

Brake installation

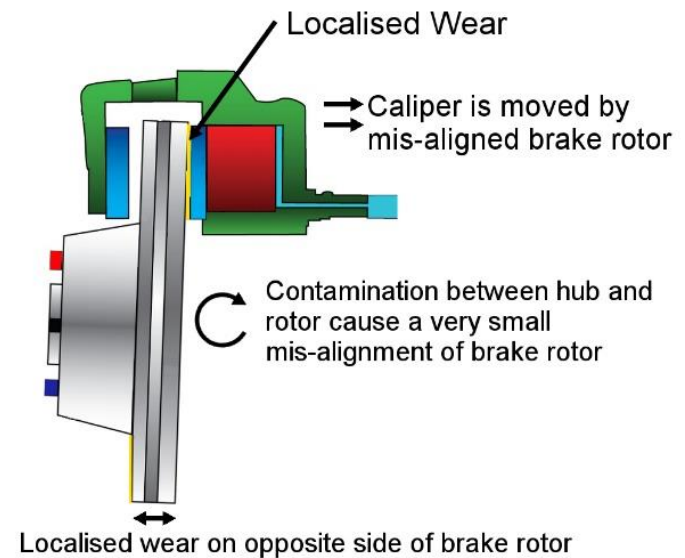
Best Practices

- When getting ready to install new rotors and pads on a vehicle it is important to clean surface areas.
 - Clean wheel hubs
 - Pad mounting locations on a caliper
- This is important because dirt and dust remaining on surfaces can lead to squeal and in extreme measures rotor misalignment



Dirty Hub Face

Clean Hub Face



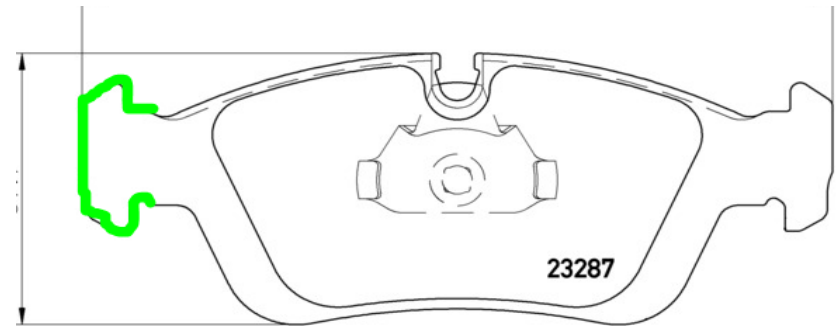
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Best Practices

BMW Teves FN Style Caliper

Technical Service Bulletin

- Proper Care must be taken with this caliper to ensure no noise issues arise.
- Main source of issue is lack of lubrication around the “horn” of the pad.
- This style of pad is particularly sensitive to rotor combination. Vital to change the rotor when a new set of pads is mounted
- Noise is created when the caliper makes slight contact with upper section of the “horn” on the pad.



Brake installation

Best Practices – Brake Bed In (Low Metallic)

- The running-in procedure should only be carried out on road sections that permit these maneuvers to be carried out in a safe manner.
- The running-in should be carried out with a delay that is adapted for usual road traffic by heating gradually without thermal shock.
- The first braking procedures should be carried out gently and carefully from max. 30 MPH to clear off any coating from the rotors.
- Between the braking cycles, it is essential to allow the brake discs to cool using the airstream.
- Then carry out 3 braking actions from approximately 45 mph to 10 mph to generate sufficient heat in the brake system. Avoid ABS intervention and do not come to a complete stop.
- Finally, allow the brake system to cool down using a moderate driving style. Avoid holding the pads to the discs during this cool down.
- Avoid unnecessary hard or continuous braking to achieve a quicker adoption.

