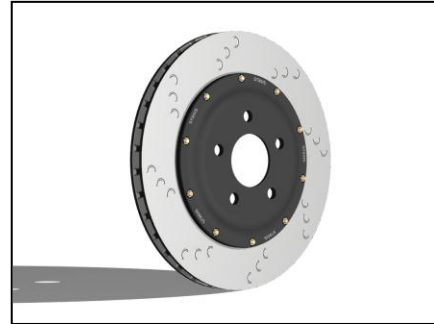




Audi B8 S4/S5 Rear Brake Kit White paper:

The STāSIS rear brake upgrade for the Audi B8 S4/S5 replaces the OEM components in the rear brake assembly while retaining the OEM rear caliper and emergency brake. The kit includes the following:

- (2) STāSIS 2 piece rotor assemblies
- (1) Set of STāSIS high performance brake pads



The STāSIS brake assembly replaces the 330 mm 1 piece cast iron rotor with a 2 piece 330mm rotor consisting of an aluminum hat and light weight rotor. Weighing in at just 13.3 pounds, the new assembly removes approximately 4 pounds of rotating weight at each corner. Compared to the OEM rotor, the STāSIS rotor features directional slotting to whisk away pad material and water.

Braided stainless steel wrapped Teflon brake lines replace the flexible rubber factory units that deform when subjected to high braking pressures. Stronger lines allow less change under increased pressure and therefore the interaction between pedal application and caliper piston displacement is more linear. This allows the driver to more accurately apply braking modulation during spirited driving.*

High boiling point brake fluid and performance brake pads replace the street-oriented OEM units – larger temperature ranges and higher temperature ceilings result.*

| | OEM Audi B8 S4/S5 | STāSIS |
|----------------------|-------------------|----------|
| Rotor Diameter (mm) | 330 | 330 |
| Rotor Thickness (mm) | 22 | 22 |
| Rotor Weight (lbs) | 17.15 | 13.30 |
| Pad Temp. Range (F°) | 0 – 500 | 0 - 1000 |

Table 1: Comparison of OEM B8 S4/S5 and STāSIS/ALCON Brake Systems

Engineering Approach:

STāSIS can be defined as a condition of balance among various forces and that is the driving force behind our unique engineering approach. Drawing on years of motorsport and engineering experience the STāSIS team develops a range of products for a vehicle that work harmoniously together.

However, each individual product requires a specific engineering approach. For brakes, design goals such as rotating mass, heat retention, and brake bias are prioritized. Rotating mass and heat retention are minimized, while radiation is maximized. Brake bias is measured and adjusted to optimally suit each application.

Every part designed by STāSIS is thoroughly analyzed using the latest in Finite Element Analysis, as well as being subjected to destructive testing. Before being released to the public, every component is rigorously tested both on the racetrack and street. This thorough testing ensures our products can stand up to the widely varying conditions encountered in daily driving.

*When combined with a STāSIS front brake kit.