeeps** - big trucks need big brakes - and we have them. Applications for GM, Ford, Dodge, and Jeep, including our Force 10 Extreme caliper and 14" rotor for large wheels.
- **Sport Compacts** - our Acura Integra is just one of the Sport Compacts we've had in our R&D center. Brakes available for import and domestic vehicles.
- **Street Rods** - for Street Rodders, we offer a complete line of disc brakes for both straight axles and Mustang II based suspensions, along with kits for all the popular rear ends. We also carry a variety of must have accessories that will make your ride the talk of the crowd at cruise night.
- **Rebuilding and Restoration Services** - in the 1970's we invented the process of stainless steel sleeving calipers to prevent them from leaking. Today we are leaders in rebuilding calipers, master cylinders, boosters, vacuum units, and slave/wheel/clutch cylinders.

We're constantly adding new kits for the latest must have vehicles, and for the few classic ones we haven't gotten to yet. Check our website at www.ssbrakes.com for complete up to date listings.



Product Descriptions - Front Kits

A Word About our Rotors

Venting:

All of our rotors are vented, meaning internal vanes inside the rotor help cool it by forcing air through the rotor. There are 2 types of venting: uni-directional (or straight vane) and directional (or curved vane).

Uni-directional (straight vane) rotors do not have a specific left or right side and can be used on either the left or right side of your vehicle.

Directional (curved vane) rotors do have a specific left and right side. The vanes inside are curved to facilitate the maximum amount of air flowing through the rotor.



Side view of vented rotor.



Cutaway view of uni-directional (straight vane) rotor.



Cutaway view of directional (curved vane) rotor.

Rotor Finish:

Three different finishes are available.

Standard Finish: Basic finish from the factory.

Turbo™ Slotted: All rotors can be upgraded to include Turbo slotting. The slots, like the venting, help cool the rotors. When the brakes are applied, heat and gas are generated between the pads and rotors. As the rotors get hotter, this gas can actually push the pads away from the rotors, which results in brake fade. The slots provide a space for this heat and gas to escape, thus improving braking performance. The slots also clean the pads, removing any debris that might have accumulated. This too helps your braking performance.

Xtra Life™ Plating: If you upgrade to the Turbo slotting, you can also add our Xtra Life plating. This adds protective finish layers to the entire surface of the rotor, helping prevent the areas where the pads do not come into contact with the rotor from rusting and corroding, all while maintaining that "new" look.



Turbo™ slotted.

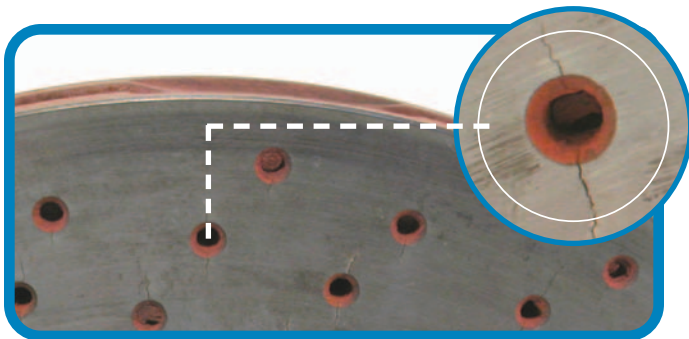


Standard finish.

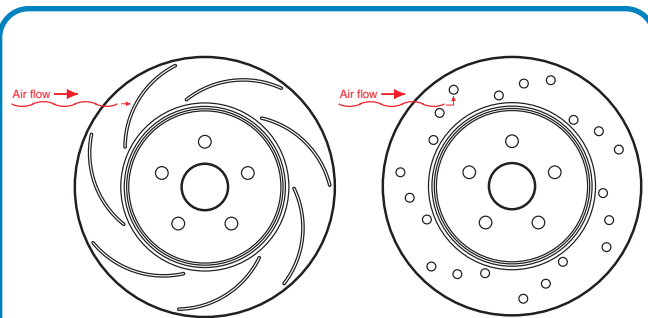


Turbo™ slotted with Xtra Life™ plating.

WHY SLOTTING IS BETTER THAN CROSS DRILLING.



This is why we Turbo™ slot our rotors instead of cross drilling them. As this picture illustrates, cross drilling can cause severe stress fractures, shortening the life of the rotor and possibly leading to an unsafe driving situation.



Left: Air flows over slots, allowing it to grab heat and cool the rotor. **Right:** Air must make a 90° turn through the holes in a drilled rotor in order to take heat away.

Our kits can range from new stock size replacement rotors and pads to a complete kit with rotors, calipers, pads, brackets, booster/master cylinder, bearings, hoses and hardware. Here is a description of our kit terminology.

Short Stop...™ Slotted Rotor Upgrade Kits

When your O.E. disc brake vehicle needs new rotors and pads, don't go with the same old plain parts, get some style with our "Short Stop..." kits. Even if your stock rotors and pads aren't worn out, these economical kits will make a drastic improvement in your ride's braking performance & appearance.

- New Turbo slotted rotors (stock size)
- High performance pads
- Front wheel only, Rear wheel only, and 4 wheel kits available (depends on vehicle)



Typical Short Stop... slotted rotor upgrade kit.

Quick Change™

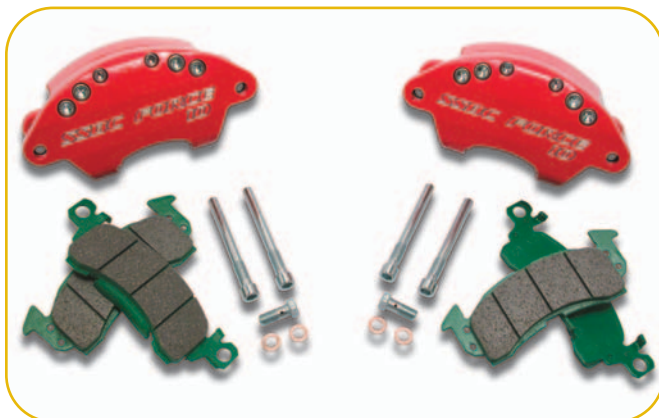
ALUMINUM CALIPER UPGRADE KIT

Upgrade your O.E. disc brake system with Force 10™ aluminum calipers & high-performance pads. These kits are direct bolt-on replacements to the heavy stock cast iron calipers found on many performance vehicles.

- Force 10 aluminum calipers provide up to 30% more clamping power than O.E. calipers
- Force 10 aircraft-quality aluminum calipers reduce "unsprung weight" for better ride quality
- Corrosion-free lightweight stainless steel pistons minimize heat transfer to the brake fluid for optimum performance
- Applications for popular cars, trucks & SUVs
- Includes SSBC high-performance pads featuring advanced compounds for superior braking response, minimum dust, and maximum durability



Quick Change kit for classic Mustangs.



Quick Change kit for GM A & F-Bodies.



Quick Change kit for 1988-99 GM 1/2 ton trucks/SUVs.

Product Descriptions - Front Kits

Standard Front Disc Brake Kits

These kits include everything needed to equip your vehicle with performance disc brakes.

