



## 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



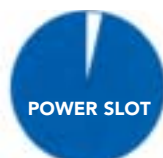
**Economy**

**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**

"Vac-U-Slot" pattern reduces brake fade by creating a channel for heat, gas and dust to escape.

Anti-Corrosive plating protects cooling vanes and mounting face from rusting prematurely.

The outside edge of the slot is a visual wear indicator.

#### 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.

##### Anti-Corrosive Plating

Power Slot uses anti-corrosive plating on every rotor. This feature protects surfaces from exposure to the elements and prolongs rotor life.

**Over 1300 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



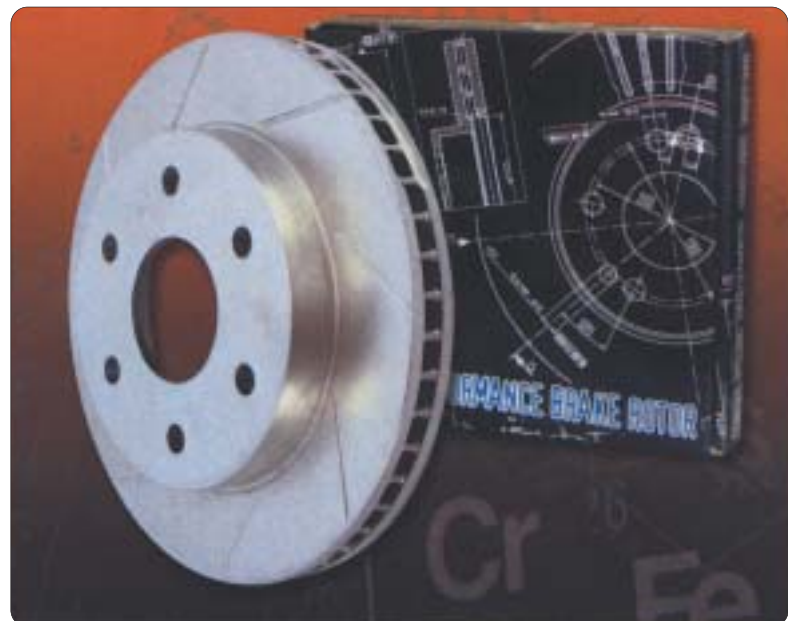
The pros at the Texas Driving Experience tested Power Slot Cryo treated rotors and found they lasted 33% longer than OEM rotors and twice as long as competitor's slotted and drilled rotor.



### SUPERIOR ALLOYS

#### KEY FEATURES:

Centric Parts premium Power Alloy castings feature increased molybdenum content for improved reliability and service life. This unique metal composition also provides superior resistance to cracking due to thermal stress. Power Alloy rotors are the base for all Power Slot and SportStop performance brake rotors.







## Performance Brake Systems

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



2" drop spindles

**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.



Typical Quick Change kit shown with optional powder coating.

**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

### 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  
Polished

A0730  
A0730P



**NEW!**

### 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!**

**Install new rotors when you install new calipers and pads!**



# Performance Brake Systems

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.



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

## **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.



**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.



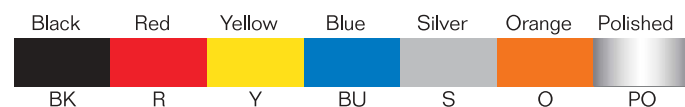
**CLASSIC 4-PISTON KITS:** Feature 11" Turbo slotted and Xtra Life plated rotors (available with optional Big Bite cross drilling), performance pads, master cylinder (and booster in power kits), brackets, stainless braided flex hoses and hardware (exact contents vary).

**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)	<b>A155</b>
<b>Ford 8" &amp; 9" Rear Ends</b>	
9" large bearing	<b>A110-2</b>
8" & 9" small bearing	<b>A111-2</b>
9" Torino	<b>A111-3</b>
<b>GM 10 &amp; 12 Bolt Rear Ends</b>	
Staggered shocks, C-clip axles	<b>A125</b>
Staggered shocks, non C-clip axles	<b>A125-F</b>
Non-staggered shocks, C-clip axles	<b>A125-1</b>
Non-staggered shocks, non-C-clip axles	<b>A125-1F</b>
Non-staggered shocks, C-clip/non C-clip axles	<b>A125-3</b>

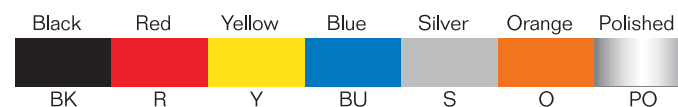
## **REAR FORCE 10 DRUM TO DISC BRAKE CONVERSION KITS**

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

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







## Tire & Wheel Accessories

The Mr. Gasket brand provides a variety of performance and racing products for all parts of your vehicle including: carburetor and fuel accessories, chrome-plated accessories, cooling system accessories, engine components, ignition and electrical accessories, shifter accessories, specialty tools and suspension and driveline components.

