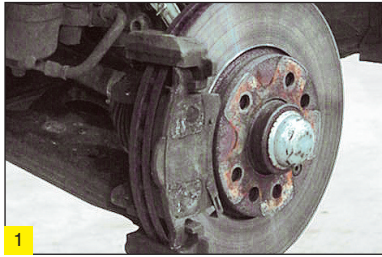


Best Practice Brake servicing

Mintex outlines the basic prerequisites for every brake service to avoid technical problems and complaints such as brake judder, binding and fade. All worn and damaged components should be replaced in strict accordance to vehicle, system and brake manufacturers' guidelines. And most importantly, do not use any copper paste, as this may interfere with the ABS system.

Start of brake repair

The brake discs and/or pads have reached 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.

Greasing the guide surfaces of the calliper bracket

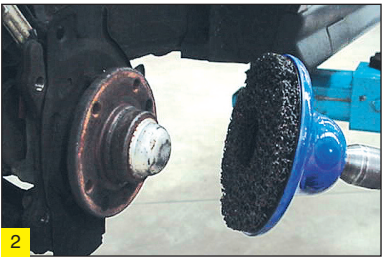
Grease the cleaned guide surfaces of the caliper bracket with a non-conductive, heat-resistant and solids-free (non-metallic) agent, such as Mintex CERA TEC.



Do not use copper paste! Copper paste could interfere with wheel speed sensors and with operation of the ABS.

Derusting the contact surface 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).

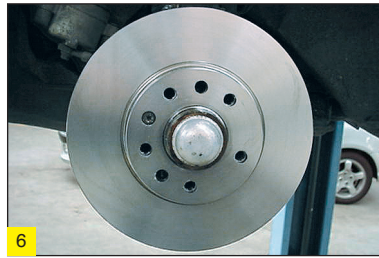


Do not damage wheel hub!

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

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.

Cleaning the contact surface and hub

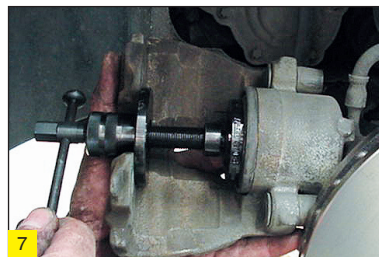
Use brake cleaner to clean the bright metal contact surface.



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

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.

Derusting the guide shafts of the caliper bracket

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

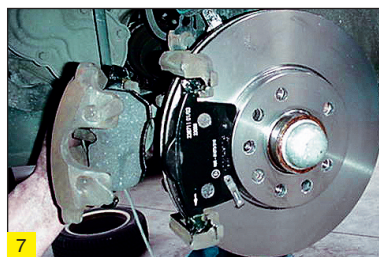


Do not damage the caliper bracket!

Visually check the bracket for any signs of damage.

Greasing the contact points

Metal-free anti-squeal lubricant is required on the backing plates of pads and secondary measures, such as damping lacquer coatings or dampening shims.



Lubrication is vital in the area of the contact points of the pad and on the guide shafts. Follow all vehicle manufacturer's torque settings and specifications/guidelines.