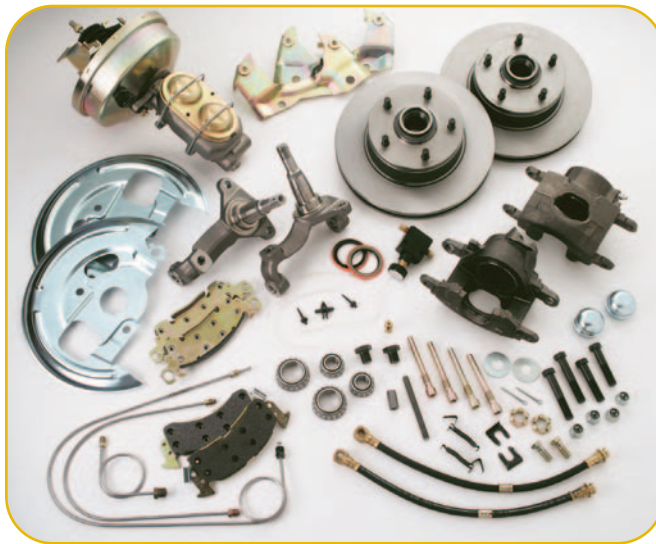
- Cast iron single or 4-piston calipers
- Brackets (if necessary)
- Pads
- Complete hardware & bolt package
- Available in both power and non-power (depending on the application)
- Available with 2" drop spindles (depending on the application)



Drum to disc brake conversion kit for 1968-73 Mustangs. Kit converts drum brake cars to the factory optional single-piston disc brakes.



Drum to disc brake conversion kit for 1962-72 Mopar A, B, C & E-Body muscle cars. Kit converts drum brake cars to 4-piston disc brakes. Bolts directly to stock drum brake spindle.



Power drum to disc brake conversion kit for GM A, F & X-Body muscle cars.



Big Brake Front Disc Brake Kits

Give your ride some heavy duty braking ability while maintaining the stock look. A true "bolt-on" kit, these complete kits provide you with all the parts you'll need.

- Cast iron single piston calipers with larger than stock pistons
- Thicker-walled stock diameter rotors (add Turbo slotting and/or Xtra Life plating for a performance look)
- Fits in stock wheels



GM truck Big Brake kit.

FORCE 10™ Disc Brake Kits

Force 10 Two-Piston Front Disc Brake Kits

One of our more popular kits, these kits feature our Force 10 SportTwin or SuperTwin 2-piston aluminum calipers.



- Calipers are available in standard clear anodized finish, polished, or in a variety of powder-coated colors



Force 10 Three-Piston Front Disc Brake Kits

One of our newest kits, it features our award winning Force 10 Tri-Power 3-piston aluminum calipers. Kits are available for a wide assortment of vehicles, from muscle cars to late model performance vehicles and trucks. Also available for C4 and C5 Corvettes.



**Two Guys
GARAGE™**

As used on Two Guys Garage
on SpeedTV.



GM 2003 Sema Design Award
"Best High Performance Product"
Force 10 Tri-Power caliper.

Product Descriptions - Front Kits

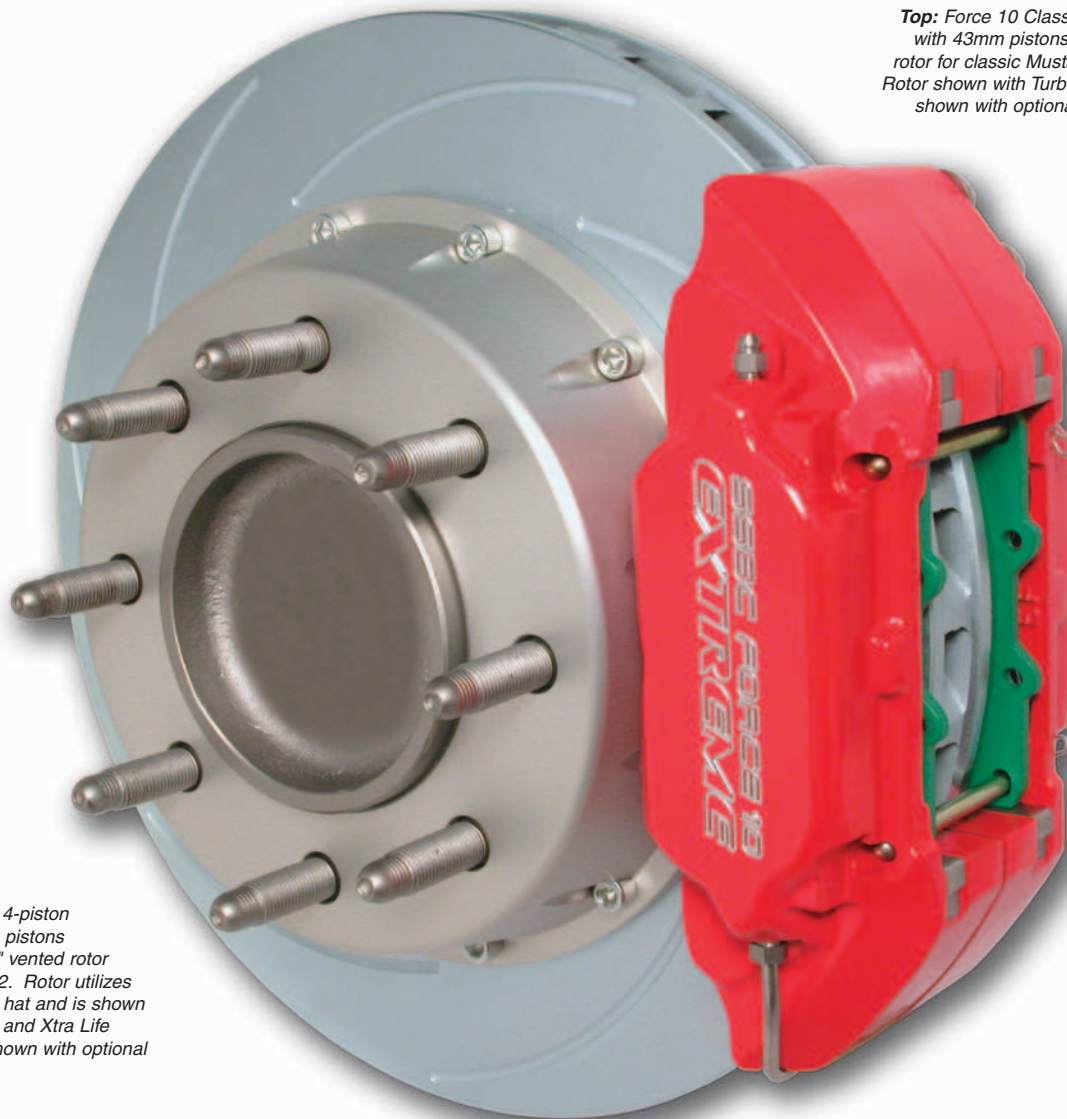
Force 10 Four-Piston Front Disc Brake Kits

These kits deliver the ultimate in braking – both in performance and appearance.

- Features either our Force 10 Classic or our massive Force 10 Extreme 4-piston aluminum caliper
- Calipers available in standard clear anodized finish, polished, or in a variety of powder-coated colors
- Kits available with 11" - 14" rotors



Top: Force 10 Classic 4-piston caliper with 43mm pistons and a 11" vented rotor for classic Mustangs and Mopars. Rotor shown with Turbo slotting. Caliper shown with optional powder coating.



Force 10 Extreme 4-piston caliper with 48mm pistons and a 14" x 1.400" vented rotor for the Hummer H2. Rotor utilizes aluminum adapter hat and is shown with Turbo slotting and Xtra Life plating. Caliper shown with optional powder coating.

