LiteBrake
www.litebrake.com

Lighter, Cooler, Better and Greener Brake

Steel Clad Aluminum Brake Rotor

Lighter Weight & Greater Braking Power for Front and Rear Brakes

Advantages:

- 30% to 50% weight reduction
- Less brake pad drag
- Increase gas mileage about 3% on average
- Faster heat dissipation and lower braking temperatures
- Greater corrosion resistance
- No heat dissipation degradation due to rusting
- Approximately 30% less wear on brake pads
- Lasts over 10 years or 100,000 miles
- Shorter stopping distance
- Faster car acceleration
- More precise steering due to un-sprung weight reduction

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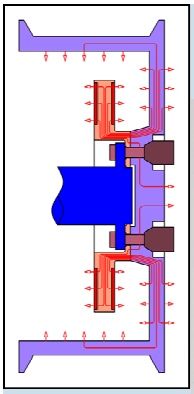
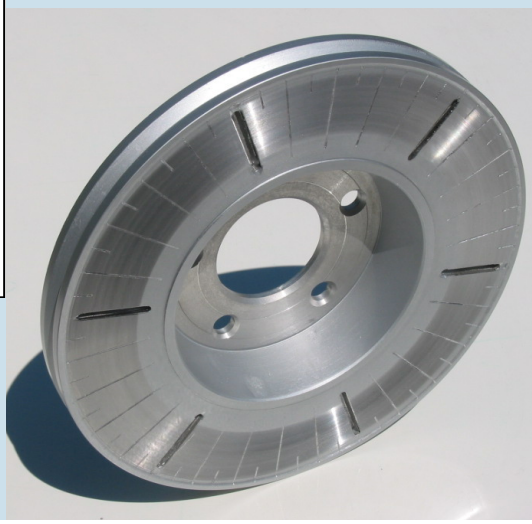
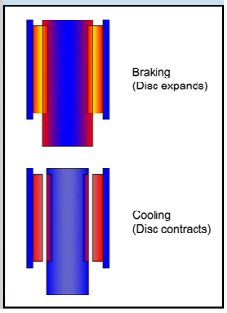


Uses connected aluminum rim as the brake heat sink and radiator to lower brake temperatures.

Incorporates a better steel with dozens of slots to increase the braking friction.



Utilizes greater thermal expansion coefficient of aluminum to create a "force free pad return" -reducing pad drag and increasing gas mileage.



The steel cladding and use of the connected aluminum rim as the major heat sink and radiator make the aluminum based SCA rotor the only one of its type suitable for both front and rear brake applications. The cladding, composed of high grade steel and designed with dozens of slots, also increases the brake friction coefficient. Intrinsic pad drag reduction further improves driving performance. See reverse side for more information.

Currently Available Rotors for:

- Ford Escape
- Mercury Mariner
- Chevrolet Equinox
- Saturn VUE
- Toyota Camry
- Toyota Prius
- Toyota Corolla
- Toyota Sienna
- Toyota Solara
- Toyota Avalon
- Lexus ES300
- Honda Accord
- Honda Civic
- Honda CR-V
- Honda Element
- Dodge Caravan
- Chrysler Town & Country

More coming soon!

Check www.litebrake.com for update information

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