

# Memorandum

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**To:** *Gran Turismo* Brake System Customers  
**From:** Brembo North America, High Performance Division  
**Re:** **Important Post-Installation Notes**

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**NOTE:** It is very important to follow proper brake bedding procedure following installation. This is necessary not only for optimum performance of the system, but also to avoid onset of judder (vibration felt through brake and steering).

The discs are delivered with a thin zinc coating to prevent corrosion. Prior to beginning the bedding procedure, this plating must be removed from the braking surfaces by driving the car slowly (under 30mph) and performing very light brake applications in order to remove the plating without generating heat. With too much heat or pedal pressure, this plating can be deposited unevenly on the disc, and impregnated into the pad, further increasing the likelihood of judder development. Once a visual inspection of the braking surfaces confirms that the plating has been evenly removed, begin with the bedding procedure as specified below.

- Drive vehicle to a remote area and perform at least 30 brake applications of 3 second duration. Use light/medium deceleration with varying starting speeds. Leave at least ½ mile 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 system is now ready for normal use

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

**NOTE:** After installation or bleeding of the brake system, flush any brake fluid from around the bleed screws, etc, using soapy water. Over time, brake fluid trapped in these areas may cause paint damage. Additionally, do not use acidic wheel cleaners when washing your vehicle, as they can cause damage to the caliper finish and aluminum disc mounting bells, as well as to the wheels themselves. Use only soap and water when cleaning wheels or braking components.