

INSTALL WITH CONFIDENCE



THE INFORMATION PROVIDED BY BORG & BECK APPLIES TO ALL BRANDS OF BRAKE DISCS, INCLUDING COATED AND NON-COATED, AS IT RELATES TO THE INSTALLATION PROCESS AND IS NOT IN ANY WAY RELATED TO THE QUALITY OF THE INDIVIDUAL PRODUCT.

MEASURE

Once installed, the disc runout should be measured, using a dial indicator. Excessive disc runout causes uneven wear on the friction surface which can lead to the development of DTV (Disc Thickness Variation).

TOLERANCE

If the runout is within tolerance then continue with the fitting procedure.

DISC RUNOUT SHOULD NOT EXCEED 0.08MM

If the disc runout exceeds 0.08mm the disc must be removed and both mounting surfaces checked and cleaned to ensure they are free of debris and rust.



MAX 0.08MM

HUB RUNOUT SHOULD NOT EXCEED 0.04MM

Now measure the hub runout. Runout of more than 0.04mm is likely to cause a DTV problem and should be investigated, or replaced.



MAX 0.04MM

CLEAN

Before any brake discs are installed it is vital that the mounting surface of the disc and hub are clean and free of rust and debris. Failure to do this may result in the development of DTV (Disc Thickness Variation).

CLEAN HUB USING A SOFT WIRE BRUSH OR EMERY PAPER

WIPE MOUNTING SURFACES WITH A CLOTH AND SOLVENT

ROAD TEST

Borg & Beck BECKTEC coated Brake Discs have a water based coating using Zinc-Aluminium flakes which protects the disc inside and out against rust and corrosion. Out of the box, the discs are 100% coated therefore, there is no transit oil to be removed before installation.

REMOVE COATING

The coating on the braking surface will need to be removed during a road test by performing a few, very light braking applications, enough to clean off the surfaces without building up heat in the discs.

AVOID HEAVY BRAKING

If this is not followed, excessive heat is generated then the coating will simply adhere to the pad and induce judder.

BRAKE PADS

When Borg & Beck Brake Discs are installed, it is advised that new Borg & Beck Brake Pads are also fitted to ensure optimum braking efficiency is achieved.



ADVISE

Inform the customer that all brakes need bedding-in to maximise their performance. You should advise them to take it easy for the next 400 miles while this happens and avoid heavy braking or sitting stationary with the brakes applied as this can create hotspots on the disc and lead to judder.

In the unlikely event the driver experiences minor noise or vibration, it is advised that they continue through the bedding-in period as this can resolve most issues if driven carefully. If after 400 miles the problem persists, they should contact the installer.



GRADUAL BUILD-UP OF HEAT

The bedding in process involves a gradual build-up of heat in the discs and pad compound to a point where, at a molecular level, a thin layer of pad material is laid down smoothly and evenly onto the disc surface. Once the bedding in process is complete, the brakes will be at optimum efficiency and provide excellent performance.

AVOID SITTING STATIONARY

During the bedding-in process avoid sitting stationary with the brakes applied. When the disc is hot, not moving, and in contact with the pad, material can transfer to the surface of the disc creating a hotspot.

BRAKE PAD MATERIAL TRANSFER

Hotspots on the disc create an uneven surface and therefore, vibration will be felt through the steering wheel. This will disappear if the bedding in process is carried out correctly.

INCLUDED

In every set of Borg & Beck Brake Discs is an advisory hanger reminding the driver to TAKE IT EASY!

TAKE IT EASY!

You've just had premium quality Borg & Beck Brake Discs installed.

