



Stock Style Rotor Installation Information

Part Numbers: 9850-6500, 9850-6501, 9850-6505, 9850-6510, 9850-6511

Please read the following before installation.

Only qualified persons experienced in the procedures of proper installation of brake systems should attempt installation.

The installer is responsible for determining the suitability and application of this part.

HYBRID ROTOR (9850-6505) MUST USE SPECIFIC AFCO CALIPER BRACKETS (40122PL/40122PR)

Due to inconsistencies of OEM spindles, we highly recommend using only AFCO related hardware with this rotor.

| Rotor Part # | Ford 9850-6510 9850-6511 | Hybrid 9850-6505 | GM 9850-6500 9851-8501 |
|-------------------------|--------------------------------|---------------------|------------------------------|
| Bearing Kit | 9851-8510 | 9851-8510 | 9851-8500 |
| Inner Seal | 9851-8521 | 9851-8521 | 9851-8520 |
| Dust Cap | 9851-8502 | 9851-8501 | 9851-8501 |
| Metric Caliper Brackets | 40121PL/40121PR | 40122PL/40122PR | N/A |

THIS PRODUCT IS INTENDED FOR OFF-ROAD USE ONLY.

Heat Cycle Information - Before using your new AFCO Rotor, a simple heat cycle should be performed to help assure the rotor surface is properly prepared and made more resistant to cracking and thermal checking. After installation of rotor, remove any oil or grease from the rotor surface. On the racetrack or suitable location, bring the vehicle up to medium speed and make 4 moderate deceleration stops. This will allow the heat to slowly build up in the rotor. Do not drag the brakes or hold the pedal down for long lengths of time during this step. Upon completion or if brake fade is noticed, park the vehicle and allow the brakes to cool completely. Do not apply brake pressure during the cool down process.

Rotor Information - Inspect rotors after every race. Small surface heat checks are normal. Cracked or grooved rotors should be replaced. Not all friction materials are compatible. When installing new brake pads that are of a different manufacturer or compound, the rotor should be cleaned of old materials. Rotors can be lightly sanded or bead blasted to help remove built-up friction material from the rubbing surface. Never grind on or turn down racing rotors. The type of friction material being used, the amount of usage and the brake system operating temperature determine the rate of rotor wear.

Checking Rotor Run Out - After initial rotor installation, check run out and adjust if necessary to attain .005" - .008". **It is important to recheck run out on a regular basis.**



Also Available:

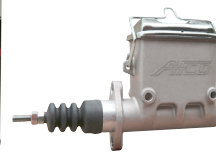
Metric Calipers



High Quality Brake Fluid



Dependable Master Cylinders



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