Force 10 Elite Four-Piston Front Disc Brake Kits

The Force 10 Elite series kits provides a feast for the eye and has an appetite for braking. Made from aluminum, the Elite series caliper is a lightweight alternative to heavy, ugly cast iron and aluminum calipers.

A smooth face design (no bolt holes on the front), four 45mm stainless steel pistons, off the shelf pads, hidden bleeder screws and anti-rattle clips come standard. Optional polishing or powder coating available.

- Features the Force 10 Elite 4-piston aluminum caliper with 45mm pistons
- Calipers available in standard clear anodized finish, polished, or in a variety of powder-coated colors



Back side of Elite caliper kit for Ford straight axles.

Left: Shown is cast iron caliper mounting bracket. Caliper shown with optional powder coating.

Top: Shown is billet aluminum caliper mounting bracket / splash shield. Caliper shown with optional powder coating.



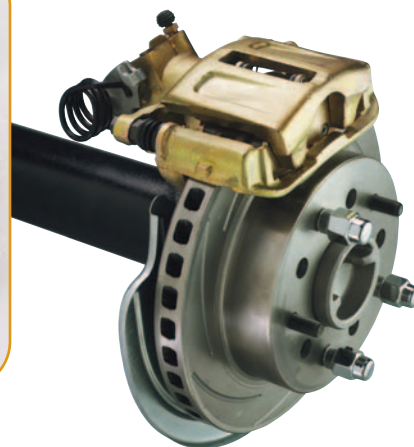
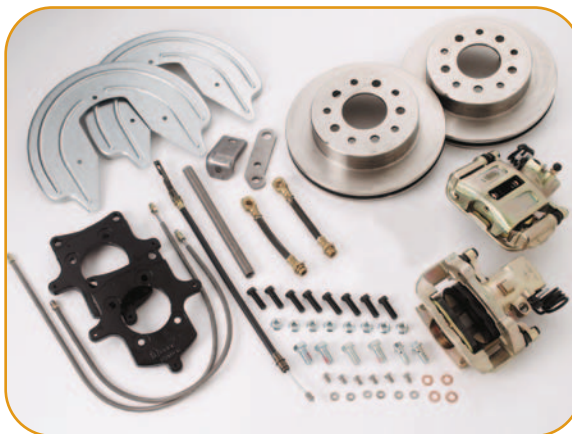
Force 10 Elite series 4-piston caliper with 45mm pistons and an 11" vented rotor for Mustang II based suspensions. Rotor shown with Turbo slotting and Xtra Life plating. Caliper shown with optional powder coating.

Product Descriptions - Rear Kits

Standard Rear Disc Brake Kits

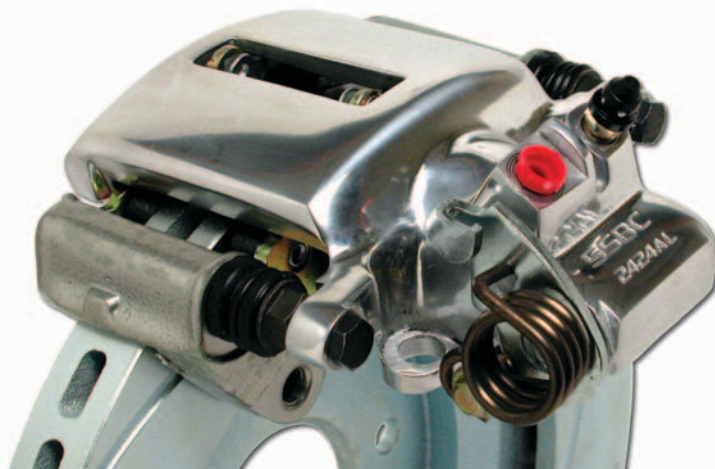
These kits include everything needed to equip your vehicle with performance rear disc brakes.

- Cast iron single piston caliper with built-in parking brake
- Mounting brackets
- Pads and hardware
- Rotor available with optional Turbo slotting and/or Xtra Life plating



Super Duty Rear Disc Brake Kits

- Features the aluminum version of our standard single piston caliper
- The caliper can be polished or powder-coated for that eye catching appearance
- Also features a larger diameter rotor than our standard rear kits
- Caliper includes built-in parking brake
- Rotor available with optional Turbo slotting and/or Xtra Life plating



Force 10 Single-Piston Rear Disc Brake Kits

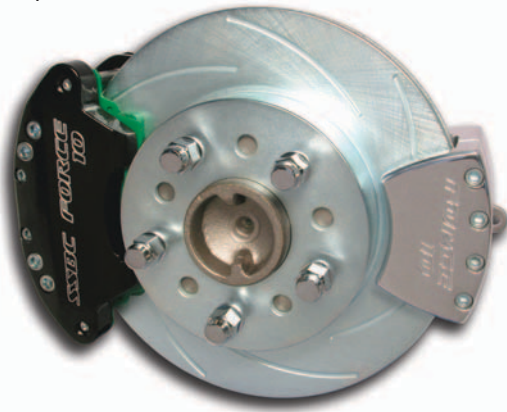
- Features our Force 10 Sport R1 single-piston aluminum caliper with a 54mm piston
- Caliper features a built-in parking brake
- Caliper comes with standard clear anodized finish; polishing or powder-coating is available



Caliper shown with optional powder-coating.

Force 10 Two-Piston Rear Disc Brake Kits

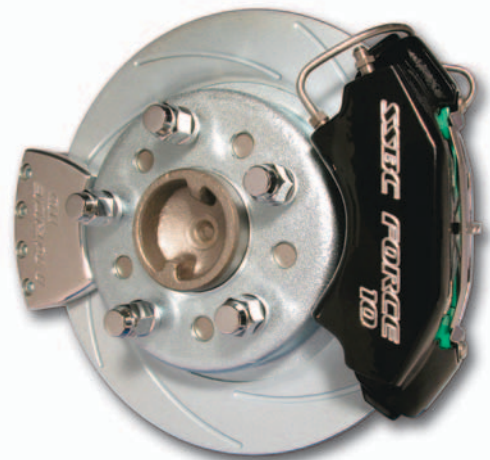
- Features Force 10 SuperTwin 2-piston aluminum caliper
- Includes 11.25" Turbo slotted rotors with Xtra Life plating
- Available with or without a billet aluminum mechanical parking brake (shown in photo)
- Calipers come with standard clear anodized finish; polishing or powder-coating is available



Calipers shown with optional powder-coating.

Force 10 Four-Piston Rear Disc Brake Kits

- Features either Force 10 Classic (right) or Extreme (below) 4-piston aluminum caliper
- Kits with Classic caliper include 11.25" Turbo slotted rotors with Xtra Life plating
- Kits with Extreme caliper include 14" Turbo slotted rotors with Xtra Life plating
- Both kit types available with or without a billet aluminum mechanical parking brake (shown in photos)
- Calipers come with standard clear anodized finish; polishing or powder-coating is available



Calipers shown with optional powder-coating.

Force 10 Elite Four-Piston Rear Disc Brake Kits

- Features Force 10 Elite series 4-piston aluminum with 38mm pistons
- Applications for GM 10 & 12 bolt, Ford 8" & 9" and 1955-70 Chevy fullsize car rear ends
- Available with or without a billet aluminum mechanical parking brake (shown in photo)
- Calipers come with standard clear anodized finish; polishing or powder-coating is available



NEW!

