

## STaSiS Engineering B6/B7 Rear Brake Kit

### Brake Kit Installation Instruction Application Guide

KB01.5002	Brake Kit 305 Rear B6 A4
KB01.5003	Brake Kit 310 Rear B7 A4
KB01.5007	Brake Kit 330 Rear B7 S4

### Tools Required

Qty	Description
1	Audi Piston Retraction Tool or equivalent
1	High Strength Loctite (Red)
1	16 or 18 mm socket depending on model
1	15 mm open wrench
1	13 mm open wrench
1	8 mm hex driver

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### Installation Guidelines

Please follow these guidelines when installing the rear brake kit.

- The rotors are side-specific, rotational direction is labeled. Open portion of crescents face toward the direction of rotation.
- KB01.5002 – B6 305 kit will relocate the caliper 1 ½ inches radially outward / KB01.5003 – B7 310 kit, ½ inch radially outward / KB01.5007 – B7 S4 330, ¾ inch radially outward. Please insure wheel fitment before installation, will not fit some 17 inch wheels.
- Initially drive the car with low braking force to check brake operation; then follow all steps listed in the bedding process outlined at the end of this instruction manual.
- During bedding do not thermally shock the rotors with aggressive braking before the rotors have come up to temperature. Cracks on new rotors can form due to thermal shock. Gradually increase brake pressures as instructed in the bedding procedure.
- After bedding brakes re-torque wheel nuts to proper torque specifications.
- If vibration occurs during normal usage, check for abnormal pad wear deposits on the rotor. Double check all fasteners and repeat the bedding process 2-3 cycles until the pad deposits on the rotor becomes uniform.
- If the vehicle is driven in adverse weather conditions, STaSiS Engineering recommends annual cleaning and inspection of the rotor crescents. A common source of vibration can be attributed to dirt completely filling in the crescents on the inboard side of the rotors which in turn will not allow the pad to function properly.
- Brake rotor wall thickness wear limit is 1.0 mm per side of rotor. Rotor face runout limit +/- 0.010 in, when taking measurement make sure rotor is tightened down to the hub at all 5 bolt locations.



## STaSIS Brake Kit Limited Warranty

### Lifetime Limited Warranty

Stasis Engineering warrants its line of Alcon based brake kits against manufacturing and material defects for the lifetime of its operation to the original retail purchaser (referred to as “consumer” herein). This warranty cannot be transferred to another individual or entity and is limited to the following listed terms and conditions-

- Included Warranty Card must be returned after installation for warranty terms to be in effect. If no warranty card is on file for the consumer requesting the warranty, all terms will be null and void.
- Limited warranty covers parts against manufacturing, material, and workmanship defects.
- Brake pads are considered wear items and are not covered after installation and initial use.
- Warranty claims for brake system vibration and noise from the rotors must be evaluated and inspected by STaSIS Engineering for approval.
  - Due to the high performance aspects of this brake system, STaSIS Engineering recommends annual inspection and cleaning of the rotors and pads. If excessive pad deposits are found, the consumer is recommended to follow the bedding procedure cycle until the vibration has dissipated. See cleaning and bedding instructions.
  - Brake system vibrations attributed to uneven pad deposits, pad deposits of dissimilar material (changing the pad compound), overheating, and/or improper cleaning of rotors and pads, is not covered under this warranty.
  - Brake rotor wall thickness wear limit is 1.0 mm per side of rotor. Warranty coverage does not apply to any rotors with over 0.75mm of wear per side
- For brake system vibration issues deemed not to be covered under this warranty, STaSIS Engineering offers a rotor surface grinding service.
  - Consumers must schedule service directly with STaSIS Engineering, parts must be returned with a STaSIS issued RMA number which is issued when scheduled.
  - Service consists of a surface grind on both sides of 2 brake rotors. Grinding will remove all traces of pad material on the surface and the depth of grind is minimal and will not affect service life. Cost to consumer - \$249.00 per pair plus any applicable shipping charges.
  - Rotor grinding service requires a minimum of 7-10 days service time.
  - Consumer will be advised of any added costs from worn or damaged parts requiring replacement before re-assembly.
- Caliper piston seals are warranted against leakage and faulty functionality for 30 days after the purchase date. If there are piston retraction issues after usage, piston seal rebuild kits are available to the consumer - \$130.00 per kit per pair of calipers. A complete caliper rebuild service is also offered through STaSIS Engineering - \$350.00 per pair.
- Corrosion damage due to environmental conditions is not covered under the lifetime warranty
- STaSIS Engineering reserves the right to make changes to the design of the assembly without assuming any obligation to modify or update any products previously manufactured.
- Warranty will be honored based on the evaluation and the discretion of STaSIS engineering. All warranty requests honored by STaSIS will include all return shipping costs at the calculated ground shipping rate. If expedite service is requested, customer must cover the cost difference.

