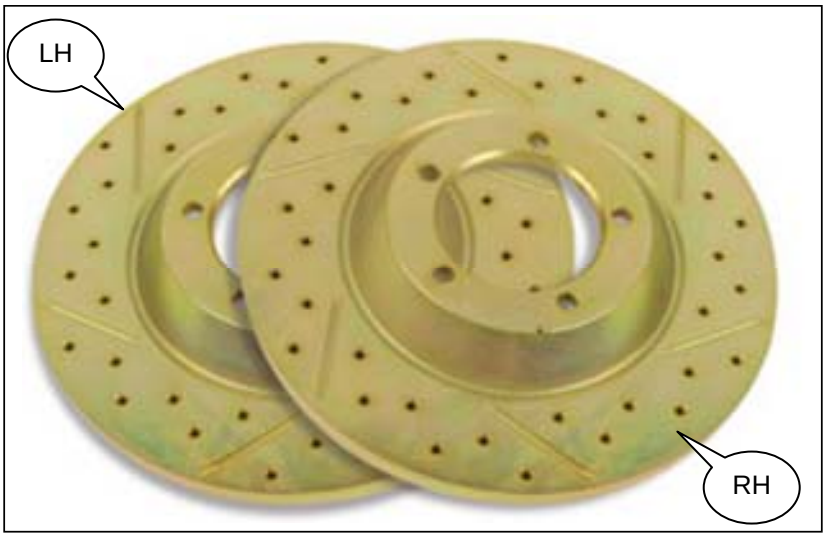
Supplemental Information & Instructions
for
586-620 Brake Discs, Slotted & Drilled
AH BJ8 FROM (C) 26705, MGC

About these Rotors…

These slotted rotors are directional and should be fitted to the vehicle as indicated above. The “RH” goes on the right front, and the “LH” goes on the left front, as seen from the driver’s seat.

If you need to check if the rotors have been fitted correctly, view the disc fitted to the right side of the vehicle, the slots should taper as per the **RH** disc. Now view the disc fitted to the left side of the vehicle, the slots should taper as per the **LH** disc.



Installation Summary

This is a supplement to, and not a replacement for, the factory workshop manual.

1) Block the rear wheels, jack the front of the car up and properly position jack stands under the car.
2) Remove the jack.
3) Remove road wheel.
4) Remove brake pads and push caliper piston back. Start by first loosening the bleeder so as not to push contaminated fluid into the system. Check caliper condition; refer to your workshop manual.
5) Remove caliper from its supports without disconnecting brake line. Make sure to secure it so that the weight of the caliper is supported without letting it hang or put any strain on the brake hose.
6) Remove old brake rotor.
7) Check hub bearings for wear, replace as necessary (refer to your shop manual)
8) Remove any scale or grit off hub face to ensure positive contact with the inside of the new rotor. This step is critical. If the rotor does not sit against the hub properly, you will have problems.
9) Fit new disc rotor to hub making sure it is indexed to a point with minimum run-out (using a radial dial indicator).
10) Refit brake caliper.
11) Clean any grease or foreign material off the rotor with Brake Cleaner.
12) Select correct brake pads to suit the style and driving conditions of the driver and vehicle.
13) Check brake fluid condition and replace as necessary. Do not flush dirty fluid through the system, remove dirty fluid from reservoir first.
14) Refit wheel, tightening wheel nuts in correct sequence and to recommended torque settings.
15) Carry out road test and bedding-in procedure as described on the next page. Also refer to brake pad manufacturer’s bedding in procedure.

Basic Initial Brake Bed-In

For optimal use of any given brake system, the pads and rotor have to be compatible with each other. The bed-in procedure establishes that compatibility between the pad and rotor. This is achieved by a combination of rubbing speed, temperature, line pressure, and Inertia. Bed-in is also influenced by pad and rotor material chemistries. It is always recommended that only compatible pads and rotors be used in any given application.

Why Proper Bedding-in is Important

1. Gradually heat treats the rotor and eliminates any thermal shock in the rotor.
2. Burn off volatiles and moisture from the resin that is near pad surface. This will eliminate “green fade.”
3. Establish a layer of transfer film about a few microns thick on the rotor surface. Shearing of the film during friction is an effective source of friction force. Otherwise, when using a freshly ground rotor without the transfer film, the main friction force would come from cutting, plowing, or scoring the asperities on the rotor surface. This leads to inconsistent braking effectiveness.
4. Mate the two surfaces to a near perfect geometrical match, so that the contact area is high, and therefore the friction force is increased.
5. The performance of a fresh rotor/fresh pad system would be inconsistent. This is due to ever-changing structures and properties of the two mating materials. Bed-in of pads and rotor will form a stable transfer film.
6. If bedding in procedure is not applied, a stable transfer film may not be established for a long time. In other words, the rotor surface would have to be constantly regenerating a film that is not quite stable for a long time. This effect would reduce the performance and increase the wear.

Basic Bed-In Procedure

Always consider the Brake pad manufacturers bedding in recommendations.
During pad or disc break-in, do not come to a complete stop, so plan where and when you do this procedure with care and concern for yourself and the safety of others. If you come to a complete stop before the break-in process is completed there is the chance for non-uniform pad material transfer or pad imprinting to take place and the results will be an irritating vibration during braking.
1. After installing new disc rotors and/or brake pads, perform eight to ten slow downs applying moderate pressure from approximately 30 – 40 MPH (50 -- 60 kph) without coming to a stop.
2. Make an additional two to three slow downs applying heavy pressure from approximately 40 – 45 MPH (60 - 70 kph) without coming to a stop.
3. DO NOT DRAG BRAKES!
4. Allow at least 15 minutes for brake system to cool down.
5. During cool down, while the car is at rest, DO NOT APPLY THE BRAKES!. If you do, material will be transferred from the pads to the rotor, and the results will be an irritating vibration during braking.

After step 4 your new disc rotors and/or pads are ready for normal use. Be aware that the full bedding in process can take up to 190 – 300 miles (300 – 500 kms) depending on driving style. During this period try and avoid any high speed hard braking to a dead stop.

*Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the **“Contact Us”** page on the Moss website: http://www.mossmotors.com/AboutMoss/ContactUs.aspx*
If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we’d like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.

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