Calipers shown with optional powder-coating.

Force 10™ Aluminum Calipers

In addition to the cast iron calipers we offer, SSBC has a proprietary line of lightweight aluminum calipers, called Force 10. We began designing these calipers in the late 1990s as a replacement to heavy, ugly cast iron ones. Force 10 calipers are about half the weight of a comparable cast iron calipers, drastically reducing the amount of unsprung weight on your vehicle, leading to improved ride quality.

All of our Force 10 calipers are designed at our facility on our CAD system. Extensive testing is done to make sure they meet our standards for quality, safety and performance. All of our Force 10 calipers come with a clear anodized finish; optional polishing or powder coating is available.

There are currently seven Force 10 models in our line up, and we're always researching new ones. These next few pages will provide some details on our existing calipers.

Force 10 Aluminum Caliper Features:

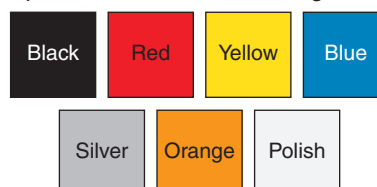
- *Constructed from lightweight aluminum to reduce "unsprung weight" for better ride quality*
- *Can be polished or powder coated for added visual appeal*
- *Simply look better than cast iron calipers*
- *DOT street legal with dust boots - unlike other "race only" calipers*
- *Stainless steel pistons minimize heat transfer to fluid, increasing braking performance*

Force 10 Caliper	# of Pistons	Piston Size
Sport R1	1	54mm
SportTwin	2	38mm
SuperTwin	2	38mm, 43mm or 48mm
Tri-Power	3	38mm or 45mm
Classic	4	43mm
Extreme	4	38mm, 43mm or 48mm
Elite	4	38mm, 45mm

Standard Anodized Finish of Force 10 Calipers:



Force 10 calipers come standard with clear anodized finish. They can be polished or powder coated the following colors:



Put the same caliper on all 4 corners.

Front Caliper	Matching Rear Caliper
SportTwin	Sport R1
SuperTwin	Sport R1, SuperTwin
Tri-Power	Tri-Power
Classic	Classic
Extreme	Extreme
Elite	Elite

Force 10 Sport R1 Rear Single-Piston Aluminum Caliper

- 54mm stainless steel piston
- Includes built-in mechanical parking brake with multi-position lever
- Strong forged aluminum construction
- Designed for heavy duty rear brake applications
- Dual stainless steel bleeder screws
- The Sport R1 rear has the same outer appearance as the SportTwin front caliper (see below), allowing the two to be used where matching front and rear calipers are desired
- Can also be used as a matching caliper to the SuperTwin front caliper (see below)
- Formerly called the Force 10 Sport 66



Caliper shown with optional powder-coating.

**Force 10 SportTwin 2-Piston Aluminum Caliper**

- Features two 38mm stainless steel pistons
- Compact, space saving design
- Strong forged aluminum construction
- Stainless steel bleeder screws
- Direct bolt-on replacement for many O.E. applications - including the GM "metric" caliper (commonly used on GM G-Bodies)
- The SportTwin has the same outer appearance as the Sport R1 rear caliper (see above), allowing the two to be used where matching front and rear calipers are desired
- Formerly called the Force 10 Sport 66



Calipers shown with optional powder-coating.

**Force 10 SuperTwin 2-Piston Aluminum Caliper**

- Fits in most 15" or larger wheels
- Available with 38mm, 43mm or 48mm stainless steel pistons (depends on application)
- Available with both standard and metric fittings
- Strong forged aluminum construction
- Stainless steel bleeder screws
- Direct bolt-on replacement for many O.E. applications including the GM "fullsize" caliper (commonly used on GM A & F-Bodies, and fullsize GM trucks)
- The SuperTwin is similar in appearance to the Sport R1 rear caliper (see above), allowing the two to be used where matching front and rear calipers are desired

Force 10™ Aluminum Calipers

Force 10 Tri-Power 3-Piston Aluminum Caliper

- Available with 38mm or 45mm stainless steel pistons (depends on application)
- Provides 50% more braking power than stock C5 Corvette
- Billet aluminum construction
- Stainless steel bleeders screws
- Universal design - center inlet means no left or right caliper
- Winner of the GM 2003 SEMA Design Award for "Best High Performance Product"



Caliper shown with optional powder-coating.

3-PISTON



GM 2003 SEMA Design Award
"Best High Performance Product"
Force 10 Tri-Power caliper.

Two Guys
GARAGE™

As used on Two Guys Garage
on SpeedTV.



Force 10 Classic **4-Piston Aluminum Caliper**

- Available with 43mm stainless steel pistons
- Compact design with all the braking power of larger 4-piston calipers
- Fits in most 15" or larger wheels



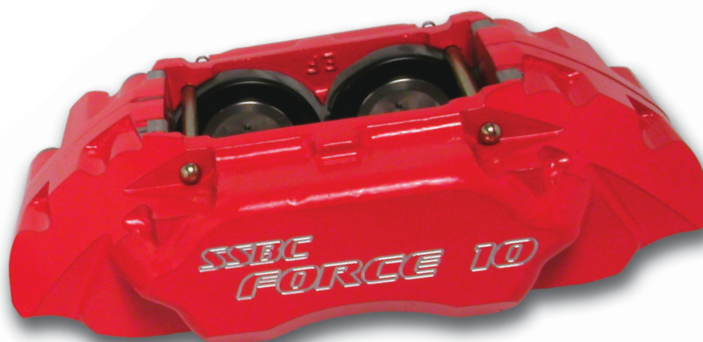
Calipers shown with optional powder-coating.

Force 10 Extreme **4-Piston Aluminum Caliper**

- Fits in most 17" or larger wheels
- Available with 38mm, 43mm or 48mm stainless steel pistons (depends on application)
- Stainless steel bleeder screws
- Two pad pins firmly hold pads in place
- The ultimate in braking force
- Fills in the empty space behind large, open spoke wheels
- Designed to offset the extra weight & rolling mass from larger wheels



Calipers shown with optional powder-coating.



THE *Elite* SERIES ALUMINUM CALIPER



Calipers shown with optional powder-coating.

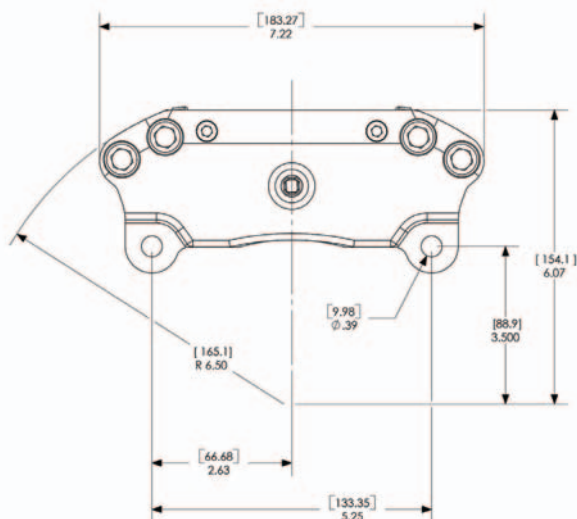
Made from aluminum, the Elite series caliper is a lightweight alternative to heavy, ugly cast iron and aluminum calipers.

