PERFORMANCE BRAKE KIT OWNERS MANUAL:

Congratulations on the purchase of your new F-Sport Performance Brake Kit. Depending on how your vehicle is driven, your brake pads and rotors may produce more "brake dust" than the original front brakes. This dust may be seen on the wheels and is normal. It may be necessary to clean your wheels more often than before.

IN ORDER TO OBTAIN THE MAXIMUM PERFORMANCE FROM YOUR NEW BRAKE KIT, THE FOLLOWING BREAK-IN PROCEDURES ARE NECESSARY.

NOTE: F SPORT DOES NOT ENDORSE SPEEDING ON PUBLIC ROADS; THEREFORE, IF A SAFE AREA CANNOT BE USED FOR BREAK-IN, REFER TO THE "ALTERNATE BREAK-IN PROCEDURE" SECTION.

RECOMMENDED BREAK-IN PROCEDURE:

1. Read through the procedure and find a suitable, safe and legal area to perform the necessary stops.

2. **BEFORE** starting the break-in procedure, drive with gentle braking. Do not use brakes aggressively until performing brake-in procedure.

CARE AND MAINTENANCE:

- Breaking-in rotors and pads is critical to the optimum performance of your new brakes. When breaking-in new parts, you are not only heat-cycling the pads, you are also depositing a layer of pad material onto the rotor face. If not broken-in properly, an uneven layer of pad material will be deposited onto the rotor, causing vibration.
- If you experience brake pedal pulsation, steering vibration, or repeatable brake noise, perform the break-in procedure again as soon as possible. This will re-condition the rotor surface and remove irregular brake pad deposits. If concerns continue, please visit your local Lexus dealer for further diagnosis.
- Have brake pads and rotors inspected at least every 5,000 miles or six months.
- Your brake calipers have a painted finish. Immediately clean off any spilled brake fluid, wiping it off with a soft, clean terry-cloth towel.
- Do not use any harsh chemicals when cleaning your calipers. Wash your calipers with soap and rinse with water.
- Do not use any harsh chemicals when cleaning your rotor hats (the black anodized center part of the rotor assembly). Wash your rotor hats with soap and rinse with water.

For any technical questions, visit our website at: www.f-sport.com or contact our technical hotline at 800.423.1680

3. Make a series of 10 stops from 60 to 5-10 MPH. At the end of each stop, immediately accelerate to 60 again for the next stop. Run all stops continuously in one cycle.

NOTE: A moderate braking effort is needed to properly break-in the rotors and pads. A stopping force of approximately 0.8G's, just short of ABS intervention, is the level of pedal effort you are trying to attain.

4. During the 60 to 5-10 MPH series of stops, the exact speed is not critical. Accelerate to approximately 60 and begin the braking cycle. As you approach 5-10 MPH, it is not necessary to watch the speedometer. Keep your eyes on the road and approximate your speed at the end of each cycle.

NOTE: DO NOT COME TO A COMPLETE STOP! THIS WILL IMPRINT PAD MATERIAL ONTO THE ROTOR, CAUSING A VIBRATION DURING FUTURE USE.

5. Watch for the following:

• On the 8th or 9th stop, there should be a distinct smell from the brakes. Smoke may be evident during earlier stops as well.

• Also on the 8th or 9th stop, some friction materials will experience "green fade". This is a slight fading of the brakes. The fade will stabilize, but not completely go away until the brakes have cooled.

• After the break-in cycle is finished; there will be a blue tint color on the rotor vanes with a light gray film on the rotor face. The blue tint indicates the rotor has reached the proper break in temperature and the gray film is pad material starting to transfer onto the rotor face.

6. After the final stop, drive as much as possible without using the brakes to cool off the system. Ideally, the brakes should be allowed to cool to ambient temperature before using them again.

NOTE: DO NOT COME TO A COMPLETE STOP WHEN THE SYSTEM IS HOT AND LEAVE YOUR FOOT ON THE PEDAL. PAD MATERIAL WILL IMMEDIATELY TRANSFER TO THE ROTOR CAUSING A VIBRATION DURING FUTURE USE.

7. After the first break in cycle, the brakes will still not be operating at optimum capacity. A second or third heat cycle is typically necessary before the brakes really start to work optimally. This will occur during everyday use.

<u>ALTERNATE BREAK IN PROCEDURE:</u>

In the event that a safe driving area can not be used for the dynamic break-in procedure, you may also break-in the pads and rotors using the following procedure:

- Try to avoid abrupt, hard stops for the first 200 miles (300 km)
- Avoid towing a trailer for the first 500 miles (800 km)
- Avoid any racing OR off-road activities for the first 200 miles (300 km)
- Avoid repeated incline/decline braking for the first 200 miles (300 km)