

Fitting Instructions For EBC Brakes

Disc Brake Rotors

1



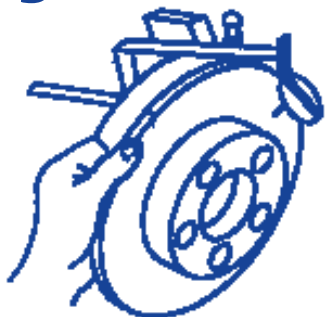
Clean rotors

2



Mount to clean rust free flanges

3



Check runout does not exceed 0.003 inches

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 dismantled 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.

WARNING: Always replace the rotors in pairs.

The wheel bolts must be tightened diagonally by means of a torque wrench.

Replacement of brake rotors should always be performed by a mechanic according to the car manufacturer's instructions.

Disc Brake Pads

DRIVER SAFETY WARNING

Brakes are a safety critical part of your vehicle and should be installed by a competent mechanic following vehicle manufacturers installation procedure. The surface of these brake pads is coated with a red coating known as BRAKE-IN™. This coating helps your newly installed brake pads to "seat" or bed in quickly. However, pads should be used gently for the first 100 miles until optimum braking is observed.

INSPECT BRAKE PADS FOR WEAR every 3000 miles as varying load and use conditions can greatly influence pad wear rate. Badly worn or totally worn brake pads can cause partial or total loss of brake and may result in an accident. This product may last longer than or even **LESS MILES THAN** other types of brake pad when used in the same conditions.

Some Asian fitment brake pads are fitted with audible wear indicator devices called screech clips. These are a "U" shaped clip rivetted to the left or right side of the brake pad backing plate. Screech clips are designed to contact the rotor when pad is worn dangerously low and emit a screeching sound. When the noise is observed pads must be changed immediately to avoid loss of brake efficiency.

NOTES FOR INSTALLING MECHANIC

Most EBC pads are now fitted with noise reduction shims on the reverse side of the pad and also now have edge chamfers to reduce low speed brake noise. Depending on rotor condition some minor noises can occur during early pad life and are not a reason for warranty. Please recommend to customers that they allow their brakes to run for at least 500 miles before claiming warranty under noise. The BRAKE-IN coating on the pad surface is a major aid in helping pads to seat quickly and should not be removed or sanded. Avoid contamination of pad surface with any forms of grease that you may use to lubricate caliper sliders.