

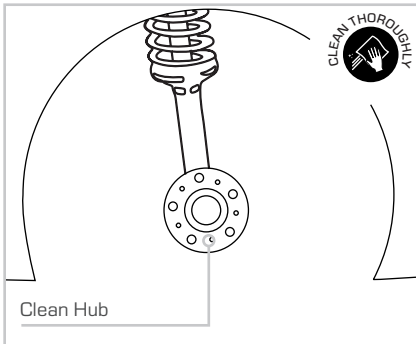
INSTALLATION GUIDELINES

ROTORS



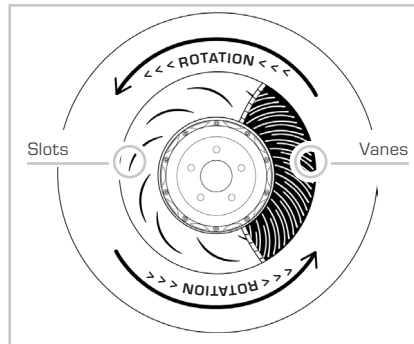
If you do not feel confident about performing your own brake installation, please consult a certified workshop.

If you are an installer, please give this document to the customer for their future reference.



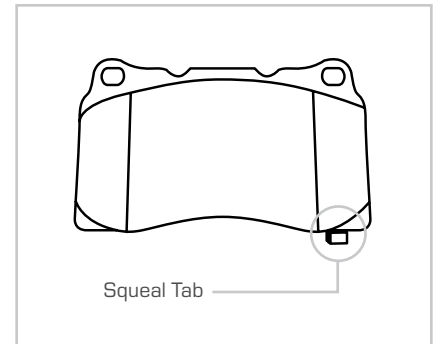
Clean Hub

Thoroughly clean the hub mating surface, preferably using a wire brush, before installing the rotor. We do not recommend applying anti seize to the hub face or rotor hat.



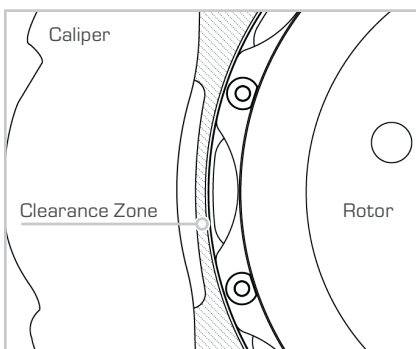
Orientation of Discs

GiroDisc rotors have curved internal vanes and are designated as left and right. Refer to the diagram to ensure they are installed in the proper orientation.



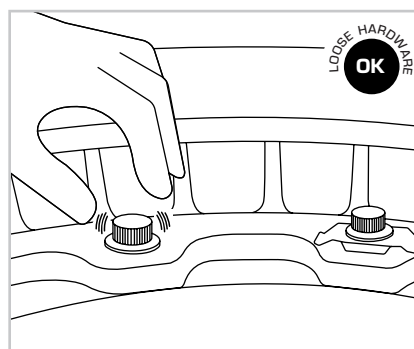
Squeal Tabs

Pads with squeal tabs should be installed on the inboard face of the rotor to prevent contact with the hat or removed completely.



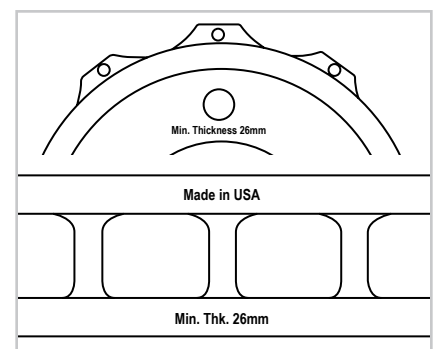
Clearance to Hats

Check for a visible gap at the minimum between the pad backing plate and the rotor hat after the caliper has been reinstalled. Note the backing plate will approach the rotor face as the pad wears.



Loose Hardware

On some applications, the cap screws may seem loose despite being properly tightened. This is by design and the fasteners should not be tightened beyond 60 in-lbs (7 Nm).



Minimum Thickness

Minimum thickness is noted on the center hat and on the outside edge of the disc. Rotor rings should be replaced once they have reached this limit.

