



**The first fully-integrated
replacement braking system...**



**...because the rotor
is just one piece of the puzzle.**



AUSTRALIA'S BEST REPLACEMENT DISC ROTOR ISN'T A ROTOR AT ALL... IT'S A SYSTEM

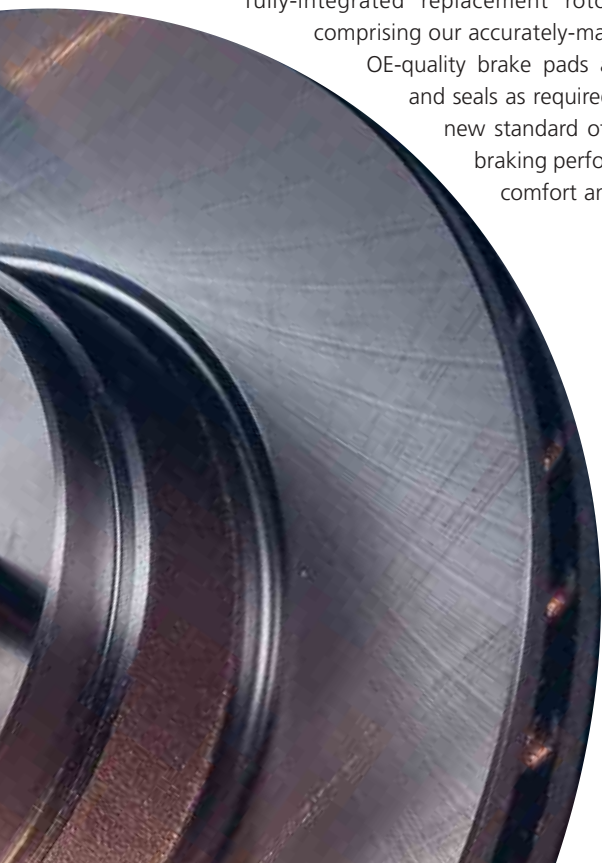
That's because the best disc rotor for any vehicle is the one that performs best with the other brake components: the pads, bearings, seals, calipers and the actuation system.

We know this from our 75 years' experience in the aftermarket and more than 30 years developing and testing OE braking systems for Australian cars.

Today, many of the world's leading car makers now choose PBR brake technology – particularly for cars that need to stop as fast as they go, like the Mustang, Cobra and Corvette.

As there's more to braking than just rotors, we chose to develop what no other company has done before us: the first integrated replacement *rotor system*.

Our comprehensive development program has proven that a fully-integrated replacement rotor system – comprising our accurately-machined rotor, OE-quality brake pads and bearings and seals as required – delivers a new standard of aftermarket braking performance, feel, comfort and safety.





THE PBR HIGH ACCURACY ROTOR

PBR has established Australia's most advanced disc rotor design, testing and manufacturing capabilities at our global headquarters in Melbourne.

Advanced computer design

- Highly advanced computer design and Finite Element Analysis (FEA) simulation capabilities, as well as comprehensive dynamometer testing, were used to pinpoint the exact rotor material, weight and design to optimise the total braking system's performance.

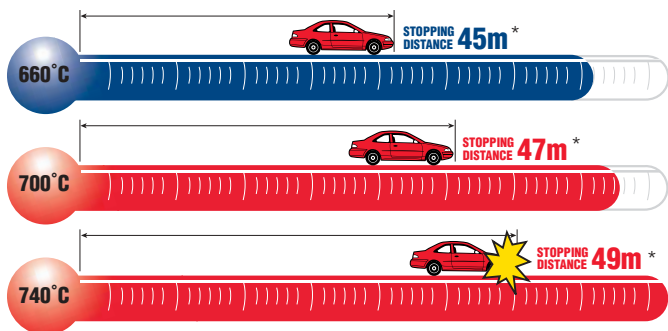
High strength, low noise

- The rotor is made of high carbon grey iron, for its enhanced thermal performance, low noise properties and resistance to cracking. It has optimum mass for structural strength and heat absorption.

Performance advantages

- The proven performance advantages of the PBR High Accuracy Rotor design include minimal thermal judder and torque fluctuation, minimal risk of Disc Thickness Variation (DTV) and resistance to brake fade.
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A COOLER DISC ROTOR MEANS A SHORTER, SAFER STOP



*Brake performance data is from PBR Report #990579. Testing was conducted in the research facilities of PBR Australia Pty Ltd. Results can vary depending on variables in test conditions and vehicle dynamics.

The operating temperature of a rotor can have a dramatic impact on stopping distances – and your safety. Worn and machined rotors run hotter, reducing their braking ability. A new Jetstream Rotor System runs cooler, for better performance and increased safety.

PRECISION DESIGN AND PERFORMANCE

Having perfected the rotor design, PBR then tackled one of the most critical issues of rotor manufacture – Disc Thickness Variation (DTV).

- DTV is uneven wear of the rotor faces, which eventually leads to shudder under braking, vibration and increased braking distances.
- A rotor system's propensity for DTV is affected by the design and manufacture of the caliper, the rotor, the brake pads, the condition of the bearings and the squareness of the rotor/hub's interface. This was a major reason for PBR's decision to offer a rotor replacement system.
- PBR drew on its years of experience in total braking system design and manufacture to optimise each rotor's design for its application. The result? Accurately machined replacement rotors for the Australian aftermarket.

THE JETSTREAM ROTOR SYSTEM SOLUTION

PBR's Jetstream Rotor System solution was completed with the selection of the other system components – the brake pads and the bearing and seal sets (for integral hub rotors only).

PBR completed an exhaustive selection process to identify brake pads that offer OE-quality durability and performance for each application.

- PBR's OE-quality brake pads deliver maximum performance across a wide temperature range, vehicle matched to reduce brake fade.



- PBR approved-quality bearing and seal sets were selected to match the integral hub rotors. Old or worn bearings and seals are a potential source of vibration. Only with the use of a new matched bearing and seal set could PBR guarantee optimum system performance.



Finally, we combined all the system components – the High Accuracy Rotor, OE-quality brake pads and (where required) a matched bearing and seal set – into one box, for the utmost convenience and value when replacing rotors.

Warning: Important Safety Notice

To avoid any potential uneven braking concerns PBR strongly recommends that Jetstream Rotor Systems are fitted as an axle pair.



**PBR HIGH
ACCURACY ROTOR**



**MATCHED BEARING
AND SEAL SET (INTEGRAL
HUB ROTORS ONLY)**



**ORIGINAL EQUIPMENT
QUALITY BRAKE PADS**

THE FULLY-INTEGRATED JETSTREAM ROTOR SYSTEM
DELIVERS A NEW LEVEL OF REPLACEMENT BRAKING
PERFORMANCE, CONVENIENCE AND VALUE.

CONSTANT BRAKING PERFORMANCE OVER THE WIDEST
RANGE OF DRIVING CONDITIONS, WITH IMPROVED PEDAL
FEEL, LONGER PAD LIFE, LOW NOISE OPERATION, IMPROVED
DURABILITY, REDUCED FADE AND NO BRAKE SHUDDER.

SO WHEN IT COMES TO REPLACING BRAKE
PARTS, DON'T JUST CHOOSE A PIECE OF THE
PUZZLE - INSIST ON THE FULL PICTURE - CHOOSE
THE PBR JETSTREAM ROTOR SYSTEM.



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