**Fitting and Safety Instructions**

**Instructions for Replacement of Brake Discs/Rotors - CAUTION: Brakes are a major safety critical component of your vehicle and incorrect installation can cause a vehicle accident, serious injury or death.**

**Always follow manufacturer guidelines.**

1.
The corrosion protective film on natural silver colour discs/rotors must be removed carefully with a suitable contact cleaner (brake cleaner or white spirit) to avoid contaminating pads. Thermic coated discs/rotors do not have protective film coatings. DO NOT REMOVE THE BLACK COATING.

2.  **Important:** The wheel mounting flange must be cleaned before fitting the brake discs/rotors. Rust or scale will cause runout & eventual brake judder.

3.  **Check:** After having fitted the brake disc/rotor, a dial indicator with a magnetic base ideally should be placed on the vehicle chassis. The brake disc/rotor should be rotated and tested for axial runout. If runout exceeds 0,05mm (0.002") the disc/rotor must be dismounted and rotated one bolt hole. Repeat the test. If runout is still excessive, remove disc/rotor, check for debris/damage to the bolt up face & repeat procedure. These discs/rotors are a precision product and if excess runout is evident at install, disc/rotor thickness variation will occur at 4-5000 miles driving and cause vibration. Vibration on front brake disc/rotors is shown through the steering wheel, vibration on rear brake discs/rotors is shown through the brake pedal or drivers seat. The only way to remedy this is with a Pro-Cut brake lathe and this is NOT a warranty issue. For details of where to locate your nearest Pro-Cut centre, check the EBC website <https://ebcbrakes.com/technical_ebc_brakes_blog/brake-squeal-causes-and-cures/>

4.
Always fit new disc brake pads and allow 480-800km (300-500 miles) for pads and discs/rotors to bed in. During this time, drive vehicle cautiously as brake effect may be lower.

5.
Check that caliper pistons slide freely and are not seized, binding calipers will cause uneven braking or judder.

**WARNING: Always replace the discs/rotors in pairs.** The wheel bolts must be tightened diagonally and final tightened by means of a torque wrench using manufacturers settings. Replacement of brake discs/rotors should always be performed by a mechanic according to the car manufacturer’s instructions.