A smooth face design (no bolt holes on the front), four 45mm stainless steel pistons, off the shelf pads, hidden bleeder screws and anti-rattle clips come standard. Optional polishing or powder coating make it the only choice for the when you want both...

Elite stopping power and ultimate appearance.

Applications:

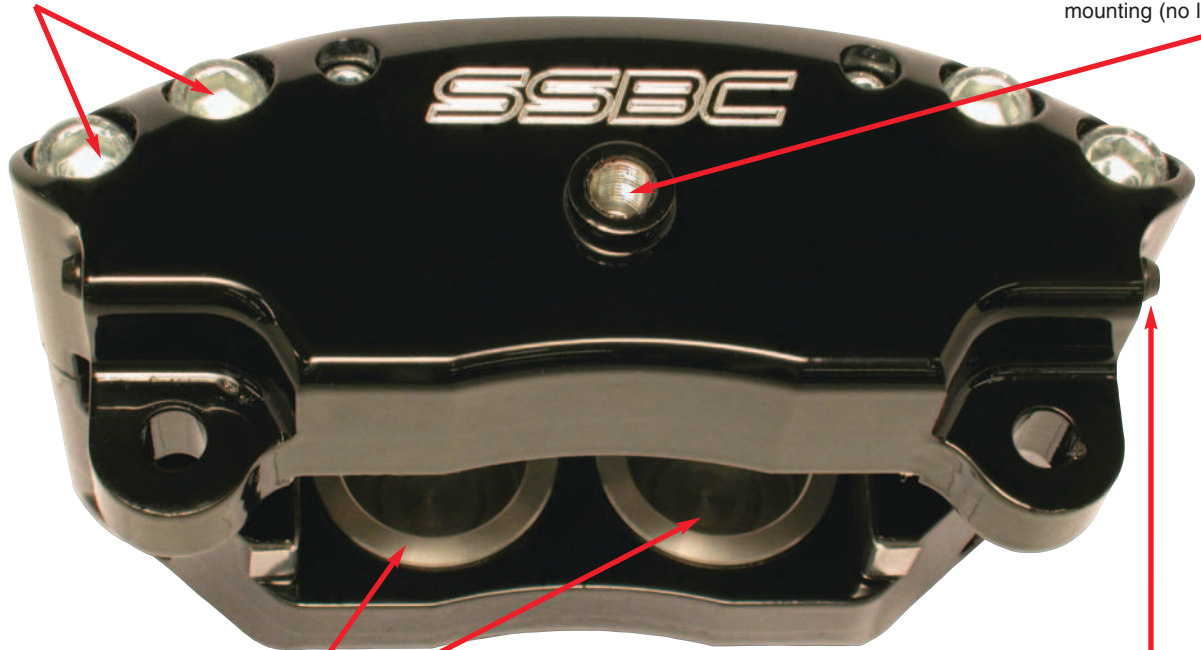
- Direct bolt-on replacement for commonly used aftermarket aluminum calipers with 5.25" caliper mounting bolt spacing using 0.375", 0.812" or 1" wide rotors (see diagram at right)
- Front kits for Mustang II based suspensions and straight axles
- Rear kits for GM 10 & 12 bolt, Ford 8" & 9" and 1955-70 Chevy fullsize car rear ends



What makes this caliper Elite?

All plated bolts.

Center inlet for universal mounting (no left or right caliper).



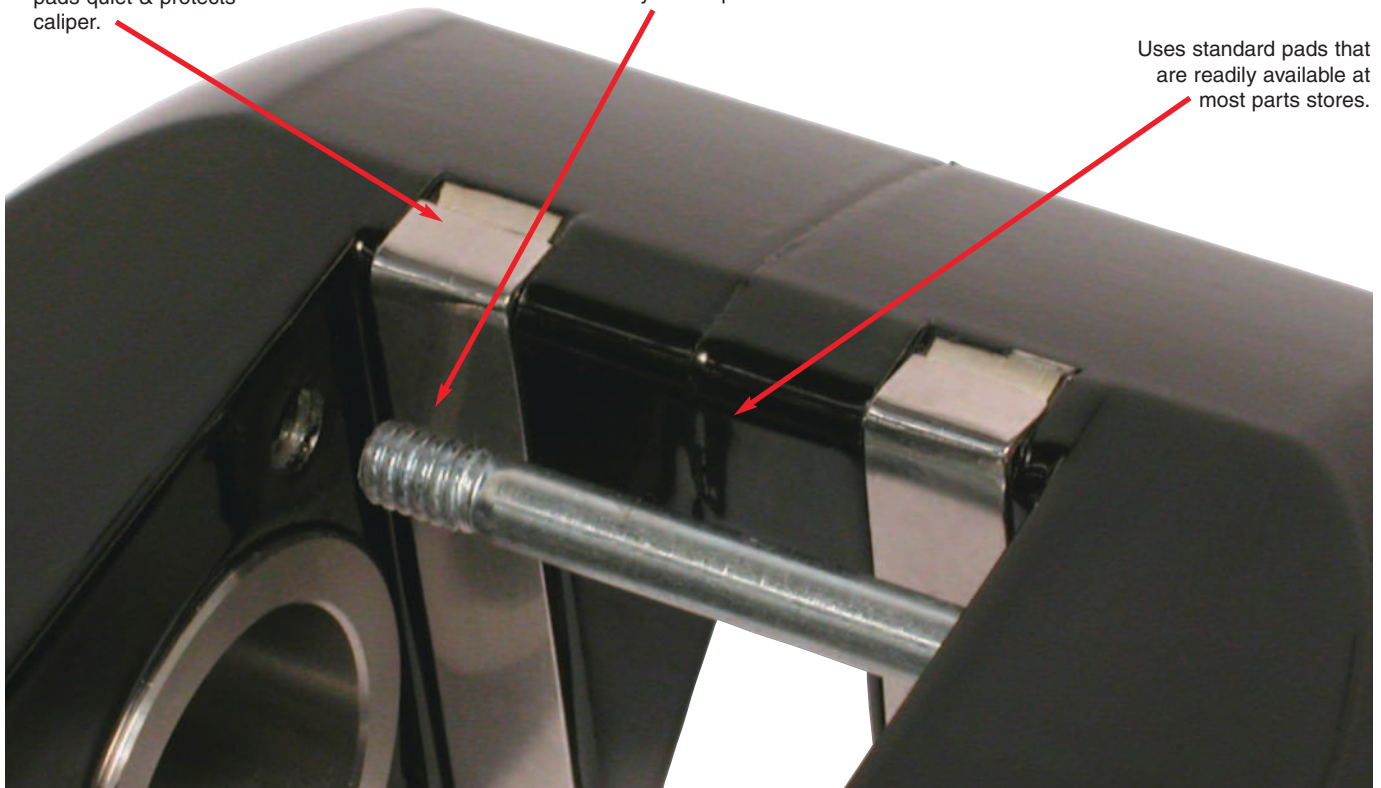
Four (4) 45mm stainless steel pistons (DOT design) with dust seals for longer life.

Hidden bleeder screws for a clean look. Also protects them from damage and breaking off.

Anti-rattle clips - keeps pads quiet & protects caliper.

Uses pad bolts - not pins - to help reduce rattling & to securely fasten pads.

Uses standard pads that are readily available at most parts stores.



