BrakeTech
PERFORMANCE BRAKES

18630 Collier Ave., Suite G • Lake Elsinore, CA 92530
Ph. 951-471-3476 • Fax 951-471-3536
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AXIS/COBRA

STAINLESS STEEL MOUNTING & USAGE INSTRUCTIONS

1-07

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

When fitting your new ***BrakeTech*** Stainless Steel disc brake rotors, it is crucially important that you follow all recommendations and guidelines for best performance and safety. During the 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 Factory specified level.
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.
For best overall results, use genuine **FERODO** brake pads. Additional performance improvements can be obtained through the installation of premium quality braided stainless steel brake lines.

Recommended Brake Pads: Although a wide variety of brake pads from different manufacturers can be used, we perform exhaustive testing with Ferodo Friction Materials to ensure the highest possible performance parameters. As such, we heartily recommend the following:

- **STREET USE: Ferodo Platinum, SinterGrip ST**
- **RACE USE: Ferodo CP, SinterGrip XRAC & ZRAC**

INSTALLATION:

Please read completely 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.

- For models with counter-bore mounting bolt holes (Ducati, Aprilia, etc.), be certain your fastener flange head will sit easily and without interference flush in the mounting hole. Not all 8mm fasteners use the same diameter flange-head, you may need to replace them with those that fit correctly.

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BREAK-IN: As with their Ductile Iron counter-parts, the ***AXIS/Cobra SS*** floaters feature advanced Cryogenic processing to improve both thermal stability and wear resistance. **Upon completion of installation, we strongly recommend wiping down the rotors using a clean rag with Acetone or Denatured Alcohol to remove any grease, oils, etc.** (aerosol brake cleaners are not recommended for this final cleaning). Upon initial use, it is necessary to break-in your new AXIS floaters. For this, new brake pads are recommended.

IMPORTANT: With new pads installed, use the brakes at roughly 65% of normal operation, progressively increasing the application pressure. When you feel the new pads seating in and performance improving, increase the braking force to 80-90%. In a safe area; final seating will take place by performing three successive hard braking applications from 70+mph to 20mph using maximum safe pressure. This is to obtain a consistent and even deposition layer of friction material transfer film to the rotor pad sweep area.

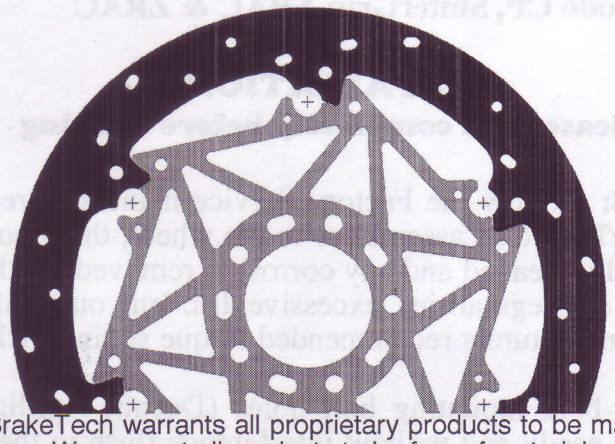
- **Vibrations & Front End Judders:** if this occurs, it's an indication of an uneven deposition layer on the rotor pad track. To remedy, thoroughly Rotor Hone (or bead-blast) the brake swept area to completely remove all remnants of the previous effort. Finish by cleaning with Acetone or Denatured Alcohol.

RACING: Periodically Rotor Hone or bead-blast the blades across the brake swept area for maximum performance. If bead-blasting, *mask off the floater buttons to keep blast media away from the bearing contact area*. **Be sure to clean with Acetone afterwards!**

IMPORTANT NOTICE: 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, the same applies to many Aftermarket pads.

If it is necessary to strip the caliper to make it function properly, it is advisable to replace the piston seals. Regardless of caliper condition, it is recommended to flush and replace the brake fluid with a premium quality D.O.T. 4 or 5.1 product (DOT 5 silicone fluids are **not** recommended).

MOUNTING DIRECTION: Left Hand 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 sintered metal pads on iron rotors is not recommended.

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

Packing Slip

Date	Invoice #
7/11/2019	64422

BRAKETECH USA, INC.

