

Installation procedure for Replacement Brake Rotors

Step 1

Remove old Brake Pads leaving Caliper and rotor in position

Notes

Measure thickness of pads and note sizes. Any uneven pad wear should be investigated before fitting new rotors. This could indicate seized pistons or misaligned calipers. DO NOT fit new rotors until investigated and fixed as this may cause damage to the new rotors.

Step 2

Remove Caliper, Rotor and clean all surfaces

Notes

Rotor is machined to below 0.04mm run out so cleaning is essential

Step 3

Install rotor using OEM retainer bolt and check run out

Notes

The disc is a floating design but run out must be below 0.05mm. If above DO NOT fit rotor or the rotor will vibrate and cause damage. Check hub for tolerance and re-test

Confirm rotors are fitted in the correct direction as shown on the rotor face (Arrow for direction of rotation)

Step 4

Clean Wortec Rotor

Notes

ALL rotors MUST be cleaned with soap and water (or brake cleaner) prior to installation. Not doing so will damage the rotors and pads, and will prevent the brakes from bedding in properly. DO NOT SKIP THIS STEP.

Step 5

Install caliper, brake pads and wear indicator

Notes

Use anti Squeal plates provided and a small amount of copper grease on the back of the pad.



Step 6

Bedding in pads

Notes

In the first stages of bedding in the car should be driven at moderate legal speeds not using more than 50% brake effort. The rotor should be checked to make sure that 100% of the rotor shows signs of pad contact. Once 100% pad contact is visible (both sides of rotor) pressure and speed can be increased.

By definition, full braking effort should exert approximately 1 to 1.3G's of deceleration. At this rate, ABS will be activated (if equipped) on the car. Avoid full braking effort during bed-in procedure, during the bed-in procedure, only 70-80% of stopping force is needed, just short of activation of ABS or lock up.

Note: Bedding of pads should only be done in dry road conditions.

After finishing the installation, make a series of 6-8 stops from 60 to 5-10mph. At the end of each stop, immediately accelerate to 60mph again for the next stop.

Run all stops in one cycle. During the series of stops, the exact speed is not important. Accelerate to approximately 60mph and begin the braking cycle, as you approach 5-10mph.

It is more important to keep your eyes on the road and approximate your speed at the end of each cycle for safety.

During the early stages of the break in procedure there will be smoke and some smell from the fluid used in the manufacturing process...

This is normal and will disappear after the full break in process is completed

There will be a slight hue of blue on the rotor surface. The blue hue indicates the rotors have reached the proper break-in temperature and the pad material has been transferred onto the rotor surface. Full brake in is indicated when the rotors produce a mirror finish (this stage will be after a few miles of normal use)

Step 7

Installation Notes

Notes

If not stated, all bolts and components should be installed using all OEM standards and only done by a qualified engineer observing best practice and responsible environmental disposal of old parts and fluids. Any questions please contact us before fitting as your safety is our priority.

