



Brake Installation



Brakes should only be installed by someone experience and competent in the installation of brakes. Do not drive on untested brakes.

- If you are not sure of how to safely use this brake component or kit, you should not install it.
- Please refer to any specific manufacturer instructions before proceeding with installation of this component or kit. This guide is meant for general instruction only.
- Do not assume anything. Improperly installed or maintained brakes are dangerous. If you are not sure, get help or return the product.
- For technical support you may call or or text 864-907-6004 or email tech@ddmworks.com
- Use or DDMWorks technical support does not guarantee proper installation. You or the person who does the installation must know how to properly use the product. It is not possible over the phone to understand or foresee all issues that might arise in your installation.
- Always test brakes before driving. See following pages for coating removal, bedding and testing procedures.

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Tech Support Call, Text or Email: (864) 907-6004, Tech@DDMWorks.com



Rotor Coating Removal

Your rotors may have a layered coated finish applied to them for protection against rust, and for visual appearance.

It is normal for there to be a thinner layer of protection on the braking surface area, compared to the other parts of the rotor. This is intentionally applied this way as to allow for quick brake in procedure with the brake pads.

Prior to installation it is MANDATORY to remove the coating from the area that comes in contact with the brake pads. [The manufacturer recommends sanding off the area of the rotor that makes contact with the brake pads] Failure to do so may cause, longer brake in time, or a temporary reduction in braking performance, or brake failure.

NOTE: If brake cleaner is applied to the other areas of the rotor where the coating is to remain it will discolor the rotor.

Prior to installation it is **MANDATORY** to remove the coating only from the area that comes in contact with the brake pads. The hat can remain coated.



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Brake Pad Bedding Procedure



When bedding the brake pads, you are basically trying to bring the pad temperature up to operating temperature slowly and gradually without spiking the temperature. This is done by doing slow stops first to build up some heat, then a little faster and so on until you get them to the point that they are beyond

working temperature. A lot of times this will be when you actually start to see them smoking or the pedal starts to fade. It is very important to bring them up to this temperature gradually so you do not glaze the pads.

So to start, go out and get up to 30mph and then apply about 75% braking force until you slow to a walking pace, then accelerate back up to 30mph and do it again. You want to do 4 of these runs from 30 mph total. This will start to build heat in the pads and allow that heat to sufficiently start to soak into the thicker parts of the brake pads. Then you want to start doing the same thing from 40 mph, once again 4 times. This will start to put more heat into the pads and start to get them into the lower part of their operating range. Then the next is 50 mph, once again 4 times, then lastly 60mph once again 4 times. After doing the 4 stops from 60, head back to your house or shop, using your brakes as little as possible, and turn the Slingshot off and let it cool completely down (about 1 hour) until the rotor is cool enough to touch comfortably. This procedure will bed the pads to the rotors very well. You can then go out and drive it again and check for vibration.

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WARNING!

Do not drive on untested brakes. Brakes must be tested after installation or maintenance.

This is the suggested minimum testing procedure:

- Make sure pedal is firm: Hold firm pressure on pedal for several minutes, it should remain in position without sinking. If pedal sinks toward the floorboard, check system for fluid leaks. DO NOT drive vehicle if pedal does not stay firm or can be pushed to the floor with normal pressure.
- At very slow speed (2-5 mph) apply brakes hard several times while turning steering from full left to full right, repeat several times. Remove the wheels and check that components are not touching, rubbing or leaking.
- Carefully examine all brake components, brake lines, and fittings for leaks and interference.
- Make sure there is no interference with wheels or suspension components.
- Drive vehicle at low speed (15-20 mph) making moderate to hard stops. Brakes should feel normal and positive. Again check for leaks and interference.
- Always test vehicle in a safe place where there is no danger to (of from) other people or vehicles.
- Always wear seat belts and make use of all safety equipment.

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