



STILLEN Releases R35 Nissan GT-R Active Brake Cooling Package for 2009-15 GT-R



After months of testing and road racing, [STILLEN](#) is proud to announce the availability of the first [Active Brake Cooling Package](#) made specifically for the R35 Nissan GT-R.

This kit has been shown to reduce rotor temperature on the [AP Racing Carbon Ceramic Brake Upgrade](#) by over 200 degrees F, and is also extremely effective for those running standard OEM Iron, or the [AP Racing Curved Vane Rotor Upgrades](#). [STILLEN](#) is proud to offer an active brake cooling option for R35 GT-R owners looking to improve track times and lower brake temperatures. These kits are for use with both traditional iron rotors, as well as the [STILLEN Carbon Ceramic Matrix Brake Kit](#).

During the development of the STILLEN GT R Targa rally car Team STILLEN worked very closely with the engineers at AP Racing to develop the first aftermarket Carbon Ceramic Brake Kit in the world. One of the key components of that kit was brake cooling. Carbon Ceramic Brakes have an ideal operating temperature range where they perform at their best. Carbon Ceramic Brakes work well when cold however their true performance shines through during repeated hard, high temperature braking. However, there is a temperature threshold which should not be exceeded. During the development of the kit the engineers at AP Racing asked what we would be doing for brake cooling. We were open to all input from AP and their instructions were to use external fans directing air to the rotors and calipers. They said regardless how hot the air is coming off the engine, it's a lot cooler than the heat coming off the rotors.

To test the performance of the STILLEN Active Brake Cooling Kit, we went to El Toro Air Force Base with temperature sensors on each rotor and caliper. We performed the tests with the active cooling on one side of the car, and not the other. We performed a series of 140-0 runs as well as laps around our test track. We also put temperature sensor stickers on each caliper that act just like temperature paint for the rotor. As the temperature of the caliper increases it burns off parts of the sticker so we know how hot the caliper is running. After all of the data was collected and analyzed we determined that with this brake cooling kit we successfully reduced rotor temperatures by over 200 degrees.

The STILLEN brake cooling kit is offered as a separate front and rear kit.

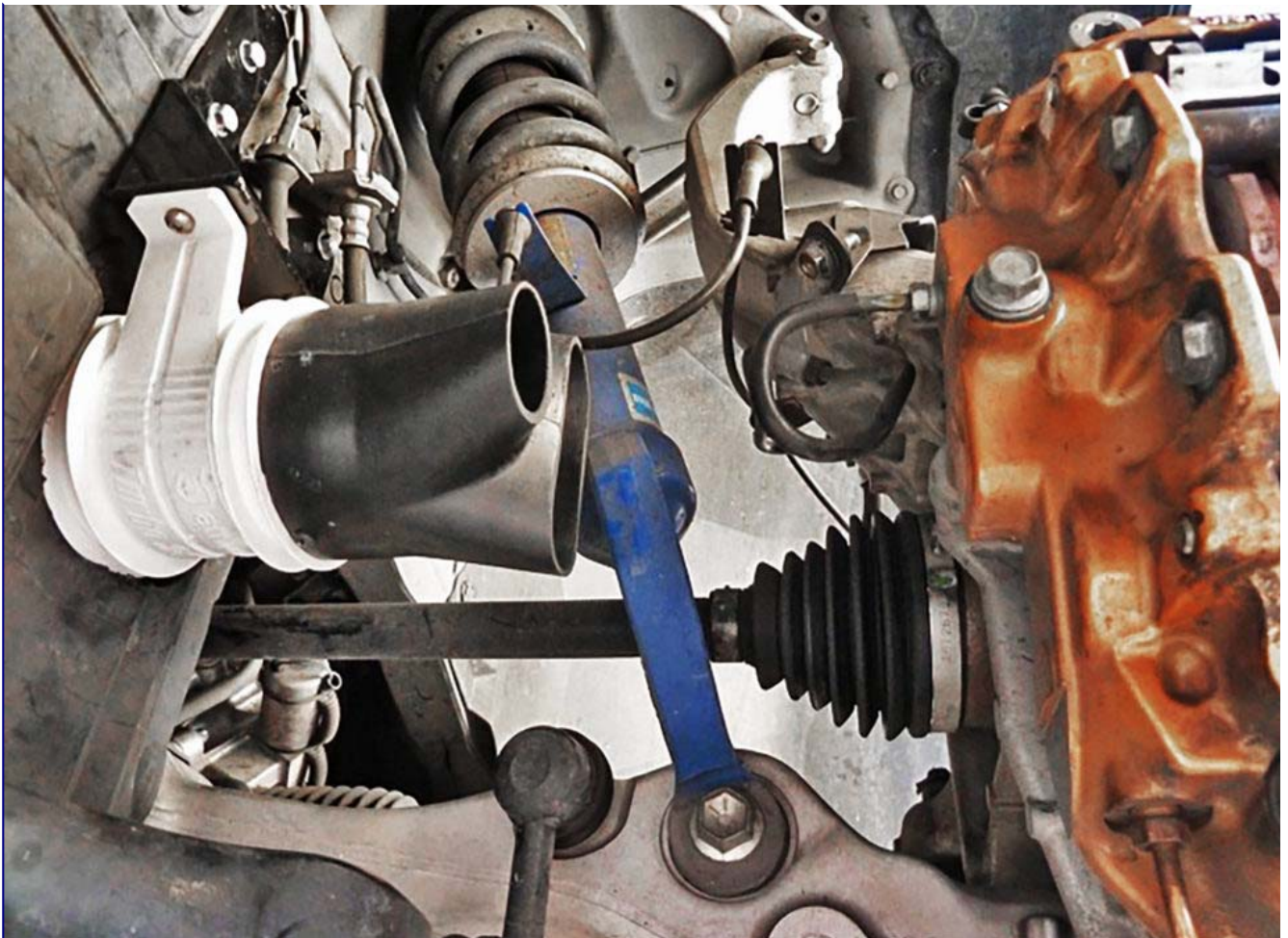


photo by ICARUS

[GT-R Front Active Brake Cooling System](#)



The front brake cooling kit consists of a weather resistant electric fan, mounting brackets, wiring kit and switch, and poly-urethane air diversion splitter.

GT-R Rear Brake Cooling System



The rear cooling kit utilizes polyurethane air scoops which work in conjunction with the factory NACA ducts in the belly pan to route air to the braking system, and also features polyurethane air funnels, accordion tube and all necessary mounting bracketry.

It's important to note that during our testing we also found that with the VDC off, the rear brake cooling isn't 100% necessary. Because brakes work better with a bit of heat in them, we prefer to leave the rear brake cooling kit off of the car when Steve Millen drives, because he does not utilize the VDC control system. If you are like 99% of the owner's of GT-R's and are not in fact, a professional racing driver, you more than likely utilize the VDC function and therefore, we would suggest the rear brake cooling system.

These kits, while developed to aid in the necessary cooling for the Carbon Ceramic Brake setup, this kit is also extremely effective in lowering caliper/rotor temperatures for both stock iron rotor setups, as well as the AP Racing iron rotor upgrades.