## STaSiS Brake Kit Limited Warranty

**INDEMNIFICATIONS:** Customer agrees to indemnify, hold harmless STaSiS, the STaSiS authorized dealership, and Audi of America against any and all claims, actions, and damages including injuries to persons and/or death or disease arising or alleged to arise, in whole or in part due to the performance enhancement of the vehicle.

**EXCLUSIONS:** STaSiS only warrants parts sold in, and installed on, automobiles built to United States and Canada specifications. "Defects in material and workmanship" shall not include the effects of normal wear and tear of a part installed on a performance-enhanced automobile.

This Limited Warranty is void if STaSiS or its designated representative determines that the STaSiS part has been subjected to alteration, neglect, misuse or abuse; if any repairs have been attempted by anyone other than STaSiS or its designated representative; or if failure is caused by accident, acts of God or other causes beyond the control of STaSiS. Neglect, misuse and abuse include any installation, operation or maintenance of the automobile or part not in conformity with the instructions contained in the documentation provided with the automobile and part or otherwise available from automobile manufacturer or STaSiS.

**LIMITATIONS:** No agent, dealer, distributor, service company or other party is authorized to change, modify or extend the terms of this Limited Warranty in any manner whatsoever.


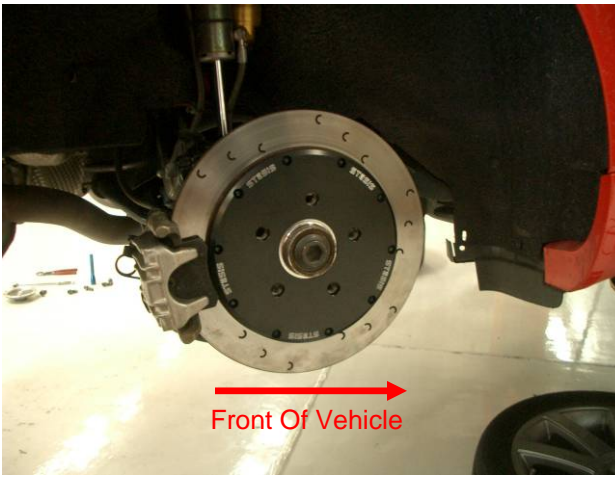

**DISCLAIMERS:** STaSiS and its representatives shall not be liable for any injury, loss, cost or other damage, whether incidental or consequential, arising out of any defect covered by this Limited Warranty, including, without limitation, towing charges, rental car fees, labor for installation and removal of the product(s), loss of use of the automobile while it is being repaired, or damages resulting from the enhanced performance of the automobile, even if STaSiS has been advised of the possibility of such damage. The liability for materials and workmanship of STaSiS under this Limited Warranty, if any, shall not exceed the sum of the original amount paid for the defective product. These disclaimers shall be equally applicable to any service provided by STaSiS or its designated representatives.

**LEGAL RIGHTS:** This Limited Warranty gives purchasers of STaSiS parts specific legal rights. Purchasers/consumers may have other rights which vary from state to state. Some states do not allow limitations on how long an implied warranty lasts, so this limitation may not apply.

## Instructions

1	<p>Support car on jackstands and remove the rear wheels. Be sure to use the factory recommended jacking points. Once car is fully supported be sure to release the parking brake.</p>
2	<p>Remove the brake caliper from the caliper carrier. Use a 15mm wrench to hold the flats on the sliding caliper mount while loosening the retaining bolts with a 13mm wrench. Leave hydraulic brake lines and parking brake cable intact.</p> <p>Disconnect the parking brake cable from the two attachment points on the metal clip attached to the bottom of the control arm.</p> <p>Once removed, support the caliper with a bungee cord to avoid stressing the brake lines.</p>
3	<p>Remove the two M10 flange bolts holding the caliper carrier to the rear suspension member. Remove rotor locating bolt and brake rotor. Rotor locating bolt will be reused with the STaSIS rotor.</p> <p>On the bench, attach the supplied caliper bracket to the caliper carrier using the supplied socket head M10 x 1.25 bolts. Tighten bolts to 55 ft-lb, apply a small amount of Loctite to the bolts before assembly.</p>



