

1

Start of brake repair



Visually check the brake disc and/or pads for sign of reaching their wear limit. Before starting the brake repair, all relevant components in the area of the axle and the hydraulic system must be checked.

> It is important to replace any defective parts.

2

Remove rust from the contact surfaces and hub



After dismantling the old brake discs, remove rust from the contact surface and the hub edge using appropriate tools (e.g., a wire brush, Emery paper, etc).

> Attention: Do not damage the wheel hub!

The caliper, which is still connected to the hydraulic system, must be fastened so that no tensile load is exerted on the brake hose.

3

Cleaning the contact surface and hub



Use a brake cleaner to clean the bright metal contact surface.

We recommend checking the cleaned hub with an appropriate measuring gauge (measuring dial with stand) for possible lateral run-out deviations.

4

Remove rust from the guide shafts of the caliper bracket



Depending on the design, remove rust and residues from the guide shafts of the dismantled caliper bracket using a wire brush and/or caliper file.

> Attention: Do not damage the caliper bracket!

Visually check the bracket for damage.

5

Greasing the guide surfaces of the caliper bracket



Grease the cleaned guide surfaces of the caliper bracket with a non-conductive, heat-resistant and solids-free (non-metallic) agent (Mintex CERATEC®).

> Do not use copper paste!

6

Fitting the brake disc



Fit the new brake disc on the wheel hub and – depending on the type and system – fasten with the retaining screws.

We recommend measuring the newly fitted brake discs for lateral run-out approx. 15 mm below the maximum radius using a dial gauge. Ideally, this measurement is performed with a properly mounted wheel.

7

Moving back the brake piston



The brake piston must always be moved back using appropriate adjusting tools in order to prevent the piston jamming or twisting.

In doing so, attention is to be paid to the different versions of the caliper and/or the brake system, as well as to the manufacturer-specific requirements and special tools.

8

Greasing the contact points



Where damping lacquer coatings or damping shims are fitted metal free anti-squeal lubricant is not required. Only use the metal free anti-squeal lubricant (Mintex CERATEC®) in the area of contact of the pad on the guide shafts. Lubrication is only vital in the area of the contact points of the pad

and on the guide shafts. The torque settings and specifications/guidelines of the vehicle and system manufacturers are to be observed in all steps of the repair process.

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Conditioning "Bedding In" New

Brake Pads...



To optimise the braking performance of your new Mintex brake pads you must allow for a "bedding in" process as the new Mintex brake pads have to condition themselves to the brake discs on your vehicle. Generally by normal driving the Mintex brake pads will require approximately 200 miles to become fully conditioned. During this period we recommend that you AVOID hard or aggressive braking.

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Caution:

Excessive braking can cause the friction material to overheat too quickly resulting in the brake pad surface to glaze over and affect the overall braking performance during this process.



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