

SP Performance Rotors

Important:

“Break-In” Period Required Read Instructions Before Installing Your New Brake Discs

ZRC Grey Coated Rotors:

These rotors are provided with an anti-corrosion, grey coating. Using a harsh chemical, or brake cleaner, will remove this protective coating. Rotors only need to be cleaned if grease gets on them during installation. This coating may be painted over if so desired.

Plated Rotors:

These rotors are protected with a high luster plating. It may require extra time for the plating to wear off the braking surface. Please be aware that until the plating wears off this surface, slight pulsation or chatter may occur. Please allow proper break in time during this process.

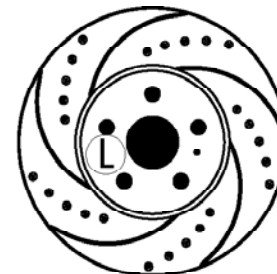
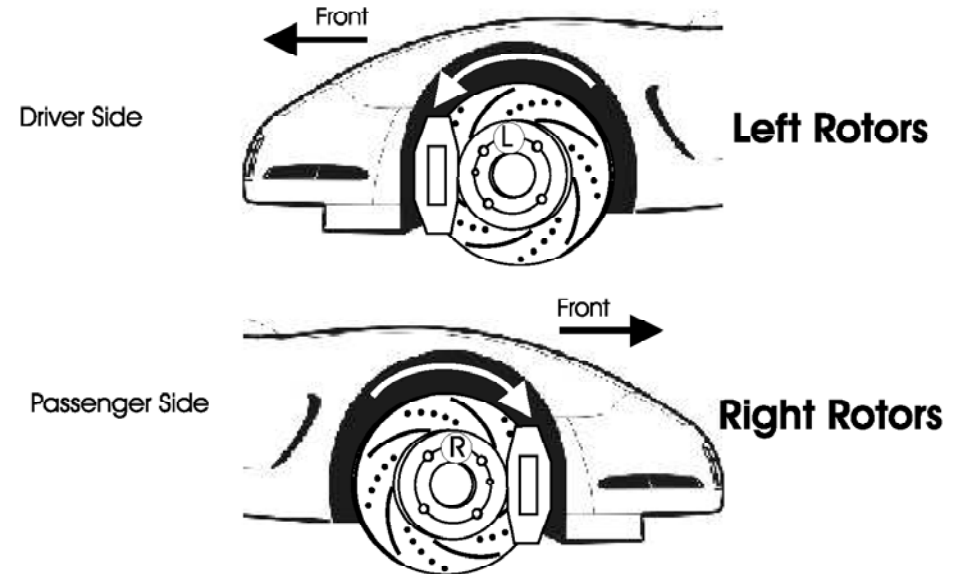
Important: As brake rotors are a part of the brake system and such represents safety parts, all respective work must be executed with utmost care. Inappropriate work may lead to total failure of the brake system.

Installation

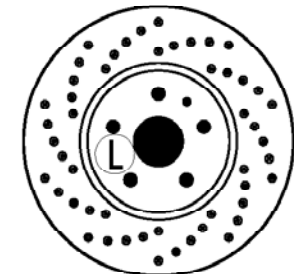
- 1) First match the new SP rotors to the ones being replaced to insure proper size and fit.
- 2) Be sure to replace all brake discs on the same axle.
- 3) Inspect calipers, sliders and mounting surfaces. Lubricate all metal to metal contact areas with moly lube.
- 4) Make sure that the seating surfaces on brake disc and wheel hub are clean, free of rust and burrs.
- 5) Be sure to install new (non-ceramic) brake pads.
- 6) Check the “run out” of the mounted disc, which should not exceed 0.15mm or .005”. If runout exceeds specifications, remove and reposition rotor for minimum runout.
- 7) Tighten wheels to specified torque (Do not use impact wrench)
- 8) Actuate brake pedal several times.

Proper installation.

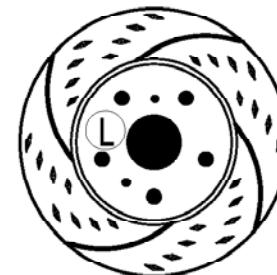
SP Performance Rotors are machined with a directional pattern; each rotor is marked (usually on the outer edge or on the face of hat) with an L or R so they can be identified.



Left Drilled and Slotted



Left Cross-Drilled



Left Diamond Slot



Left Slotted

“Break-In” Procedure

Start by lightly applying the brake a few times. Then from 30 to 35 MPH apply moderate pedal pressure slowing to 10 MPH (do not come to full stop). Repeat 6 to 8 times. Allow brakes to cool for minimum of 20 to 30 minutes. Run the new discs and pads avoiding excessive or high speed braking for approximately 200 to 400 miles for gray ZRC coated rotors, or 300 to 500 miles for plated rotors. Check to see that the plating is completely worn off the braking service.

Note: Braking Performance and effectiveness will be severely reduced if rotors and pads are not properly broken in. For more info go to www.sp-performance.com

SP Performance Limited LIFETIME Warranty

TERMS AND CONDITIONS OF WARRANTY

SP Performance rotors are warranted to be free of defects in workmanship, and are guaranteed not to crack for the life of the rotor*. SP Performance will replace your rotors at no charge.

* The life of the rotor is measured by the minimal thickness. Warranty does not apply to worn out rotors.

To register your warranty here is all you have to do: Fill out the warranty registration online at www.sp-performance.com within 30 days of purchase. Save your original receipt. If you have a warranty claim, call us for a return authorization. No returns will be accepted without having the authorization number on the outside of the box. The original receipt of the purchase must be included with the return.

This warranty applies to the original purchaser only, and that the product was installed in accordance with the manufacturers recommendations. This warranty does not apply to commercial vehicles or vehicles used in racing.

This warranty does not apply to any product which has been installed improperly or abused, or modified in any way other than the manufacturers instruction. SP Performance will not pay for any labor or consequential damages or materials which may be necessary for replacement of its products. The warranty is limited to the exchange of the product only, and only after the manufacturers inspection of the defect.

No other warranty is hereby given or implied. SP Performance does not accept or assume any liability from damages resulting from errors, changes or improper installation of its products.

Rotor Packaging: Most SP Rotors are shipped 2 per box, in some cases such as with large hubbed truck rotors they will be boxed individually and strapped together. If there is a need to return the rotors due to the wrong application, rotor must be boxed properly so they do not get damaged during shipping. We will not credit rotors that have been damaged due to improper packaging no matter the circumstance of the return.

