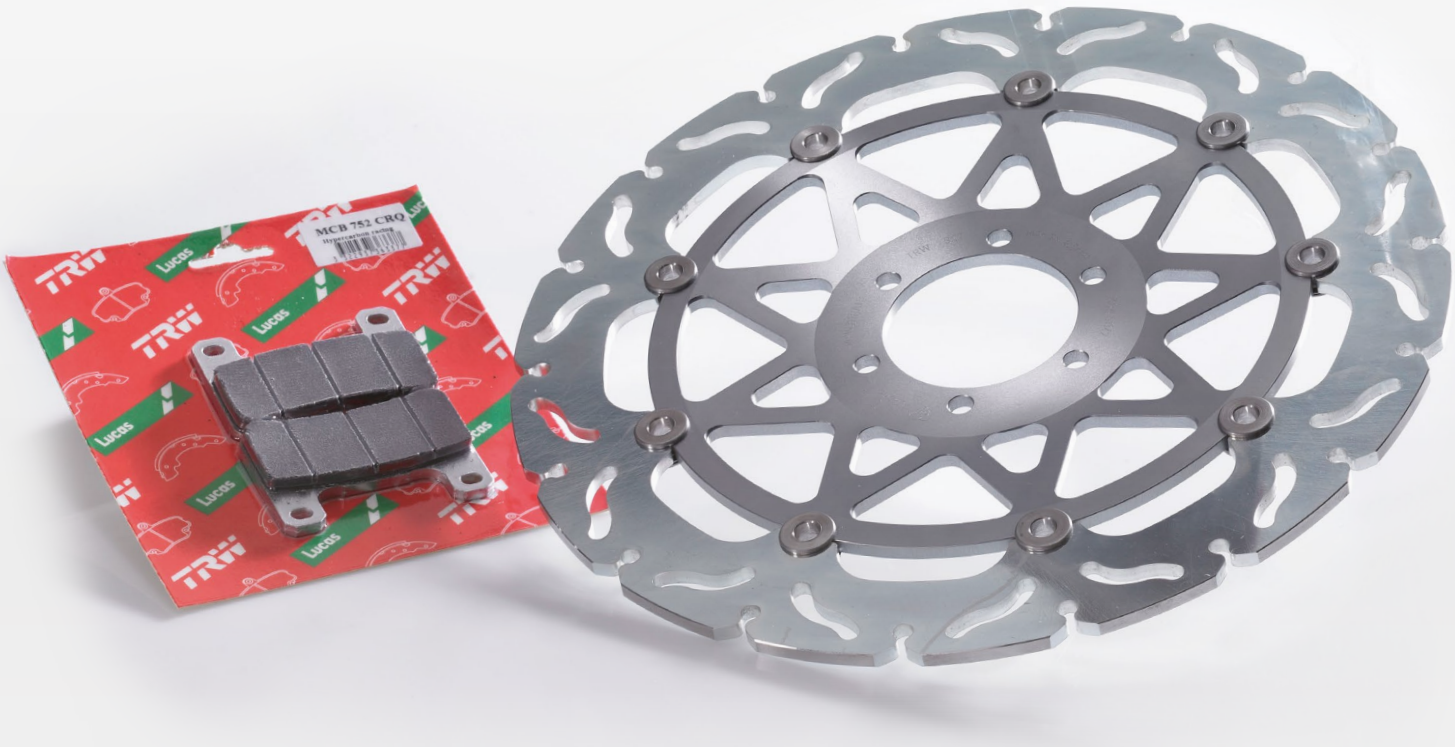
Please note:

If you have any doubts, you should have maintenance and repair work carried out by trained specialists in line with the relevant vehicle manufacturer's guidelines.



Important information for sport brake pads.

As the actual brake operation occurs using the brake dust, every brake pad leaves behind material deposits on the friction surface of the brake disc. This is frequently visible as a slight discolouration of the outer ring. On older discs, any scoring due to the pad deposits becomes more visible if slightly more pad material is deposited in the cavities.

Sintered metal pads (e.g. SRQ, SCR) leave behind a different type of deposit from brake pads containing carbon (e.g. CRQ).

For professional use, we therefore recommend avoiding the use of different brake pad compositions on the same brake discs.

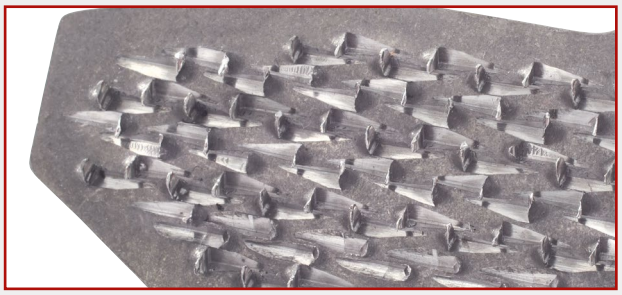
If this is not possible, the pad deposits from the pad composition used previously must first be run off. This can take a few laps. During this time, brake cautiously as the new pad does not have full grip. If this running off is not possible, the friction surface of the brake disc can also be cleared of pad deposits with a fine abrasive paper.

CRQ pads require special handling:

1. Brake cautiously for one lap, as when warming up the tyres. Stop and allow the brake to cool down. Complete another lap with lots of braking manoeuvres without building up a high pressure, then allow to cool down again. If a light, dark film has formed on the friction surface of the disc, the pads are run in and can be used without restriction, even in the cold or wet.

2. Depending on the amount of wear to the brake discs, the pad adaptation process may take longer.

3. CRQ pads are not stuck to the backplate. TRW uses a patented method to apply the pad material (NRS technology). The backplates have a special hooked profile, which forms a permanent connection with the pad material under high pressure. This provides high safety reserves compared to ordinary bonded pad material, which has a tendency to become brittle and detach from the backplate, especially at the very high temperatures that are normal in racing. This is not the case with NRS technology. With CRQ pads, sport riders are always on the safe side.



4. The pad material of the CRQ pads contains carbon, which makes it very sensitive and means it requires careful handling when not installed. Corners can quickly lift up if the pads fall onto the floor or bump into sharp edges.

5. Some TRW racing pads have a greater pad thickness than original parts. Therefore, it is important to check that the wheel moves freely and the brake piston slides back easily. If the thickness of the brake discs is in the upper tolerance band or the use of thicker racing brake discs impairs the free movement of the wheel, there is no need to use the standard metal sheets for the pad backplates.

6. Racing pads are subject to high thermal loads and a corresponding level of wear. The pads should be checked before each use to make sure they are sufficiently thick. Before pads are changed, the brake system should be thoroughly cleaned. Brake dust causes significant soiling of the brake system and, in a worst case scenario, can impair the free movement of the brake piston. This could possibly result in overheating of the brake system, which is normally noticeable due to severe vibrations.

7. After cleaning the caliper, wet the pistons and seals with a small amount of brake fluid to ensure that they slide freely again without restriction. Even tiny dirt particles can have a major negative effect in a hydraulically operated brake.

8. If the brake discs are very badly worn (scoring), this not only impairs the braking performance. The uneven surface is immediately transferred onto the new pads, resulting in deep scoring on them. This significantly inhibits the service life and braking performance of the pads.

Refer to our technical test tips for changing brake pads.