### COMPETITION WHEEL STUDS

Extra long, press-in and screw in studs. Made of high quality grade 8 material and are plated for durability. NHRA approved. 10/set.



DESCRIPTION	PART NO.
7/16"-20 x 2-5/8" fits 63-75 Chevy	4310G
1/2"-20 x 2-7/8" fits Chrysler, Ford and most 1/2" applications	4311
12-point washer head, 1/2"-20 x 3" fits all axles w/1/2"-20 thread	4312

### COMPETITION OPEN-END LUG NUTS

Chrome lug nut has an open-end feature that allows you to inspect thread depth. It fits most popular mag wheels & stud diameters. Approved by major racing associations. 5/set.



DESCRIPTION	PART NO.
7/16" RH rear, 3/4" shank	4300G
1/2" RH, rear, 3/4" shank	4301G
7/16" RH, Cragar Super Trick, front, 1 3/8" shank	4302G
1/2" RH, Cragar Super Trick, front, 1 3/8" shank	4303G

### TIRE SCREW KIT

Made from grade 8 steel to withstand the extreme loading encountered when launching on today's concrete starting pads. Kit contains 35 hex head screws to complete 2 wheels. Drill bit included.

**Part No. 4318**



### SELF-ADHESIVE WHEEL WEIGHTS

Easily installed, these weights fit any sport or competition wheel. No fasteners are necessary; no tools required with the self-adhesive back. Two inches equal one ounce. (Four 4" strips)

**Part No. 1428**



### WHEEL DUST COVERS

Conceals rusty brake components and stops unsightly brake dust. Formed from high quality, black aluminum, can be painted to color co-ordinate with any vehicle. Will not fit most front wheel drive. 2 per set.

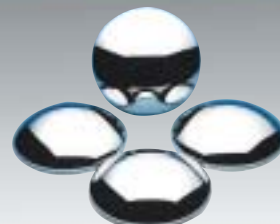


DESCRIPTION	PART NO.
15" 5 4 1/2" thru 5"	6905
16" 5 4 1/2" thru 5"	6906

### BABY MOON HUB CAPS

Add a touch of class to your stock wheels. These hub caps are made of strong steel to resist denting and are chrome-plated for lasting beauty. 4/set.

**Part No. 4580** Most GM and Ford w/stock 14"/15" stock wheels



### DISC BRAKE WHEEL SPACERS

Constructed from die-cast aluminum, wheel spacers provide the necessary clearance for mag or chrome wheel applications. 2 per kit.



DESCRIPTION	PART NO.
7/32" Thick, 4 1/2"-5" bolt circle	2370
5/16" Thick, 4 1/2"-5" bolt circle	2371
7/16" Thick, 4 1/2"-5" bolt circle	2372
1/4" Thick, Datsun, Toyota, Pinto, Vega, Maverick, 4"-4 1/4" bolt circle	2375
1/4" Thick, Chevy truck 6 bolt, 5 1/2" bolt circle	2376
1/4" Thick, Ford, Dodge truck 8 bolt, 6 1/2" bolt circle	2377

### CHROME VALVE STEM CAPS

Replace stock plastic caps or stolen custom caps. 4/set.

**Part No. 3663**



### STRAIGHT CHROME TIRE VALVES

Heavy chrome plating & quality finish add the classic touch to your mag or chrome rims. 4/set.

**Part No. 1957**



### FLUSH MOUNT TIRE VALVES

Give any custom wheel a clean, smooth appearance by eliminating unsightly valve stems. Manufactured from the highest quality brass and chrome plated, these flush mount tire valves are engineered to fit all tubeless applications on most chrome, steel or aluminum wheels.

**Part No. 5102**



### CHROME PLATED LUG NUTS

Dress up your stock or custom wheels with chrome plated lug nuts. Machined from solid steel, available with acorn style tops, tapered or mag-shank ends.



THREAD	ACORN	9/16' MAG SHANK	1-1/16" MAG
7/16"	1440	1740	1760
1/2"	1441	1741	1761
12mm x 1.5 RH	1444	---	---

### WHITE TIRE MARKER

Molded oil based paint stick resists weather, washing and peeling off.

**Part No. 9312**

