



StopFORCE installation instructions

Thank you for purchasing one of the finest brake rotor upgrades available for the C5 Corvette. Our brake rotors are street and track proven with over 4,000,000 miles of trouble free use! The following are basic instructions for properly braking in your rotors. Most of these are generic brake rotor guidelines and are not specific to the StopFORCE kit.

Upon receiving your new rotors please check the surface area between the black rotor hat and the silver rotor surface. If you see any copper color anti seize that may have settled during shipment please wash the rotor with a brush using a mild detergent. Pay particular attention the area between the rotor surface and the black rotor hat. Doing this will prevent the excess anti seize from moving its way onto the rotor surface during extreme temperature situations.

Before installation please clean the wheel spindle surface with steel wool. This will ensure a flat mating surface for your new rotor to mount on. Our rotors are fully balanced and measured for runout and if necessary trued before shipping. If you experience a “shimmy” or “pulse” from your brake pedal during braking it can usually be directly attributed to rust on your spindle or a bad wheel bearing.

After rotor installation be sure to tighten your lug nuts in a star pattern 3 times around with increasing force. Tighten all of the lug nuts in a star pattern to 50ft lbs, then tighten in a star pattern to 75 ft lbs and finally tighten in a star pattern to 100ft lbs. Doing this ensures a equally tightened force on the rotor hat and is good practice for all cars. When removing the lug nuts it's ok to use an impact gun to remove 4 of the lug nuts. I don't recommend removing the wheel lock lug nut with an impact gun because of the wear and tear it puts on the lock and lug.

After you have completed the brake rotor replacement use caution when initially braking. The zinc plating on the surface will wear off usually within 10 miles of city driving. During this time you may have increased pedal effort to stop. Allow yourself plenty of room and begin braking earlier then you normally would to ensure a safe stopping distance. After the first 10 miles you may gradually increase the pedal effort to stop. If you want to break your rotors in faster you may find a safe area to conduct a couple 60MPH-5MPH brake runs and then allow your rotors to cool off by driving around. Then come back to the same safe area and conduct four 60-5MPH stops with increasing force on each stop. After this you should continue driving around to allow your rotors to cool down.

These bedding in instructions by design are extremely conservative. We have had people install our rotors and do 20-30 miles of street driving and then take it to a racetrack the next day without any problems. However these instructions are a good rule of thumb when installing brake rotors on all vehicles.

Thanks,
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