

LYNDALL BRAKES™

ROTORS

FRONT REAR

Install Guide for rotors and brake pads

When installing your rotors, there are a few critical steps to follow in order to ensure optimal braking experience. The rotor and brake pads are just a part of the overall braking system. If you are upgrading your rotors and brake pads you may also consider getting high quality brake fluid and steel braided lines. Read the following steps carefully.

1. Remove your brake caliper and wheel from the bike. Take note of axle spacer orientation, they often differ from left to right.
2. Unbolt your old rotor, be sure your mounting surface and bolt holes are clean
3. and free of debris or thread lock. You may need to clean bolt threads with a tap.
4. Take a look at your rotor design and the design of your wheel. If you have Lyndall rotors that are made to match the design of your wheels, be sure the rotor is clocked properly so that the rotor spokes align with the spokes on the wheel.
Install your new rotor with red thread lock and torque your bolts to no more than 15-18 ft lbs when using Lyndall Titanium bolts. When using stock, ARP, or any other steel bolts, use your service manual for proper torque specs. Install the wheel on your bike.
5. Grab the brake caliper and turn it over so you can see the caliper pistons. Actuate the master cylinder until the caliper pistons are fully extended. Gently clean them with an aerosol brake cleaner, removing unwanted dust and debris. Gently pry the old pads apart, pushing the pistons back into their bore. Repeat this process until all the pistons are clean and extend at the same rate under hydraulic pressure.
6. Once the pistons are cleaned and the caliper pistons are all the way into their bore, remove the old pads and inspect the brake pad mounting pin(s) and any hardware for excessive wear.
7. Installing your new Lyndall brake pads, make sure to apply a thin film of anti seize to the brake pad mounting pin/bolt and appropriate hardware. secure the pads in the cleaned caliper.
8. Do not install your caliper mounting bolts yet. Hold the caliper over the rotor by hand at a point lower than the mounting points for the brake caliper and actuate the master until the brake pads firmly clamp onto the disc. Release the pressure off of the master cylinder and gently slide/rotate the caliper up to the mounting points. Make sure there are no gaps or abutment issues present so that the caliper aligns perfectly with the rotor and mounting points. This will ensure the wheel and rotor are properly spaced. Install your caliper mounting bolts. Use your service manual for proper torque specs.

Breaking in your Lyndall rotors and brake pads

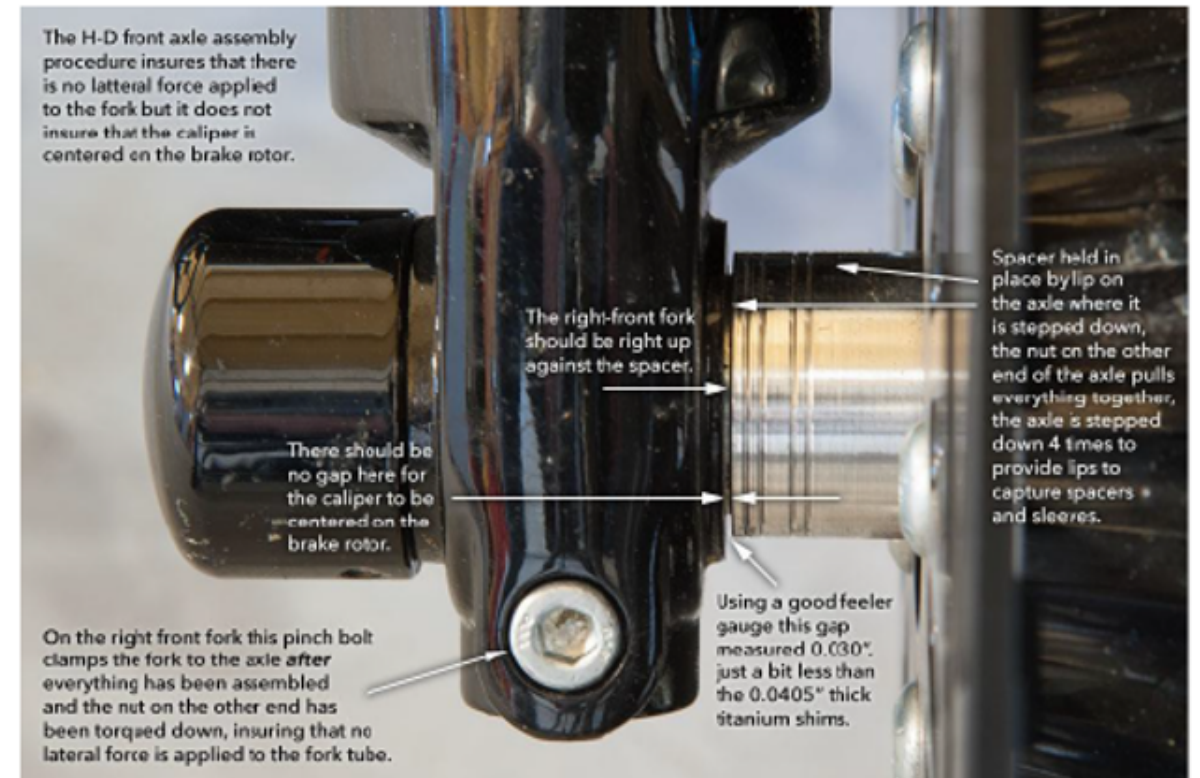
Make a handful of stops from 15mph to 0mph, 30mph to 0mph, and 45mph to 0mph without locking up the brakes. Do not ride the brakes, this can overheat your pads and rotors during the break-in process. Break-in can take up to 50 miles. If you purchased a Lyndall rotor with a black or gold finish, your brakes will require an additional 100 miles for the friction material to fully transfer to the rotor for proper break-in.

