18630 Collier Ave., Suite G • Lake Elsinore, CA 92530
Ph. 951-471-3476 • Fax 951-471-3536
www.braketech.com

AXIS/CMC
CERAMIC MATRIX COMPOSITE

Rotor Mounting and Usage Instructions

1-09

SAFETY WARNING: Due to the critical importance and proper operation of the brake system, installation should be performed by qualified, professionally trained motorcycle mechanic only. Please read thoroughly before commencing this job.

When fitting your new *AXIS* - CMC disc brake rotors, it is crucially important that you follow all recommendations and guidelines for best performance and safety. During t he wheel disassembly and inspection, it is necessary to ensure the calipers are operating correctly (i.e.; pistons are retracting freely and smoothly with no visible brake fluid leaking past the piston seals or junctions). Take the opportunity to thoroughly clean all moving parts according to the manufacturers recommendations. Always re-bleed the hydraulic system and set master-cylinder reservoir to the factor specified level.

Additional performance improvements can be obtained through the installation of premium quality braided stainless steel brake lines.

Failure to follow the above may result in dramatically increased wear of both pad and rotor and possibly compromise the safe operation of the motorcycle.

IMPORTANT NOTICES: Use of unapproved brake pads (O.E. or Aftermarket type) will nullify any and all warranty and may compromise the safe operation of the vehicle. Premature rotor-wear and over-heating is a likely result.

CLOSELY FOLLOW THE BED-IN PROCEDUCES ON THE NEXT PAGE ! ! !

Use Only FERODO brake pads approved for use on CMC Rotors, such as the SinterGrip ST & XR sintered metal pads or Carbon/ceramic CP2.11; they are specially formulated for safe operation and very high performance with the revolutionary Ceramic Matrix Composite full-floaters.

INSTALLATION:
Please read thoroughly before starting

MOUNTING THE DISCS: Follow the factory Service manual in removing the front wheel. When fitting the new BrakeTech disc assemblies to the wheel, the mounting faces of the wheel and carrier should be carefully cleaned and any corrosion removed. If the mounting surfaces are not perfectly clean and free of irregularities, excessive disc "run out" will result. Mounting bolts must be tightened to the manufacturers recommended torque setting including the use of a liquid thread locking agent.

Upon re-assembly, be certain the caliper is centered on the rotor and that there is no binding occurring with the fork/wheel alignment. This is especially important if used in conjunction with aftermarket wheels. Visually inspect both axial and radial clearances for possible interference.

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BREAK-IN:

The new *AXIS/CMC* full-floaters require a special bed-in procedure, which when properly administered, takes place very rapidly. Using the requisite Ferodo brake pads, apply the brakes with **progressively greater pressure** over a series of 10-20 applications. You will quite literally feel the brakes coming in at the lever, as they do, increase the applied braking force to near maximum in a safe area. It is **crucially important** to create an even transfer film layer from the friction material to the swept area of the rotor. When this has been accomplished, and it shouldn't take long, you're good to go!

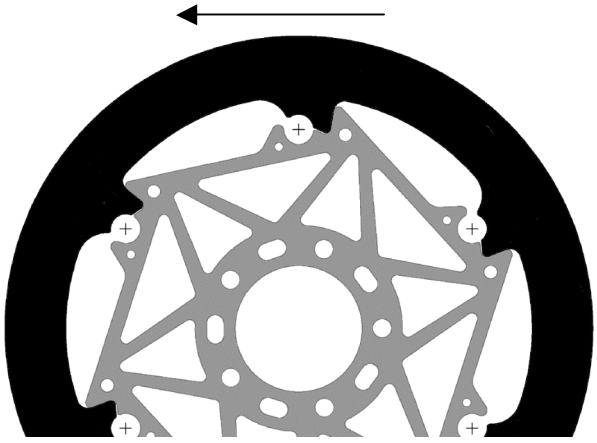
NOTE: Be certain your brake fluid level is properly checked and set per the factory service manual. This is particularly important since your BrakeTech rotors at 5mm or 6mm thick are often thicker than Original Equipment rotors.

IMPORTANT TIP: We recommend use of a high quality, high performance brake fluid as the heat generated from heavy braking will decrease its thermal capacity through hygroscopic contamination. Monitoring your brake fluid and changing it relatively often is a fairly inexpensive method of maintaining your brake system at an optimal level.

• **Vibrations & Front End Judders:** if this occurs, it's an indication of an uneven pad deposition layer on the rotor pad track. We recommend you try re-bedding the brake pads. It sometime helps to chamfer the leading edge of the pads friction material to lessen the wedging affect – this particularly applies to the short, individual pad per piston [4pad] calipers. Always thoroughly wipe down the rotors pad sweep area with a clean rag and Acetone when done working on them.

IMPORTANT NOTE: Do Not bead-blast or use a rotor hone on the CMC rotors. This is not an effective method of cleaning and will result in rotor damage.

Mounting Directions: LH Side Shown



PRODUCT WARRANTIES: BrakeTech warrants all proprietary products to be manufactured to a high standard and for proper fitment of purpose. We warrant all products to be free of material and manufacturing defects when used in accordance to supplied mounting and usage instructions. Any defective product found will be limited to the replacement of that product only, no other incidental damages will apply. The use of unapproved brake pads will void all warranties.

A) RACING: All products are warranted to be free of material and/or manufacturing defects. Beyond this, there is no warranty (implied or otherwise).