

PROCEDURE FOR BRAKE DISCS REPLACEMENT

1. Make sure the car is safely supported. Leave the key in the ignition so you can move the steering when needed. Make sure leaving the key in the ignition won't cause the self-locking of doors. For security you may leave open the door or a door window.

Attention: if the car is equipped with a brake system of the type SBC or EHB, before any actions the electronic controllers must be deactivated.

2. Take off the wheel (**Fig.1**).
3. Remove the worn brake pads. **Put them into the scrap container.** This way you protect the environment (**Fig.2**).
4. Remove the worn brake discs. **Put it into the scrap container.** This way you protect the environment (**Fig.3**).
5. Clean the wheel hub thoroughly. Use a scouring brush (hand or automatic) and degreasers (**Fig.4**).
6. Check for play in the wheel bearings. Check the axial runout on the wheel hub. If the deviation is bigger than **0.02 mm**, it means the hub is crooked and should not be used anymore (**Fig.5**).
7. Take new discs from the box. Clean them using a degreaser (**Fig.6**).

Attention: Graphite Line Brake discs series (with a galvanic anticorrosion layer) do not require cleaning with a degreaser - its application is prohibited and may damage the coating. Any fluid on brake disc should be removed with a clean cloth.

8. Put the disc on the wheel hub.

Attention: Brake discs with directional perforation should be installed according to the description on the packaging (Fig.7**).**

Screw the disc down with wheel bolts. If they're too long, apply off-set washers (e.g. from large nuts). Make sure the disc is perfectly fitted to the hub and screwed-down tight (torque 60 Nm). Check its axial runout at approx. 1 cm from the outer edge (**Fig.8**).

If the axial runout is bigger than **0.08 mm**, the discs are not suitable for Use.

9. Unscrew the brake fluid container.
 10. Fit the new brake pads, make sure the caliper is operable (moving parts aren't seized and the piston seal is tight). Clean and lubricate the moving elements of the caliper (**Fig.9**).
- Attention: We do not recommend using ceramic brake pads with perforated brake discs. Depending on the quality of used pads, in certain cases they can cause noise while braking, uneven or rapid wear, or even disc damage.**

11. Press in the brake piston. Afterwards check the level of the brake fluid in the container and close up the container.
12. Install the brake caliper.
13. Repeat the actions on the second wheel. **Remember, discs MUST be changed in pairs!**
14. Fit the wheels. The bolts must be tightened with a torque wrench according to the recommended torque value. Too high a torque may cause deformation of the hub and damage of the disc. (**Fig.10**).
15. Depress the brake pedal several times till it starts to resist. It's important to remove all air from the system before use!

Attention: Remember that during the first 300 km (~200 miles) harsh braking should be avoided. Operate 5 delicate braking from 50 km/h (~30 MPH) - stop, so that the pads and discs can bed-in perfectly. During the first 2-3 days after pads and discs have been changed, the wheels may get slightly warmer.

While changing the brake discs we recommend a general check on the condition of steering, suspension and tyres.

