

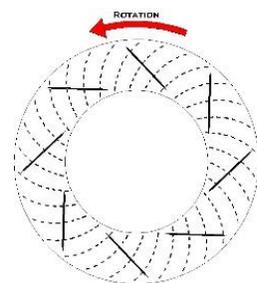


Please read the instructions completely prior to installation.

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

INSTALLATION INSTRUCTIONS:

1. Girodisc rotors are a direct replacement for the original equipment discs. There is no need for modification or any special equipment. **Do not tighten or loosen the fasteners on the rotors when new. They are delivered ready to mount to the vehicle. Some fasteners may feel loose on delivery. This is normal. The pins are floating units and they will be evenly loaded through use on the vehicle.**
2. If you are not familiar with, or confident that you understand how to replace your discs. Refer to the factory service manual, or have a certified mechanic perform the installation.
3. **Always be sure to use appropriate jack stands and wheel chocks while working on a supported vehicle. Work on only one end of the vehicle at a time. A floor jack is NOT a jack stand!!**
4. The general procedure is to simply unbolt the caliper from the car, remove the OE disc, and replace it with the Girodisc. Place the caliper on the disc and tighten the caliper bolts to the upright with the correct torque. The correct torque value will be available from the vehicle manufacturer.
There is no need to loosen any hydraulic fittings. Do not loosen the brake lines during this installation if they are not being replaced.
5. **Always install pads with "squeal tab" wear indicators on the inboard side of the caliper. Installing them on the outboard side could cause interference with the brake hats. Spin rotor after installation and verify clearance to squeal tabs before driving.**
6. Check clearances between the Girodisc rotor hat and the bottom edge of the brake pad and/or associated pad shims. If there is any contact between the two **do not** attempt to move the car. Clearancing of the brake pad backing plate or pad shims will be required for proper operation. Feel free to call us for technical help if this issue arises.
7. Install the discs according to the label on the disc. **The direction of the vanes in relation to the direction of rotation of the disc is very important. The disc will not cool as effectively if the vanes are not facing the correct direction.** Remove these labels from the disc before bedding and using the braking system. Illustration shows left hand side disc.



8. The minimum disc thickness is printed on the bell section of the disc. Please note this measurement. Check this measurement before and after track events especially. Do not use the disc beyond this point. Replacement discs for your application are available.

9. Some Girodisc applications utilize a rotor that is larger than the OEM unit. This is the case for many of our Porsche applications which require the use of spacers along with longer caliper bolts when necessary to accommodate the larger diameter rotor.

The caliper bolts are to go through this small spacer and thread into the upright to the factory torque specification. No other modifications are necessary. The illustration at right shows the placement of the spacer between the caliper and the upright. **Only ever use the spacers and bolts provided with your kit, if no bolts are provided the OEM bolts are to be used.**



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GENERAL BEDDING PROCEDURE

- While the vehicle is stationary, pump the brake pedal to ensure pad contact. The brake pedal should feel firm, and have standard travel.
- Drive the vehicle cautiously a short distance to test fit and function. The brakes should be smooth, with no vibrations, judder, etc.
- Drive the vehicle to a remote area and perform at least 20 brake applications of 3-second duration. Use light deceleration with varying starting speeds. Stoplight traffic can work well for this.
- The purpose of this procedure is to gradually increase the temperature in the components without inducing thermal shock, and to mate the brake pad and disc friction surfaces.
- After the repeated stops, drive the vehicle for several miles (on highway generally) with little or no braking in order to adequately cool the components.
- While on highway, perform 10 braking applications using light to medium pressure for periods of about 5 seconds.
- After the above process is completed, the system is ready for normal use.
- Note that pads and discs are a set once mated together. Changing to a different pad material after the previous material is bedded into the disc may cause pedal judder, vibration and squeal issues.
- **Because of the heat build up in the brake system during extreme use, you need to let the brakes cool down by driving normally for a short distance before stopping. This cool down period not only helps the longevity of the brake system, but also the entire vehicle.**

Additional Notes for Race Specific Bedding

- Rotors are bedded differently than pads and need to be done first. Rotors need to be brought up to temperature gradually, kept there awhile, and then cooled. Used pads are the preferred choice when bedding new rotors. The binders/resins at the pad face are already cooked off and make it easier/cleaner to bed new rotors. Be sure NOT to drag the brakes as this will glaze the rotors and pads by producing too much heat too quickly. The idea is to bring the discs up to temp gradually, using easy and then moderate braking actions. Once you've reached 700-800F allow the rotors to return to near ambient temperature, this will take a few laps to complete.
- Once rotors have cooled, you can focus on finishing bedding the pads. The whole system needs to have some heat in it before you start pad bedding. Start by gradually increasing temperature as done previously when bedding the rotors. Multiple deceleration events with moderate pressure works well. Once the system has some heat in it, the real bedding can begin. At this point, refer to pad manufacturers bedding instructions. Each have their own procedure they would like followed. In general, they all involve multiple stops from increasing speeds and pressures until things are really hot, then allow for cooling. Then, do it again.
- When everything is very hot, NEVER sit stopped with your foot on the pedal for any period of time. This will cause the pad to print to the rotor in one location and will lead to judder. It also could warp the rotor locally due to the pad acting as a heatsink. Chock the wheel in the pits to keep the car from rolling if necessary.

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 parts that must be maintained to ensure safe and optimal results. A regular schedule of inspection must be employed for checking fatigue, damage and wear.

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