*Note: it is necessary to use Lyndall brake pads, to protect the surface finish and warranty of your Lyndall rotor.

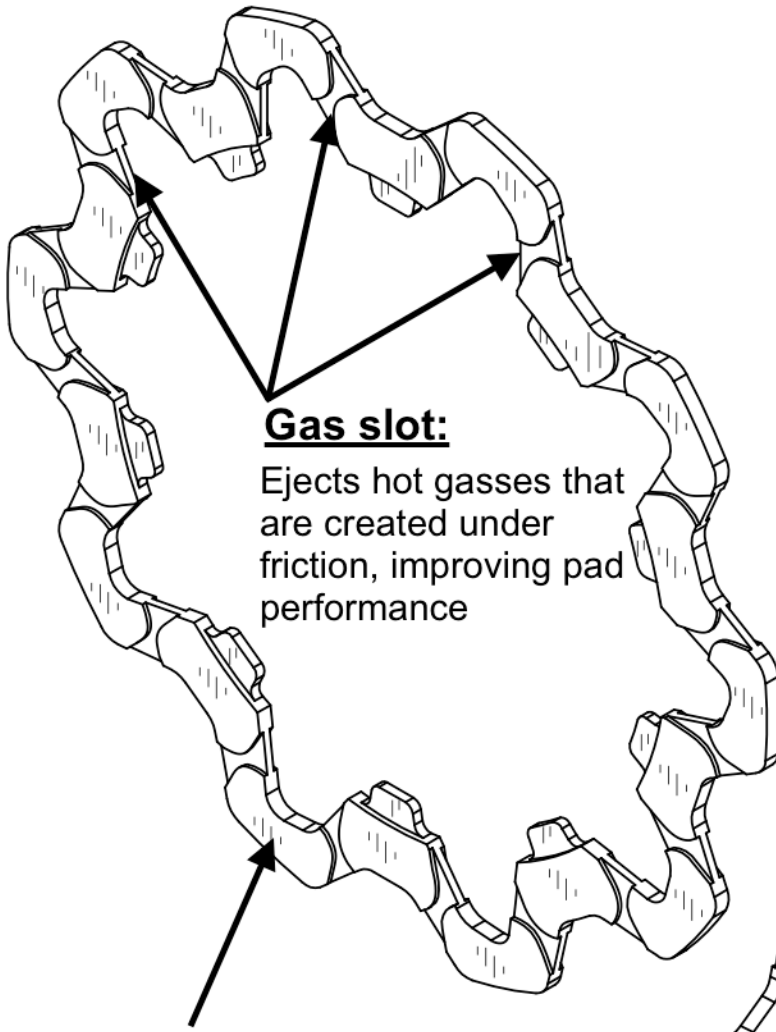
**When using Lyndall Z Plus brake pads and black Lyndall rotors, it is normal to hear a subtle "honking" noise when coming to a dead stop. This sound will completely go away once your brakes are burnished.