NECESSARY ACCESSORIES FOR PERFORMANCE BRAKING

Electric Vacuum Pump Kit

When using a supercharger or a big cam, chances are there's not enough vacuum being generated to operate power brakes. At least 16" of vacuum is needed at idle to properly run a power brake booster. Our vacuum pump kit will provide the proper amount of vacuum to the booster so it can operate correctly.



Electric vacuum pump kit.

Booster/Master Cylinder Assemblies

For GM, Ford, & Mopar

- Complete with new dual bowl, disc brake master cylinder
- Mounting brackets included



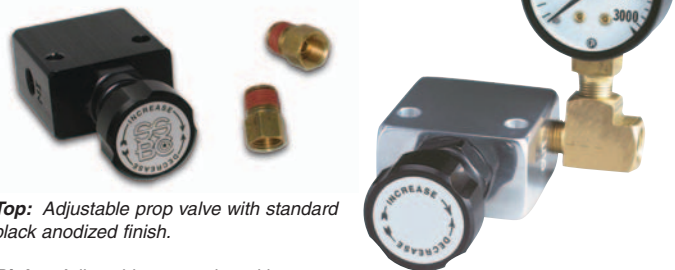
Typical 7" booster/master cylinder assembly.



Chrome 7" and 9" boosters available.

Adjustable Proportioning Valves

Available with or without gauge. Optional polished finish also available.



Top: Adjustable prop valve with standard black anodized finish.

Right: Adjustable prop valve with gauge and optional polished finish.

Pressure Gauge Kit

Includes 6 adapters to the most common fittings.



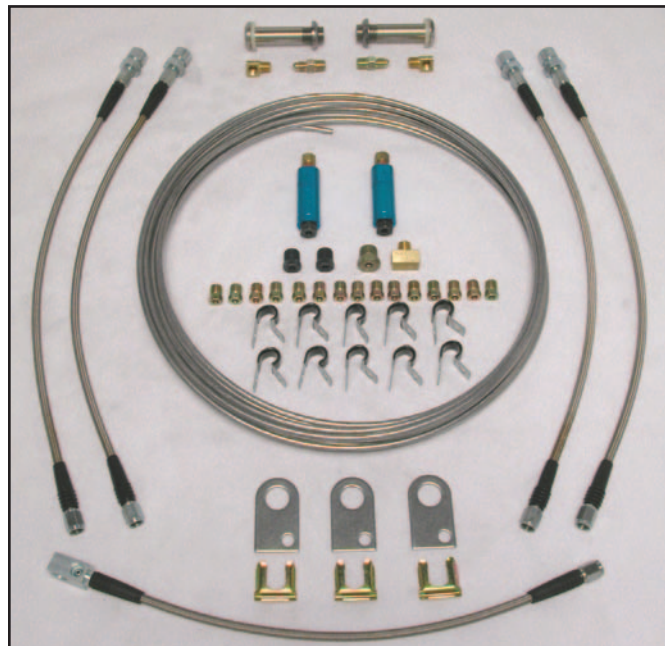
Residual Pressure Valves

2lb. and 10lb. Also available polished.



Brake Line Kits

Includes everything you need to run brake line to all 4 corners. Available for disc/drum and disc/disc vehicles. Brake line is available in optional stainless steel.



Performance Brake Accessories

Thru Frame Fittings



Available in different lengths and end fittings.

Adjustable Pushrods



For correct pedal length.

Straight Length Brake Lines



Straight Axle "Royal" King Pin Kits



Best New Street Rod Product Runner Up - SEMA Show

Replacement Parts

We stock many hard to find OE replacement and service parts for your Corvette, Mustang, and GM Muscle Car.

- Rotors
- Calipers
- Bearings
- Seals
- Banjo Bolts
- Flex Hoses
- Pad Hardware Kits
- Caliper Rebuild Kits
- Master Cylinders
- Parking Brake Kits
- Power Steering Kits
- Distribution Blocks

Call us today to see what we have for your vehicle!

Power Steering Kits



Corvette Parking Brake Kits



Polished Remote Mount Reservoir Kit



Available for GM & Ford. Available with or without dual bowl master cylinder.

Brake Fluids (DOT 3, 4, 5)



Brake Parts Service Kits



Stainless Button Line Clamps



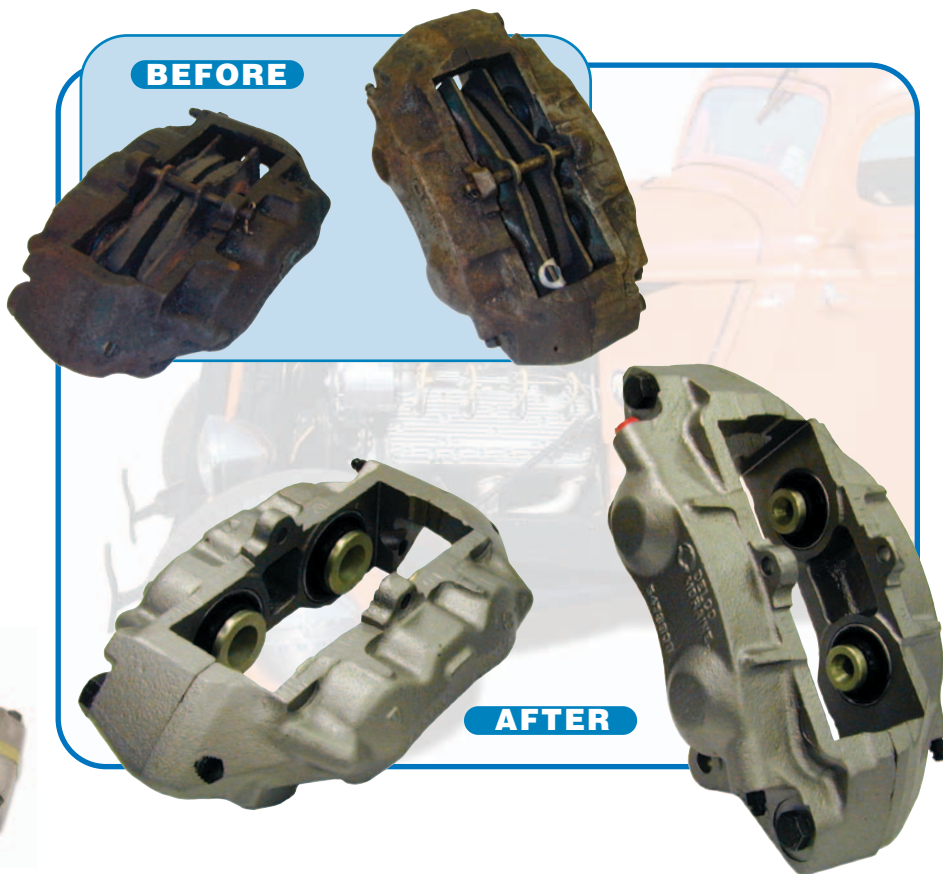
RESTORE YOUR RIDE TO ITS ORIGINAL BEAUTY.

MODERN INTERNAL PARTS WHILE MAINTAINING YOUR ORIGINAL STOCK LOOK.

Our expert staff of technicians can quickly and efficiently rebuild your original calipers to better than new condition.

