

STERLING *by* ROVER

OWNER

INFORMATION



BRAKE SYSTEM

performance and

characteristics

BRAKE SYSTEM TECHNOLOGY

Your Sterling automobile is equipped with a power assisted dual hydraulic brake system with disc brakes at both the front and rear wheels. Some Sterling Models are also equipped with an anti-lock brake systems (ABS), which in combination with the four wheel disc brakes, provides an exceptional level of brake control. The primary advantage of ABS is that it allows the driver to maintain full steerability and directional control, even under heavy brake pedal application.

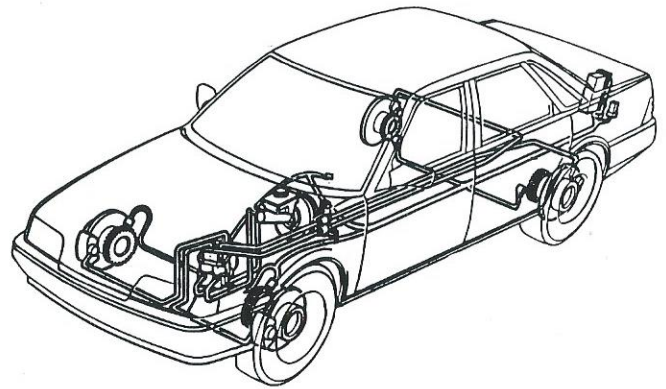
In spite of the improved handling characteristics of the ABS system, you must continue to adapt your driving style to prevailing road and weather conditions. Braking capability is still limited by tire traction and ABS cannot overcome the laws of physics.

BRAKE SYSTEM CHARACTERISTICS

While four wheel disc brakes offer tremendous advantages over other braking systems, they also require periodic care and maintenance. Recognizing that the primary purpose of any braking system is to stop the vehicle in a safe and controlled manner and further recognizing the enormous variety of driving patterns, styles and conditions, it is impossible to establish "normal" brake system wear.

On some Sterling vehicles a pulsation of the brake pedal or a vibration through the steering system may be felt when the brakes are applied. This is caused by the wear pattern generated between the disc brake pads and rotors during normal use. Even though this vibration may be evident, it does not cause any detriment to braking efficiency or stopping distance.

Rover Engineering has recently developed a new specification of front brake pad material that further reduces the rotor wear and the resulting vibration. Whenever new pads are fitted to your car remember that an initial "break-in" distance of 150 to 250 miles of city driving is necessary to optimize wear and friction properties.



You may from time to time experience brake squeal or groan. There are many things that influence brake noise. Age and condition of brake pads or rotors, driving styles and even atmospheric conditions can contribute to brake noise. Driving habits, such as light brake pedal application, combined with high atmospheric humidity can aggravate the problem. Although brake noise can be annoying, it does not represent a deterioration of the safety or performance of your braking system. Your Sterling Dealer can inspect for, and advise you of any needed brake repair if unusual noise persists.

OWNER RESPONSIBILITIES

Excessive rotor runout will aggravate the generation of brake judder. Runout is the result of "stacked tolerances" of the rotor, wheel bearing / hub assembly, and road wheel. Your Sterling service technician has been trained to measure and correct for excessive runout. Once the front wheel and hub assembly has been matched for minimum runout, it is necessary to always relocate that wheel back on to the hub in the exact location it was removed from. Your dealer will permanently mark the mounting location of the wheel and hub.

Another area that can generate rotor runout is uneven or excessive wheel nut torque. The correct wheel nut torque for a Sterling is 53 lb. ft. This torque should be applied in an alternate nut tightening sequence. Air impact guns should not be used when mounting the Sterling alloy road wheel.

Finally, many aftermarket road wheels can create excessive rotor runout. This is because of the uneven mounting surface of the wheel itself. Your Sterling dealer can advise you if any installed aftermarket wheels are causing excessive rotor runout.

We hope this information will help you get longer service life and maximum benefit from the vehicle braking system designed for your Sterling.