Warning: Use of non-Lyndall brake pads on Lyndall Rotors may result in gouging of the friction ring and will void the warranty. Lyndall Rotors are designed for use with Lyndall Brake Pads. For optimal performance and to achieve increased service life, use Lyndall Brake Pads with Lyndall Rotors.

If your application calls for Lyndall Brake Pad part numbers 7058, 7059, 7195 & 7257 PROFILED PADS MUST BE USED when using Lyndall Rotors, Z+P, Gold+P, XP MUST be in the part number, or call to verify



Lyndall Brakes: Anatomy of a Performance Rotor



Gas slot:

Ejects hot gasses that are created under friction, improving pad performance

Materials and processes:

- 1) 410 martenistic stainless steel
- 2) Heat-treated, double-disc ground to precise tolerances of flatness and parallel
- 3) CNC machined

Ultra light-weight design:

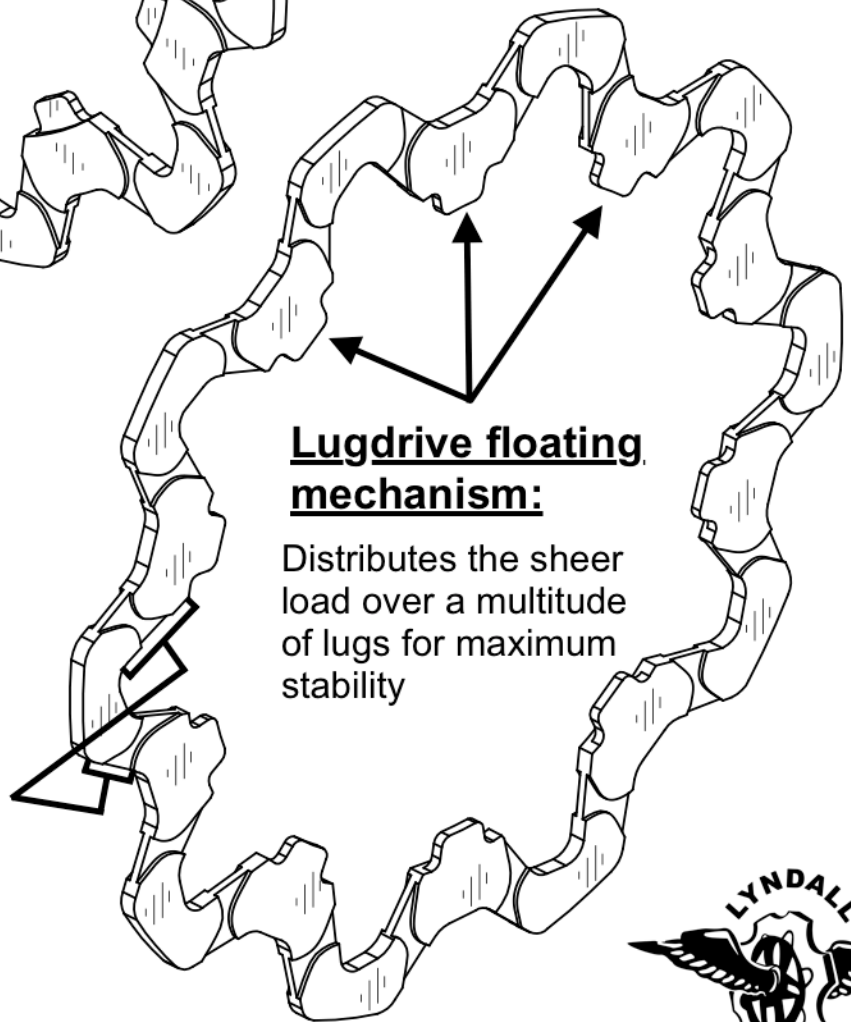
Reduces unsprung weight for improved acceleration, deceleration, and transitioning

Ultra narrow bandwidth:

A decrease in surface area equates to an increase in surface pressure for a fixed amount of clamping force

Double leading edge:

Continuously scrapes the brake pad surface, reducing glaze that can build up over a series of high temp braking events



Lugdrive floating mechanism:

Distributes the sheer load over a multitude of lugs for maximum stability

