

FIRST THINGS FIRST: CLEAN YOUR HUBS

When you remove your old rotors there WILL be considerable rust build-up on the mounting surface of the hub. It is ESSENTIAL that you clean this rust off with a wire brush or emery paper and then with a brake cleaner or solvent. The mounting surface of the hub MUST be perfectly silver and clean (see images below). Failure to do this will result in excessive run-out and the onset of brake judder within 1300 to 4000 miles after fitment.

If you have used an M8 bolt to remove the old rotor (a feature on many Japanese vehicles) please ensure no burr has been left on the hub mounting face by the loosening action. If so, file the burr down, or use a scraper to clean it up.



Before



After

SECOND: ENSURE PROPER FITMENT

- Powerbrake rotors are marked 'left' and 'right'. Ensure they are fitted to the correct side of the vehicle.
- Do not clean the black dry-coating off our rotors. Fit them as is.
- Do not use any greases or lubricants between the Powerbrake rotor and the hub, our dry coatings applied to the rotor will make future removal very easy.
- Some pads have different INNER and OUTER plates. Check carefully before fitting them to the calipers.
- During installation, check that the caliper sliding pins are in good condition - the calipers should slide freely on their pins. If they do not move freely, use a high temperature silicone grease to lightly coat the sliding pins and ensure free movement, or replace them.
- All caliper tension springs or anti-rattle plates should be inspected for wear or fatigue and be replaced if necessary. Failure to do so can result in brake squeal/noise.
- Do not use any copper-slip anywhere on your brake pads, shims or calipers.
- Re-fit the wheels and tighten the wheel nuts to the torque specified by the manufacturer in your owner's manual. Failure to torque the wheel nuts correctly can distort the rotor casting, leading to brake judder.

THIRD: GO AND BED YOUR POWERBRAKE ROTORS AND PADS

Step 1 Drive moderately for 180 miles (town driving) to establish proper surface area contact between rotors and pads. You should use firm brake pedal pressures during this period but try to avoid stopping from very high speeds. NEVER left foot brake or drag the brakes at any stage during the bedding in procedure.

Step 2 Your rotors and pads are now bedded in and you can drive normally from this point onwards

FOURTH: BETTER LIFE AND PERFORMANCE FROM YOUR ROTORS

Do not run your rotors at temperatures over 1166 deg F as that will substantially reduce rotor and pad life. All Powerbrake™ rotors feature our unique MTR™ (Maximum Temperature Recording) system. MTR consists of four different levels of thermally sensitive paint that is applied to the outside diameter of the rotor. Each of the paints will permanently change color at a specific temperature, thereby providing a record of the maximum temperature reached by the rotor.

Blue paint - turns Light Brown at 527 °F	Orange paint - turns Yellow at 1022 °F
Green paint - turns White at 860 °F	Pink paint - turns White at 1166 °F

Ensure that you are running a brake pad compound that is designed to operate in the rotor temperature range that your driving style produces. If you run your brake pads above their recommended maximum operating temperature (MOT) they will start to deposit friction material unevenly on the face of the rotor leading to the development of disc thickness variation (DTV) and brake judder.

Warm up your rotors prior to hard driving. It is best to get some heat into your rotors by driving moderately prior to spirited driving sessions involving heavy, consecutive braking.

Slow down about 2-3 miles before you park the car. It is important that you do not park your car with extremely hot rotors. After a spirited driving session, you should slow down and use the brake as moderately as possible for about 2-3 miles prior to reaching your destination.

Few actions stresses brake rotors and pads like heavy, consecutive, traffic light to traffic light braking. Do not use your vehicle for 'street racing'. Limit heavy braking to 3-4 consecutive intersections before driving on and allowing airflow to cool the rotors for a few minutes. Use the brakes only mildly during this cooling period and, if possible, do not bring the vehicle to a complete stop. It is important that you continue moving to allow airflow to cool the rotors.

Do not use overly light pedal pressures when braking from higher speeds (+65 mph). Rather use medium to hard pedal pressures. This ensures correct filming of the pad material on the rotor surface.

Never intentionally wet your rotors when they are hot. Be careful of using drive-through car washes when rotors are hot. Do not re-machine (turn) your Powerbrake rotors. There should be absolutely no need to re-machine (turn) your rotors, even when changing to a new set of pads. If you feel there is a need for whatever reason to re-machine the rotors or you have been advised by a workshop to do so, please first contact us for advice.

Rotor wear – All Powerbrake rotors feature slots that are machined to minimum rotor thickness. Once your slots disappear, your rotors have reached minimum thickness and should be replaced as soon as possible.

FIFTH: OUR WARRANTY

Powerbrake guarantees to repair or replace any product manufactured by the company that is found to be faulty in workmanship or materials within 12 months of the invoice date. This warranty does NOT extend to faults or failure caused by abuse or misuse of the product, use of the product for any form of motor sport or track-day application, incorrect fitment, use of incorrect or defective associated parts (for example using an unsuitable pad compound for the intended application), or any other cause not relating to a defect in the design, materials or manufacturing of the Powerbrake part(s) in question. While Powerbrake products have an excellent reputation for durability, the company does not guarantee any of our brake products that are used by commercial logistics, security and emergency services, transport or freight companies.

IMPORTANT: All Powerbrake rotors and calipers feature our MTR (Maximum Temperature Recording) systems that are applied to the outside diameter of each rotor and the inboard face of each caliper. The above warranty is VOID if any Powerbrake rotor is run to a maximum temperature in excess of 1166 degrees F. Likewise, the above warranty is VOID if the MTR system is removed from any Powerbrake rotor or caliper.

SIXTH: CONTACT US

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WARNING:

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