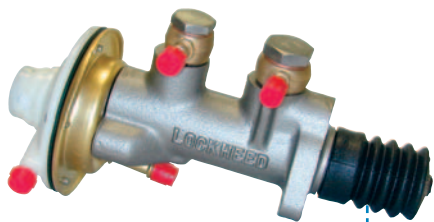
We completely disassemble your calipers, remove all the rust and grease and grime, and then rebuild them with modern internal components. This gives you the advantage of having modern parts that look original to your vehicle.

And no one does this better than Stainless Steel Brakes - after all, this is how we got started in the business!



Restored customer original Ferrari calipers.

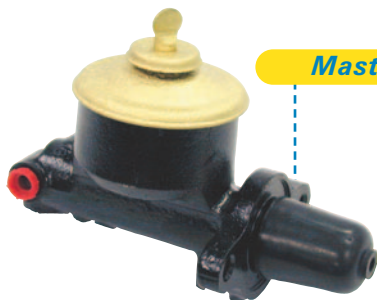
In addition to rebuilding and restoring a wide variety of calipers, we also rebuild other vehicle components.



Master cylinders.



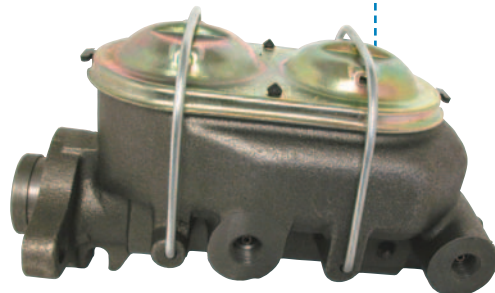
Jaguar Servo units.



Early Corvette master cylinders.



Dual bowl master cylinders.

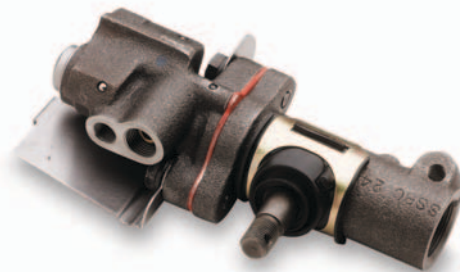


EVERYTHING YOU NEED TO KEEP YOUR RIDE IN PEAK PERFORMANCE.

WE OFFER A COMPLETE LINE OF NEW POWER STEERING COMPONENTS FOR CORVETTES.



Steering slave cylinders.



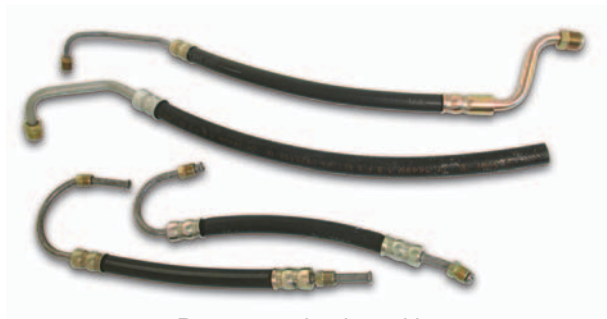
Steering control valves.



New power steering pumps.



Power steering conversion kits available for both small & big block Corvettes.
(Parts also available separately.)



Power steering hose kits.

WE ALSO OFFER POWER STEERING CONTROL VALVES AND SLAVE CYLINDERS FOR FORDS.



Steering control valves.



Steering slave cylinders.

AWARD-WINNING BRAKES FOR LATE MODEL GM TRUCKS & SUVs

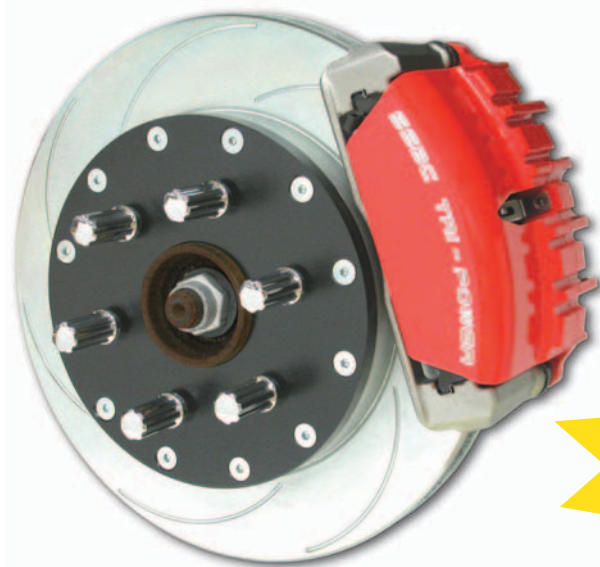
FORCE 10™ TRI-POWER 3-PISTON ALUMINUM CALIPER IS AVAILABLE TO FIT BOTH STOCK AND 18" OR LARGER WHEELS.

Stock Wheels:

If you're using your stock wheels, then you can use our Quick Change™ kit, which will replace your stock calipers with our Tri-Powers. Simply unbolt the stock calipers and bolt the new Tri-Powers in place. It's that easy. You can even reuse your existing rotors. If you want new rotors, then you can upgrade to our complete Force 10 kit, which includes everything in the Quick Change kit plus new stock size Turbo slotted and Xtra Life plated rotors. Both front and rear kits are available. All kits include new pads. (Note: some models may require new rear rotors.)

18" or Larger Wheels:

If you're running 18" or larger wheels, then our Force 10 Tri-Power kit with 14" Turbo slotted and Xtra Life plated rotors is the perfect choice. These are complete kits with calipers, rotors, performance pads, brackets, braided stainless hoses and hardware. Both front and rear kits are available.



Left: Front kit with Force 10 Tri-Power 3-piston aluminum caliper, 14" Turbo slotted rotors with Xtra Life plating for 18" or larger wheels.



Right: Front kit with Force 10 Tri-Power 3-piston aluminum caliper, stock diameter Turbo slotted rotors with Xtra Life plating for stock wheels.

**Available
Summer 2004!**

Calipers shown with optional powder-coating.

We tested a 2003 GMC Yukon XL Denali with the stock brakes and 20" wheels. Average stopping distance from 60 - 0 MPH was 145 ft.

When then installed our Force 10 kit, complete with Tri-Power 3-piston aluminum calipers, 14" Turbo slotted & Xtra Life plated rotors, and performance pads. Average stopping distance from 60 - 0 MPH was 115 ft., a 20% improvement.

20%
Improvement in
Stopping Distance!

STOPPING DISTANCES: 60 - 0 MPH

145 ft.

Stock brakes and 20" wheels.

115 ft.

Force 10 Tri-Power brakes with 14" rotors and 20" wheels.

Force 10 Tri-Power calipers behind 20" aftermarket wheels (with 14" rotors).



Six test stops were made with each setup and the stopping distances averaged together. All stopping distances were measured using a PASSPORT G-Timer GT2 from Escort® Inc.



