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AeroRotor Installation & Bed-In Procedure

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

Many brake system problems are due to improper break-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 & WATER, then BRAKE CLEANER before installation.

Non-plated AeroRotors are coated with a rust inhibitor that **MUST** be cleaned before use. A non-plated rotor looks like bare metal, while plated rotors are bright gold in color and do not need to be washed. Even though you may not see a change in the color of a non-plated rotor, if the rotor is not rusty, the rust inhibitor is there. Use soap and water, then brake cleaner to wash the rotors. A small piece of ScotchBrite works well to scrub with in water. Use a clean paper towel or compressed air to dry the rotor. Using contaminated towels or rags to dry the rotors can cause a permanent degradation of braking performance. When cleaned and dried properly, the surface of the rotor may soon show a light rust color. This is completely normal and does not cause any degradation of performance.

Bed in your new brake system by carefully following the procedure described below and on the opposite side of this page.

Bedding in 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, but depositing a layer of pad material onto the rotor as well. If not bedded in properly, an uneven layer of pad material will be deposited on the rotor, causing vibration. **Virtually every complaint of "warped rotors" is caused by uneven pad deposition.**

NOTE: Plated rotors must be driven with gentle braking until the zinc plating is worn off the rotor faces **BEFORE** starting the bed-in procedure. Do not use the brakes aggressively until the plating is worn off. This process typically takes several miles of driving.

A moderate to heavy braking effort is needed to properly bed in rotors and pads. If ABS intervention or lock-up requires 100% brake effort, an effort of approximately 80-90% (just short of ABS intervention or lock-up) is a general estimate of what's required to achieve the desired level of deceleration for bedding. Most drivers do not brake aggressively enough during bed-in.

NOTE: A brake bedding procedure should **NEVER** be performed when road conditions are wet, icy, or otherwise unsafe.

(Please see other side)

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If you have any questions about rotor and pad bed-in, other aspects of your StopTech brake kit, or brakes in general, please contact our Customer Service Department at 310-325-4799 x105 or send

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

If Club Race type or higher performance pads are being used, add four decelerations from 80 to 10mph. These are added onto the end of the 60mph braking maneuvers, making each cycle a total of 14 braking maneuvers for higher performance pads. Full race pads should not be driven on the street; Bed-in should be done at the track.

After the two bed-in cycles are finished, the rotor faces should have a faint, blue appearance and should have a relatively polished, light gray film. The blue tint indicates the rotor has reached the proper break in temperature and the gray film is pad material starting to transfer onto the rotor face.

- Expect there to be a distinct smell from the brakes.
 - Smoke may be evident after several decelerations.
 - Around the fifth deceleration or later, some friction materials will experience "green fade". This will be noticed by the driver as a slight fading of the brakes. The fade will stabilize, but will not completely subside until the brakes have cooled after the bedding cycle is finished.
- There are several indicators to look for while bedding in the system:

CAUSING A VIBRATION.
THE BRAKES EXTREMELY HOT. YOU WILL IMPRINT PAD MATERIAL ONTO THE ROTOR, brake. DO NOT COME TO A COMPLETE STOP AND KEEP YOUR FOOT ON THE PEDAL WITH necessary stops by pulsing the brakes gently, placing the car in neutral, and/or using the parking be brought to a stop with pressure on the brake pedal while the brakes are hot. Modulate any Plan the route of the bed-in procedure to include level surfaces so that the vehicle does not need to During each series of decelerations, exact speed is not critical. Accelerate to approximately 60mph and begin the deceleration. As the vehicle approaches 10mph, it is not necessary to watch the speedometer. Watch the road and approximate your speed at the end of each deceleration. After the final deceleration of each cycle, drive as much as possible without using the brakes to bleed as much heat as possible out of the system. Ideally, the rotors should be allowed to cool to ambient temperature before the next bed-in cycle occurs. In reality, driving at speeds greater than 50mph for ten minutes is sufficient to reduce temperature to necessary levels.

After completing installation, perform a series of ten (10) decelerations from 60 to 10mph. At the end of each braking maneuver, immediately accelerate to 60mph again for the next deceleration. Complete all ten (10) brake maneuvers in one cycle. After cooling the system, complete a second cycle of ten (10) decelerations like the first.

StopTech does not endorse speeding on public roads. Bedding procedures must be done in a safe area, away from traffic and at your own risk.

Rotor and Pad Bed-In Procedure (continued)