4	<p>Reinstall caliper into caliper carrier, hand tighten caliper retaining bolts.</p> <p>OPTIONAL: If installing new brake pads, use the Audi piston retraction tool to retract rear brake pistons and install new brake pads per factory service manual.</p>	
5	<p>Install the new rotor making sure it is free of dirt and grease. Tighten the rotor retaining bolt to 48 in-lbs. Be sure to install the correct rotor on the correct side of the vehicle. STaSIS rotors are directional and improper installation will adversely affect braking performance.</p> <p>Install the caliper assembly with the STaSIS bracket onto the rear suspension member, re-using the M10 flange bolts removed in step 3. Tighten to 55 ft-lbs.</p> <p>Tighten caliper to carrier retaining bolts to 25 ft-lbs</p>	
6	<p>Re-attach parking brake cable on the inside clip ONLY! This step is crucial because it allows the proper slack for the lines to reach the calipers in their new location.</p>	
7	<p>Install the wheel and tighten lug bolts.  Note – Do not fully torque lug bolts until vehicle is unsupported and sitting at ride height.</p> <p>Rotate the wheel making sure the pads do not drag from the parking brake cable.</p>	
8	<p>Test drive the car using the brakes gently.</p> <p>WARNING: Do not aggressively test the brakes until they are properly bedded.</p> <p>Bed the pads and rotors. See the Bedding Procedure attached to these installation instructions. After brakes are fully bedded recheck wheel lug bolt torque.</p>	

# STaSIS Bedding Procedure

After installing new pads, rotors, or both, it is necessary to properly bed the pad to the rotor before using the brakes to their full capacity.

## What is bedding?

Bedding is the process of depositing a layer of pad material (often called the *transfer layer* or *transfer film*) onto the surface of the rotor. Brake rotors used on OEM style brake systems do not require this transfer layer as the braking system is relying on friction between the pad and the rotor material to slow the vehicle down. On STaSIS rotors, the bond between the pad and the transfer layer is much stronger and the frictional characteristics of the pad/transfer layer interface are far better than those of a pad/rotor interface. It is therefore crucial to bed pads properly to ensure the reliability, performance, and longevity of your STaSIS/ALCON brake system.

## When should I bed pads and rotors?

Bedding is recommended whenever you install new pads or rotors, or experience vibrations while braking.

- For new pads and rotors, bedding allows the manufacturing resins in the pads to burn off slowly to avoid uneven deposits or pad glazing. Bedding also allows the rotors to relieve any thermal stresses incurred during the manufacturing process.
- Vibrations felt through the brake pedal are most commonly a result of uneven pad deposition, which is remedied by re-bedding the existing components.

## Bedding Process

1. Upon initial installation do not bed the rotors immediately. Drive the vehicle with normal to light braking for 1-2 days to allow the pad and rotor surfaces to conform better before bedding in at higher temperatures.
2. Find a suitable road. You will need a relatively straight road with minimal traffic where you can safely (and legally!) reach speeds up to 65 MPH.
3. Once the car has been driven with light braking for a few miles to bring the rotors up to the proper operating temperature, bring the car up to approximately 65 MPH. Gently apply constant pressure (about 10%) to the brakes, bringing the car down to about 20 MPH.
4. Accelerate briskly back to 65 MPH. Apply the brakes again, however this time use more force (about 20%).
5. Repeat steps 2 and 3, each successive time applying more pressure. Your last two brake applications should engage or nearly engage the ABS system.
6. Do not immediately stop the vehicle with your foot on the brakes after step 5, the concentrated heat from the pad sitting on a non-rotating rotor will warp the rotor. Drive vehicle using absolutely minimal brake application to cool the rotors to ambient temperature (freeway driving).
7. Once the system has cooled, repeat the entire process.

After completing two heat cycles on the rotors, check the rotors for an even, slightly hazy coating (often with a slight blue tint). Any spotting or blotches indicate uneven pad deposition. Repeat the process until the rotor surface is even.