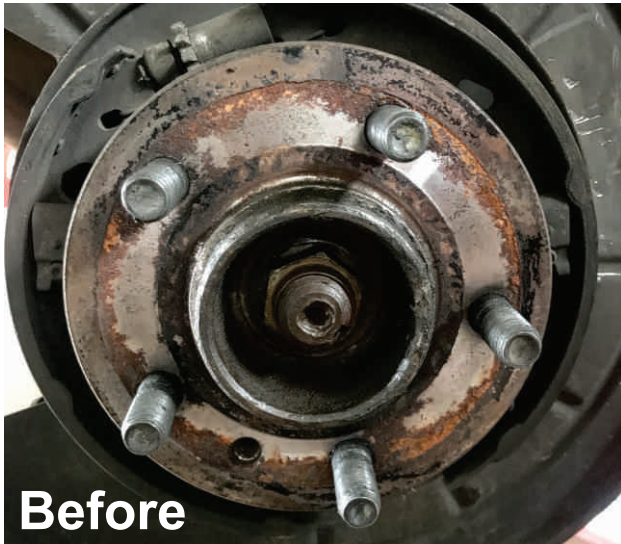


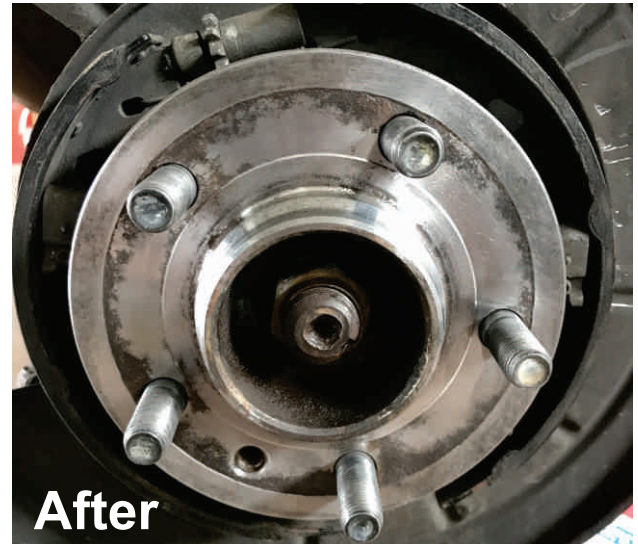
FIRST THINGS FIRST: CLEAN YOUR HUBS



When you remove your old discs 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 2000 to 6000 km after fitment.



Before



After

SECOND: ENSURE PROPER FITMENT

- Powerbrake discs 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 discs. Fit them as is.
- Do not use any greases or lubricants between the Powerbrake disc and the hub, our dry coatings applied to the disc will make future disc 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 disc casting, leading to brake judder.

THIRD: GO AND BED YOUR POWERBRAKE DISCS AND PADS

- Step 1** Drive normally for 300km's (town driving) to establish proper surface area contact between discs and pads. You should use fairly 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** Choose a quiet road - drive for a few kilometres using the brakes gently to bring them up to operating temperature. You are just getting some moderate heat into your discs so that you do not thermal shock them during the next step of the bed-in procedure.
- Step 3** Perform 6 x relatively hard stops from about 100kph down to 30kph. (Do not actually bring the car to a complete stop at any stage). Between stops, accelerate back to 100km/h as quickly as possible.
- Step 4** After a few stops, you may feel the pads fade (i.e. the friction level will drop off) and a little smoke may be evident from the pads. This is normal. As soon as you feel this happening you can drive on, using the brakes as little as possible for a fair distance (10km's or so), in order to allow the airflow to cool the discs.
- Step 5** Park the car and let the brakes cool completely to ambient temperatures (at least 30 mins). The discs and pads are now ready to use.

FOURTH: BETTER LIFE AND PERFORMANCE FROM YOUR DISCS

Do not run your discs at temperatures over 630 deg C as that will substantially reduce disc and pad life. All Powerbrake™ discs 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 disc. Each of the paints will permanently change colour at a specific temperature, thereby providing a record of the maximum temperature reached by the disc.

| | |
|--|---------------------------------------|
| Blue paint - turns Light Brown at 275 °C | Orange paint - turns Yellow at 550 °C |
| Green paint - turns White at 460 °C | Pink paint - turns White at 630 °C |

Ensure that you are running a brake pad compound that is designed to operate in the disc 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 disc, leading to the development of disc thickness variation (DTV) and brake judder.

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

Slow down about 3-4km's before you park the car. It is important that you do not park your car with extremely hot discs. After a spirited driving session, you should slow down and use the brake as moderately as possible for about 3-4 km's prior to reaching your destination.

Few actions stresses brake discs and pads like heavy, consecutive, robot-to-robot braking. If you are into 'street racing' it is recommended that you limit heavy braking to 3-4 consecutive intersections before driving on and allowing airflow to cool the discs 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 discs.

Do not use overly light pedal pressures when braking from higher speeds (+100km/h). Rather use medium to hard pedal pressures. This ensures correct filming of the pad material on the disc surface.

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

Disc wear - All Powerbrake discs feature slots that are machined to minimum disc thickness. Once your slots disappear, your discs have reached minimum thickness and should be replaced as soon as possible.