

AERO2K® Brake Caliper

INTERIOR & EXTERIOR

SOLVENT BASED

2K

Description:

A two component, solvent based, inert polymeric matrix specialized brake caliper coating based on an air drying/cross linking silicone/acrylic binder.

Intended Uses:

AERO2K® Brake Caliper is a professional 2K coating designed to deliver a durable & high-performance finish on brake calipers & related brake hardware. This specialized two component coating is formulated to withstand the elevated temperatures & harsh conditions associated with braking systems.

Available in a range of vibrant colour, it provides excellent adhesion, chemical resistance (including brake fluid), and a long lasting, professional look that enhances the style of your wheels.

Features & Benefits:

- Professional 2K Formulation – Engineered for high heat resistance & durability in demanding environments.
- Resistant to Brake Fluid & Chemicals – Withstands the corrosive effects of brake fluid, road salt, and other chemicals.
- Excellent Adhesion & Coverage – Bonds well to caliper surfaces for a lasting & even finish.
- Available in Vibrant Colours – Allows for customization and a sporty, eye-catching appearance.
- Protects Against Rust & Corrosion – Extends the life & maintains the appearance of your brake calipers.

Certifications:

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Technical Data:

Product Physical Form	Aerosol
Binder Type	Two component modified silicone (Containing base & hardener)
Colour	RAL 1003 Signal Yellow, RAL 3001 Signal Red, RAL 5005 Signal Blue, RAL 9004 Signal Black & RAL 9006 White Aluminium
Appearance	Smooth Matt
Recommended DFT	40 – 50 µm (Dry Film Thickness)
Spreading Rate	0.75 – 1.1 m ² / Can per coat, allowance should be made for site application losses & surface profile
Number of Coats	2
Method of Application	Aerosol
Pack Size	400 ml (12 x cans per carton)
Storage	Store out of direct sunlight in dry conditions between 15°C and 25 °C
Shelf Life	12 months when stored as recommended in original un-opened containers

Important Information:

- Always consider a test patch to check suitability & adhesion.
- Always consult with technical department if unsure.
- Technical & application data herein is for the purpose of establishing a general guideline of the coating application procedure.
- Test performance results were obtained in a controlled laboratory environment and Specialized Coating Systems makes no claim that the exhibited published test results, or any other tests, accurately represent results found in all field environments. As application, environmental and design factors can vary, due care should be exercised in the selection & verification of the performance and use of the coating.
- Do not use material longer than 24 hours after activation at room temperature (20°C). The processing time depends on the ambient temperature. Higher temperatures reduce the pot life. Activation initializes crosslinking reaction which consequently leads to gelling after pot life. The product must not be used after pot life.

Surface Preparation:

In general, the following guidelines for preparation should be adhered to. Always consult for a detailed specification.

- The areas to be coated should be dry, firm, solid and free from dust, oil, fats, and other contaminants.

Brake Calipers see heat, grit, moisture and brake dust; poor preparation can lead to poor adhesion, early flaking/chipping and corrosion under the coating. It is recommended to completely remove the caliper when doing surface preparation and painting. If removal is not possible, masking, using brake cleaner and doing manual preparation is acceptable.

Initial Teardown & Preparation:

Park on level ground, chock wheels, loosen lug nuts, jack and support on stands. Remove the wheel. Remove the caliper if possible and the pads, clips and hardware that will interfere with a clean surface.

Thoroughly clean the brake caliper with **AEROCLEAN® Brake Cleaner** and wipe. Repeat until no oily residues remain. Using a stiff nylon or wire brush, dislodge any brake dust & compacted grime.

Abrasive Blast Cleaning and Mechanical Preparation – Steel

Abrasive blast clean to SA 2½ (ISO 8501-1:2007) or SSPC-SP6. If oxidation has occurred between blasting and application of AERO2K® Brake Caliper, the surface should be re-blasted to the specified visual standard. Surface defects revealed by the blast cleaning process should be ground, filled, or treated in the appropriate manner.

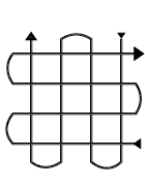
A surface profile of 25 – 50 microns is recommended

Hand or Power Tool Preparation

Any coating on the surface must be removed prior to the application of AERO2K® Brake Caliper. Hand or power tool clean to a minimum of St3 (ISO 8501-1:2007) or SSPC-SP3. Note, all scale must be removed and areas which cannot be prepared adequately by chipping or needle gun should be spot blasted to a minimum standard of Sa2½ (ISO 8501-1:2007) or SSPC-SP6. Typically, this would apply to C or D Grade rusting in this standard.

Application:

HOW TO ACTIVATE THE CAN				
	Before activating Shake Can Well		Remove button, flip can, attach to pin.	
			Press yellow button until it clicks.	
				After activation, shake for 2 min, then rest can for 15 min

			
Clean & Prepare Surface	Shake Can Well	Spray In Light, Even Coats.	Allow To Dry

Application Environment:

	Surface Temperature	Ambient Temperature	Relative Humidity
Minimum	5°C*	5°C	No lower limit
Maximum	45°C*	45°C	100%

*Or 3°C above dew point

Drying & Overcoating Information:

Touch Dry	4 hours @ 25°C
Overcoating Time (Min)	8 hours @ 10°C 6 hours @ 15°C 4 hours @ 25°C 2 hours @ 30°C
Overcoating Time (Max)	48 hours @ 25°C
Hard Dry	16 hours @ 23°C
Extra Information	A curing temperature below 10°C is not recommended, adequate ventilation should be maintained during application and curing.

Systems:

Consult with Specialized Coating System for application specific recommendations.

Safety Information:

- Refer to product SDS for health & safety prior to using products.
- Always wear safety clothing / protection. Respirators, eye protection & skin protection.
- Apply in well-ventilated areas