AeroRotor Installation & Bed-in Procedure

READ THIS NOW

FAILURE TO READ, UNDERSTAND AND FOLLOW THESE PROCEDURES WILL CAUSE PERMANENT DAMAGE TO YOUR BRAKE ROTORS, AND WILL KEEP THE SYSTEM FROM WORKING AT ITS FULL CAPACITY.

The majority of brake system problems are due to improper installation and/or bed-in of the rotors and pads. By reading and understanding the following, you will avoid the most common causes of poor brake performance and vibration. FAILURE TO READ AND UNDERSTAND THIS MAY CAUSE SERIOUS PERMANENT DAMAGE TO YOUR NEW ROTORS.

Wash Non-Plated AeroRotors with SOAP AND WATER before installation.

StopTech coats non-plated AeroRotors with a water-soluble, environmentally friendly rust inhibitor that MUST be cleaned off before use. A non-plated rotor looks like bare metal, while plated rotors are bright silver in color, and do not need to be washed. Even though you may not see a change in the rotor color, if the rotor is not rusty, the rust inhibitor is there. Use soap and water, NOT BRAKE CLEANER to wash the rotors. A small piece of Scotchbrite works well for scrubbing. When cleaned and rinsed properly, the surface of the rotor may show a light rust color, which is normal.

Bed-in your new pads and rotors by carefully observing the procedure described on this and the following page.

Bed-in of rotors and pads is critical to the optimum performance of your new brakes. When bedding-in new parts, you are not only heat-cycling the pads, you are also depositing a layer of pad material onto the rotor face. If not bedded-in properly, an uneven layer of pad material will be deposited onto the rotor, causing vibration. Virtually every instance of a "warped" rotor is attributed to uneven pad deposition.

Note: Plated rotors must be driven with gentle braking, until the CAD plating is worn off of the rotor faces, BEFORE starting the bed-in procedure. Do not use brakes aggressively until the plating is worn off, typically after several miles of driving.

Typically, a heavy-braking street driver will experience approximately 1 to 1.1G's of deceleration. At this rate, the ABS will be activated on such equipped vehicles. A moderate braking effort is needed to properly bed-in rotors and pads. If ABS intervention or lockup were represented as 100% brake effort, a stopping force of approximately 70-80%, just short of ABS intervention or lockup, is a general estimate of the pedal effort you are trying to achieve.

(Continued on next page)

Rotor and Pad Bed-in (Cont'd.)

Note: Bedding-in of pads should not be done in poor weather conditions, nor on wet roads.

After completing the installation, make a series of 10 stops from 60 to 5-10 MPH. At the end of each stop, immediately accelerate to 60 again for the next stop. Run all stops in one cycle.

During the 60 to 5-10 MPH cycle of stops, the exact speed is not critical. Accelerate to approximately 60, then begin braking. As you approach 5-10 MPH, it is not necessary to watch the speedometer. Keep your eyes on the road, and approximate your speed at the end of each stop. DO NOT COME TO A COMPLETE STOP, WHILE LEAVING YOUR FOOT ON THE BRAKE PEDAL, AS YOU MAY IMPRINT PAD MATERIAL ONTO THE ROTOR, CAUSING A VIBRATION.

If racing or higher-performance pads are being used, add four stops from 80 to 5-10 MPH, and if full race pads are being used, add four stops from 100 to 5-10 MPH.

There are several indicators to look for while bedding-in the system:

On the 8th or 9th stop, there should be a distinct smell from the brakes. Smoke may also be evident after several stops.

Also on the 8th or 9th stop, some friction material will experience "green fade." This is a slight fading of the brakes. The fade will stabilize, but will not completely go away until the brakes have cooled.

After the bed-in cycle is finished, there will be a blue tint on the rotor, with a light gray film on the rotor face. The blue tint indicates that the rotor has reached the proper bed-in temperature, and the gray film is pad material starting to transfer onto the rotor face. This is normal!

After the first bed-in cycle shown above, the brakes will still not be operating at their best capacity. A second or third bed-in cycle is typically necessary before the brakes really start to "come in." A "cycle" is a series of stops, followed by a cool-down.

StopTech does not endorse speeding on public roads. If going above the legal speed limit, do so in a safe area, away from traffic, and at your own risk.

After the final stop of each cycle, drive as much as possible without using the brakes, to cool off the system. Ideally, the brakes should be allowed to cool to ambient temperature before using them again.

DO NOT COME TO A COMPLETE STOP WHEN THE SYSTEM IS HOT, WHILE LEAVING YOUR FOOT ON THE BRAKE PEDAL. PAD MATERIAL MAY TRANSFER ONTO THE ROTOR, CAUSING A VIBRATION.