MONTALVO BRAKE PAD REPLACEMENT GUIDE LINES

Friction pads should be changed when 0.125" (3.2 mm) of the pad material remains (including the steel backing plate) to be worn.

1. **Disconnect air supply lines from the friction modules.**
2. For Dual Disc Brakes, loosen hex nuts holding friction module in place and swing friction module from between discs by pulling outward from the hook end of the module casting. NOTE: These parts are now free and can fall from the brake or clutch if not held. Damage may result. With module swung out from between discs, worn friction pads can be removed and replaced with new pads, making sure that the metal back plate faces the magnet. METAL BACK PLATE SHOULD NOT FACE THE DISC. Swing friction module back into place and retighten the hex nuts. Friction modules should be spaced equidistant between the friction discs, with the torque posts located 0.050" away from the friction surface on each side to prevent disc scoring.
3. For Single Disc Brakes, loosen exposed torque post screw and remove torque post. Slide friction pad out from under brake disc. Replace with a new pad making sure that the metal back plate faces the magnet. METAL BACK PLATE SHOULD NOT FACE THE DISC. Reinstall torque post and tighten screw to 5 ft. lbs. to prevent piston leakage and hold friction pad.
4. For V Brakes, remove brake cover. After brake has cooled, grasp top edges of the pad and pull firmly. Replace with a new pad making sure that the metal back plate faces the magnet. METAL BACK PLATE SHOULD NOT FACE THE DISC. Replace brake cover.
5. Reconnect air supply.

When replacing your friction pads, please clean the disc surface (the black, finned, rotor) with a light grit emery cloth or sandpaper and wipe the disc surface down afterwards with a dry rag. It is always a good idea to start with a clean surface when replacing the previous pads with a new friction material. You should also wipe the dust off any remaining pads in the set up.

1. Friction Pad Dust

It is inevitable that in any dry-friction application dust will form all along the inside of the brake cover, around the friction pads, and on the modules. Excessive dust buildup increases the propensity for noise, especially around the working surfaces of the friction pads and discs. The dust no longer possesses the properties of the original friction material. This may introduce audible vibrations. Please remove any dust using a damp cloth or a vacuum cleaner.

2. Disc Surface

It is also important to clean the disc surface when installing new pads. Each friction material is unique and materials left behind by the previous friction pads could alter the characteristics of the new pads.

After the brake has cooled, use a light grit sandpaper or preferably emery cloth and rub in a rotary motion while slowly rotating the disc. After each rotation, wipe the surface down with a clean cloth. You will immediately notice the cloth is now soiled to some degree. If at all possible, repeat this using a clean section of the cloth until the cloth no longer picks up any visible particles.

REMPLACEMENT DES PLAQUETTES DE FRICTIONS MONTALVO

Avant de remplacer vos plaquettes de friction, veuillez frotter légèrement les disques (en acier noir) du frein avec un papier à sable tres fin, et puis, veuillez les nettoyer avec une tissue humide. Il est aussi une bonne idée d'essuyier la poussière des plaquettes nouveaux avant de les installer, et aussi des plaquettes déja installées.

Si un frein commence a crier, il y en a souvent des traces de matériel de friction sur les disques. Les plaquettes mêmes sont souvent en éffêt vitrifié. Si c'est le cas, vous pouvez les frotter avec du papier de sable grossier pour les faire rêches.