

**To:** Evosport Brake Rotor Customers  
**From:** Evosport Technical Department  
**Subject:** **Important Rotor Post-Install Notes**

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**IMPORTANT:** It is extremely important to follow proper bedding procedure following installation. This is necessary not only for optimum performance of the system, but also to avoid onset of judder (*defined as vibration felt through brake and steering*). To achieve maximum performance, minimize premature wear and prolong rotor and pad life, it is recommended to install new brake pads whenever you install new brake rotors.

The brake discs are delivered with a thin zinc coating to prevent corrosion. Prior to beginning the bedding procedure, the zinc plating must be removed from the braking surfaces by driving the car at a slow speed (under 30 MPH) and performing very light brake applications. This process removes the zinc plating without generating heat. Too much heat or pedal pressure can cause the zinc to be deposited unevenly on the disc and impregnated into the pad, further increasing the likelihood of brake judder development. A visual inspection of the braking surfaces will confirm that the zinc plating has been evenly removed. At that time, you may begin with the bedding procedure outlined below:

- Confirm (visual) zinc plating on discs has been evenly removed
- Drive vehicle to a remote area and perform at least 30 brake applications of 3 second duration. Use light to medium deceleration with varying starting speeds. Leave at least ½ to ¾ mile distance between each brake application
- The purpose of this procedure is to gradually increase the temperature in the components without thermal shock and to mate the brake pad and disc friction surfaces
- After the repeated stops, drive the vehicle for several miles with little or no braking in order to adequately cool the components
- The brake system is now ready for normal use

**IMPORTANT:** This entire procedure must be completed before driving the vehicle as normal. It is especially important that this process is completed before any extended constant speed driving is done (i.e., freeway travel). Failure to follow these instructions increases the likelihood of judder development.

**IMPORTANT:** If the brake system was bled or brake lines were removed/installed, be sure to flush any brake fluid from around the caliper bleed screws and brake line connections using soapy water. Over time, brake fluid trapped in these areas may cause corrosion or paint damage. Additionally, do not use acidic wheel cleaners when washing your vehicle, as they can cause damage to the caliper finish and anodize on the aluminum rotor hat (mounting bell), as well as to the wheels themselves. Use soap and water when cleaning wheels or brake components.