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info@braketech.com
18630 Collier Ave. Ste. G

Bill To	Ship To
MotoWheels 11306 Sunco Drive, Unit #1 Rancho Cordova, CA. 95742	Vincent Reap 2614 Lake Rd Woodlawn, TN 37191

P.O. No.	Ship	Via	FOB	Project
57221	7/11/2019	UPS-ground		

Qty Ordered	Qty B/O	Qty Shipped	Item Code	Description
1		1	BTD-10.SLX	AXIS/Cobra 320mm full-floater; Premium Stainless Steel w/ Hard Anodized Carrier, Cryo treated. each., LH
1		1	BTD-10.SRX	AXIS/Cobra 320mm full-floater; Premium Stainless Steel w/ Hard Anodized Carrier, Cryo treated. each., RH
2		2	FDB2042STX	SinterGrip ST; Brembo 4 Pot / Twin Pin
			Freight	Shipping

Phone #	Fax #
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AXIS RACE ROTORS
BOBBIN CLEANING & USAGE INSTRUCTIONS

Updated 2016

IMPORTANT NOTICE:

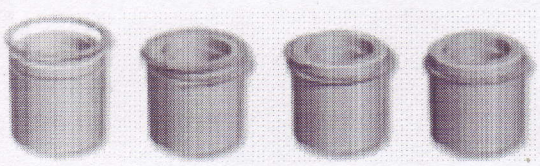
It is very important to properly maintain your AXIS full-floating brake rotors in order avoid problems that can lead to brake judder and worse. Please follow this regiment:

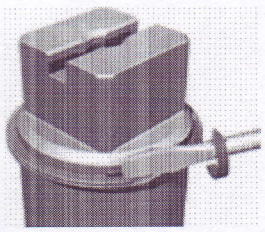
1. The rotors should periodically be disassembled and cleaned around the bobbins. Over time and hard use, brake dust, road grime, etc. can build up in this crucial area causing an even amount of float, this can result in brake judder. Sometimes this requires replacement of the bobbins as well if severe enough.
2. The blades (outer friction rings) should periodically be removed from the carriers and cleaned down to bare metal. Over time (and surely more so in racing), an uneven build up of the friction material transfer film layer can go bad causing sufficient disc thickness variation to result in felt brake judder. Bead blasting, rotor honing or even the old-school sanding with a medium grit sandpaper can remove this transfer film layer. Be sure to wipe the blades down with acetone on a clean rag when done.

Poor piston retraction in the calipers can and often is a source culprit in this scenario. Again, brake dust, road grime, etc. can build up around the piston seals impeding their ability to pull the piston back off the backplates when pressure is relieved. In racing, if the seals are more than a year old, they should be replaced.

Another area to inspect; was the front wheel assembled on the bike and torqued down while up on a stand? If so, this can cause alignment problems; fork stiction, brake noise, excessive brake drag, etc. The final torque should be performed with the vehicle weight on the wheels after bouncing the front end a few times to allow it to self center while the bolts are still loose.

We recommend you periodically check the floater buttons on your AXIS rotors to assure they rotate freely. Over time road grime, brake dust, etc. will build up in this area impacting their ability to float properly as designed and may cause problems. Rotor disassembly is required to clean this bearing surface area and is easy to do with SpiroLoks:





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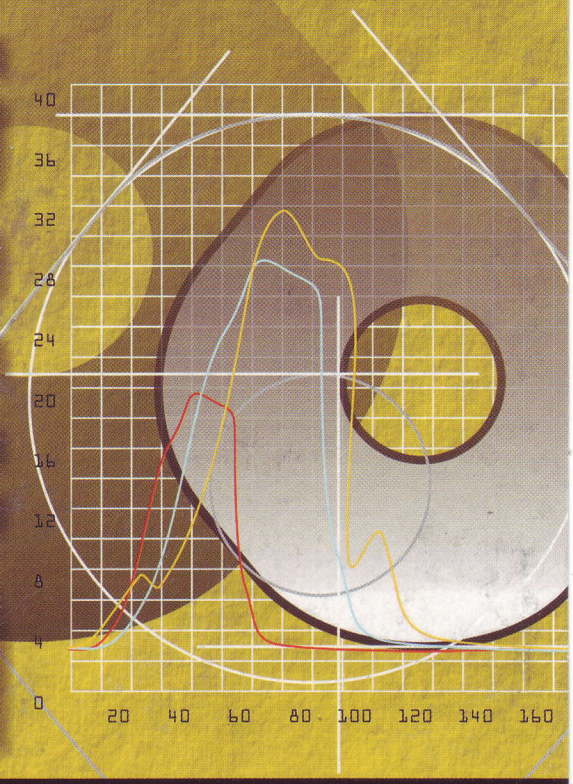
FERODO®

www.ferodoracing.com

ROAD Sinter



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SinterGrip ROAD