



Brake Rotor Installation

Part numbers: 6640020, 6640021, 6640023, 6640024, 6640025, 6640026, 6640027, 6640100, 6640101, 6640102, 6640103, 660104, 660105, 660106, 660107, 660108, 660109, 660110, 660111

This product is intended for off-road use only.

It is important to properly inspect the mounting area on rotor hat and/or hub prior to installing the rotor. Check for any signs of unusual wear. Replace used rotor bolts, washers, nuts, etc.

Checking Rotor Run Out

After initial rotor installation, check run out and adjust if necessary to attain .005" –.008".

Worn or damaged hub mounts and bearings can cause run out. It is important to recheck run out on a regular basis.

Rotor Bedding Procedure Information

Before racing with your new AFCO rotor, a simple yet effective bedding procedure 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.
- Install a used set of brake pads.
- Partially close any air brake ducts.
- On the race track or suitable location, bring the vehicle up to medium speed and make four moderate deceleration stops. This will allow heat to slowly build in the rotor. Do not drag the brakes or hold the pedal down for long lengths of time during this step.
- Upon completion of the above step, park the vehicle and allow the brake system to cool completely to the touch. Do not apply brake pressure during the cool-down process.

Rotor Information

Only persons who are experienced in the installation of disc brake systems should perform rotor installation.

Use lock wire to secure rotor bolts.

Inspect rotors after every race. Some small surface heat checks are normal, but cracked or grooved rotors should be replaced. Check mounting tabs for signs of wear, bending, or cracking. Inspect mounting through hole for deformation caused by loose rotor bolts.

Not all racing 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 or turn down racing rotors.

The type of friction material being used, the amount of usage, and the brake system's operating temperature determine the rate of rotor wear.

For additional technical information about brake rotors or any AFCO product, contact your local distributor or AFCO.

Also Available:

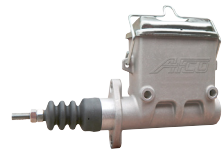
Metric Calipers with over or undersized pistons for bias adjustment.



High Quality Brake Fluid



Dependable Master Cylinders



Disclaimer of Warranty

There is no warranty or guarantee of liability, expressed or implied, written or oral, offered by AFCO. The seller nor AFCO will be responsible for loss or damage or injury from any cause including defects of AFCO products. Under no circumstances shall AFCO be responsible for incidental or consequential damages with respect to economic loss or injury to person or property, whether as a result of breach of express or implied disclaimer, negligence or otherwise. This product is NOT D.O.T. approved and is intended for racing/off road applications.

Purchase and/or use of this product implies recognition and acceptance of this disclaimer by consumer.



977 Hyrock Blvd. • Boonville, IN • 47601
Fax: 812-897-1757 • sales@AFCOracing.com

800-632-2320