Instructions for Replacement of Brake Rotors

1. The corrosion protective film on non-grooved EBC rotors must be removed carefully from new rotors with a suitable contact cleaner (meths or white spirit) to avoid contaminating pads.

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

3. **Check:** After having fitted the brake rotor a dial indicator with a magnetic base ideally should be placed on the vehicle. The brake rotor should be rotated and tested for axial runout. If runout exceeds 0,15-0,20mm the rotor must be dismounted and rotated one bolt hole. Repeat the test. If runout still excessive, remove rotor, check for debris/damage & repeat procedure.

4. Always fit new rotor brake pads and allow 300 miles urban driving for pads and rotors to bed in.

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

6. EBC Grooved rotors are coated with gold or black zinc finish which will wear off during the first 100 miles of braking. Do not attempt to remove this coating on installation.