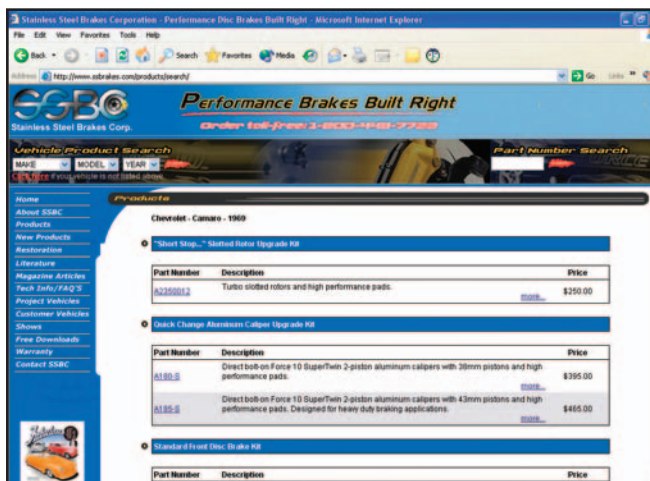
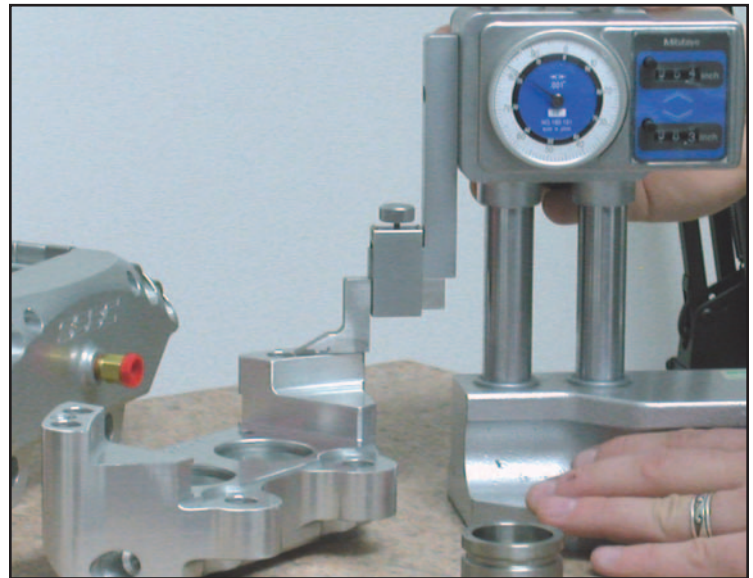
ISO 9001 Compliance

We are standardizing our policies and procedures to meet ISO 9001 compliance. Doing so will bring the highest level of quality control to our manufacturing facility, resulting in the best possible product quality for our customers.

Strict product testing is just one part of the overall quality control system we are installing. Other parts include written procedures, internal audits, out of tolerance reports and tool calibration. All of these and other processes combined make up our quality system.

MISSION STATEMENT:

"Stainless Steel Brakes is a company made up of car enthusiasts that design and manufacture innovative performance components and braking systems, which exceed the highest levels of customer service and product performance."



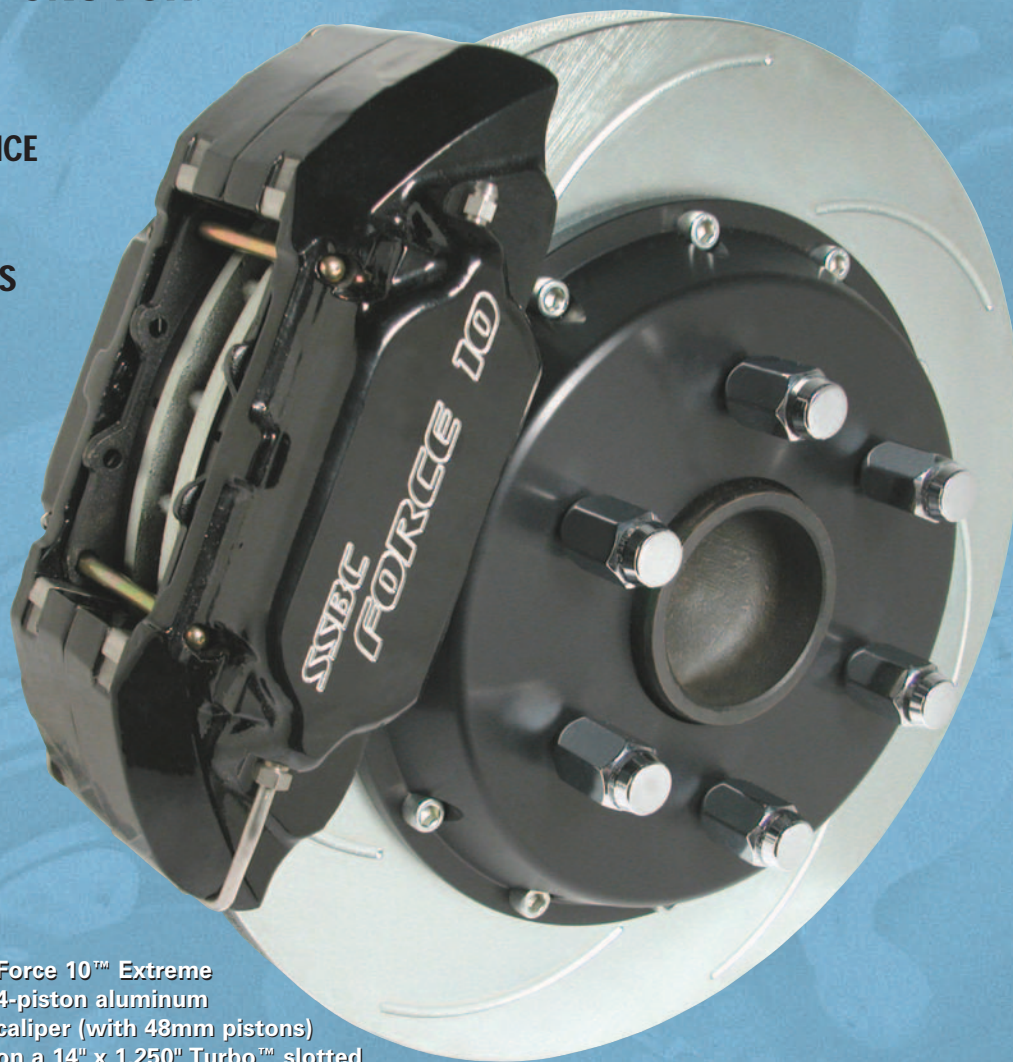
www.ssbrakes.com

Visit our website at **www.ssbrakes.com** to find complete, up to date product listings. You'll also find lots of other useful information:

- Magazine Articles on our products
- Technical information & Frequently Asked Questions
- Project Vehicles
- Literature (downloadable)
- SSBC Show Schedule
- Warranty information
- Information on our Rebuilding and Restoration Services along with a price quote form
- Customer Vehicles where you can upload a picture of your vehicle for the whole world to see!
- Other cool downloads

OVER 300 APPLICATIONS FOR:

- CLASSIC MUSCLE CARS
- LATE MODEL PERFORMANCE VEHICLES
- TRUCKS / SUVS / JEEPS
- STREET RODS & CUSTOMS
- SPORT COMPACTS
- REBUILDING & RESTORATION SERVICES



Force 10™ Extreme
4-piston aluminum
caliper (with 48mm pistons)
on a 14" x 1.250" Turbo™ slotted
rotor with Xtra Life™ plating.

Request our
Application Guide
for complete product listings.



Call us at to order your application guide.
1-800-448-7722

Or go to our website at
www.ssbrakes.com
and click on the Literature page to
download it for free.

Proud Members:



STAINLESS STEEL BRAKES CORPORATION
11470 MAIN ROAD
CLARENCE, NY 14031

PRESORTED
STANDARD
U.S. POSTAGE
PAID
PERMIT #61
CLARENCE, NY
14031