



ROTOR ROTATION

STOP! READ THIS NOTICE!

Failure to install rotors in the correct direction will cause premature failure!

Rotors that are directionally ventilated must rotate in the correct direction to obtain proper airflow for cooling.

Externally modified rotors employ a REVERSE SLOT or a REVERSE SLOT & DRILL pattern. This is current racecar practice and lowers the potential for "carbon smearing" or "transfer" from the pad material to the trailing side of the slots on the rotor. This is important because, in some cases this "smearing" actually affects the rotational balance of the rotor and can cause a "shake" or "nibble" while braking.

Non-modified or plain rotors that employ a curved vane design must also rotate in a specific direction. The curved vane rotor is designed to draw air into the center of the rotor and force the air to exit from the outer edge (see diagram on left).

Additional rotor details:

Provided in the packet are specific break-in procedures to ensure you will achieve optimum rotor performance and durability in the, "Rotor Seasoning & Pad Bedding" instruction sheet.

A removable stick-on label is placed on the rotor to designate which side of the vehicle the rotors are to be installed. Those marked "L," left are for the driver's side, while those marked "R," right are for the passenger's side.

The rotors shown are all DRIVER/LEFT SIDE rotors. As you can see the surface slots rotate forward. Always be sure to install the rotors in this fashion. NEVER INSTALL ROTORS IN THE OPPOSITE DIRECTION OF ROTATION, heat related fatigue, and failure will result.