BEDDING GUIDELINES



1. Initial Brake Pedal Test: With the vehicle stationary, pump the brake pedal to establish pad-to-disc contact. The brake pedal should feel firm, with normal travel.
2. Short Test Drive: Drive the vehicle cautiously over a short distance to assess fit and function. Ensure the brakes operate smoothly, without any vibrations or judder.
3. Purpose of Bedding: The goal is to gradually increase the temperature of the brake components without causing thermal shock, while properly mating the brake pad and disc friction surfaces.
4. Brake Bedding Procedure: In a remote area, perform at least 20 brake applications, each lasting 3 seconds. Use light deceleration from varying starting speeds. Stop-and-go traffic can be ideal for this process.
5. Cooling Phase: After the repeated braking applications, drive the vehicle for several miles—preferably on a highway—with minimal braking to allow the brake system to cool adequately.
6. Additional Braking: While on the highway, perform 10 braking applications with light to medium pressure for periods of about 5 seconds.
7. Completion: After completing the bedding and cooling process, the brake system is ready for normal use.
8. Pad and Disc Compatibility: Once the pads and discs are bedded together, they function as a set. Changing the pad material after the bedding process may result in pedal judder, vibration, or squealing.
9. Cool Down After Extreme Use: After intense braking, allow the brakes to cool by driving normally for a short distance before coming to a stop. This cool-down phase not only extends the lifespan of the brake system but also prevents the pads from “printing” onto the hot rotor.

Additional Notes for Race Specific Bedding

- Preferred Pad Usage: When bedding new rotors, it is recommended to use previously used brake pads. These pads have already undergone bedding, which helps make the process of bedding the rotors cleaner and more effective.
- Rotor Bedding Procedure: Bedding rotors is a distinct process from bedding pads and should be done first. Gradually bring the rotors up to operating temperature, maintain that temperature for a period, and then allow them to cool. Since the binders and resins on the used pads have already burned off, this minimizes contamination during rotor bedding. Avoid dragging the brakes to prevent excessive heat buildup, which could glaze both the pads and rotors. The goal is to gradually heat the rotors using light to moderate braking, bringing the rotor surface temperature to approximately 700-800°F. Once this temperature is reached, allow the rotors to cool down to near ambient temperature.
- Pad Bedding Process: After the rotors have cooled, proceed with bedding the pads. Ensure that the entire braking system has some residual heat before beginning the pad bedding process. Start by repeating the gradual increase in temperature as was done for the rotors, with multiple decelerations at moderate braking pressure. Once the system has reached a sufficient temperature, follow the specific bedding instructions provided by the pad manufacturer. These instructions typically involve multiple stops from progressively higher speeds and pressures until the brakes reach high operating temperatures, followed by cooling intervals. Repeat this cycle as necessary.
- Once the friction and initial bite stabilizes, the pedal firm and consistent, the process is complete.
- Avoid Hot Spotting: When the brake system is extremely hot, never stop and hold the brake pedal down for extended periods. Doing so can cause the brake pad to imprint on the rotor, resulting in judder and potential local rotor warping. If the vehicle needs to remain stationary during hot conditions, use a wheel chock to prevent movement rather than holding the brake pedal.

Disclaimer of Warranty

Girodisc brake discs are sold as Racing and Off-highway equipment. Girodisc cannot control the end use of the product in regards to proper installation, bedding, and use, and therefore cannot make applicable any expressed warranty or guarantee for any specific period of time. Girodisc warrants the brake rotors as delivered as free from defects in materials and or workmanship while in new, unused condition. Once the product has been mounted to vehicle and-or used in any way, the product is the responsibility of the owner. Exclusions from warranty of new product: 1.) Improper installation. 2.) Modification or alteration. 3.) Cases of misuse or intentional damage. 4.) In any case where the part or component has been damaged as the result of an accident or impact due to use beyond the intended and normal life of the product. Any defective Girodisc product must be returned in the original packaging in unused condition freight pre-paid for inspection. If a product is found to be defective in material or workmanship, it will be replaced and return shipped without charge. This disclaimer applies to the original purchaser and all other persons as well.

Racing brakes and equipment are consumable components that require maintenance to ensure safety and proper performance. A regular inspection should be scheduled to assess for signs of fatigue, damage, and wear.