

**Congratulations! By choosing a Braking product you have chosen quality, performance and advanced technology. In order to obtain maximum performance and durability please follow the instructions below.**

### **1. CONTROL**

Verify that the components contained in the packaging are not damaged.

It's necessary to replace the disks if:

- during an ordinary check, the disk's thickness is below or equal the minimum thickness, indicated on the disk;
- during the check or the substitution of the brake pads, cracks are noted;
- circular scratches with a depth over 0.3-0.4mm are noted;
- anomalous dark spots are noted on the disk surface;
- deformations or remarkable variations of the dimensions on the rotor are noted.



**WARNING: when new disks are mounted, it's necessary to use exclusively new brake pads.**

### **2. MOUNTING**

- Disassemble the wheel and take off the old disk.
- Check that spuds or other machining debris are not present between the fitting surfaces of the disk's carrier and the wheel.
- Degrease the disk with a solvent (petrol for example), eliminating the protective anti-corrosive layer or any oily residual.



**WARNING: Be sure that the disk hasn't any oily or greasy contamination: this could reduce the braking power of the pads.**

- Clean the surface of the hub, eliminating all residuals of adhesive previously used, oxidation layers or other kind of deposits.
- Verify that the supporting surface isn't deformed or damaged. Lean the wheel horizontally on a clean plane.
- Fix the disk on the wheel tightening the mounting screws to the specifications provided by the vehicle's manufacturer. Mount the wheel on the motorcycle.



**WARNING: the disc has a rotation direction. Make sure the disk is mounted in the correct direction.**

- Check the general conditions of the caliper and set it free from possible residuals or impurities and verify that it works properly: the piston must slide.
- Substitute the brake pads with a new set.



**WARNING. In no event shall Braking be liable for any anomaly or problem derived from non replaced brake pads.**

- Using a comparator fixed firmly on the fork, measure the disk oscillation on the rotor on the external diameter. The oscillation value at the end of a complete revolution, must not be over 0.1mm.
- If this value is higher, change the position of the disk with respect to the wheel's hub (if possible) or mount another disk.



**WARNING: the measuring of the disk oscillation is a fundamental operation. If the oscillation is too high, after some hundreds of km the disk can undergo an anomalous wear (due to the rubbing against the brake pads) and vibrations during braking.**

- If it's not possible to comply with the maximum allowable oscillation, verify the oscillation of the wheel's hub.



**WARNING: the value on the hub doubles when it's measured on the disk external diameter.**

- Run in the brake pads gradually: start to apply the brakes slowly and progressively, avoid heavy and sharp braking until running in is complete.
- During running in, avoid using the accelerator and the brake at the same time: in this way, the brake system undergoes over-heating that can lead to relevant variations in the characteristics of the friction material.



**WARNING: check that the OEM pads can be mounted and that the disk has not interference with the caliper; the Braking disk's wear is equal to the OEM disk.**

This product (Braking disk model, as indicated on the packaging or marked on the front of the disk) has been projected, developed, produced and tested to be used in combination with Braking pads or OEM pads for motorbikes / ATV according to the applications indicated on the Braking catalogue issued in the current year (as part of brake system of the motorbike, brand and model, indicated on the Braking catalogue issued in the current year, without any technical / functional modifications). In no event shall Braking-Sunstar S.p.A. be liable for improper installation or improper use of their products.