# Rotor Fitment Guide

DISC BRAKES AUSTRALIA

TGHP™ MARKINGS

**4000 & 5000 Series brake rotors have three heat sensitive coloured markings.**

These markings allow you to monitor the temperature that the disc rotors have experienced and help indicate the efficient and their recommended working temperatures.

| Initial colour | Temperature at which colours change | Changed colour |
|---|---|---|
| Green | 458°C | White |
| Orange | 550°C | Yellow |
| Red | 630°C | White |

## Tightening wheel nuts

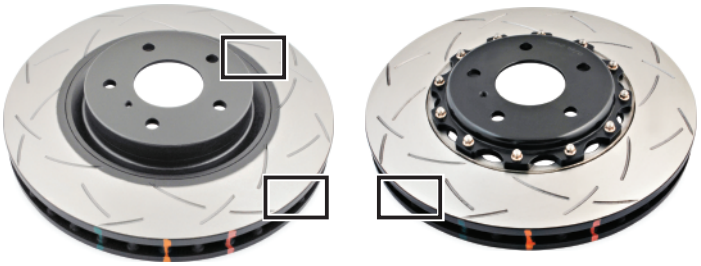
Tighten wheel nuts in a criss-cross sequence shown in the diagram by hand and check with a torque wrench. Failure to tighten nuts in a criss-cross sequence can cause uneven clamping of the rotor.
Ensure all nuts are tightened to the torque recommended by the vehicle manufacturer.

Aftermarket wheels may require different wheel nut tightening torques. If in doubt seek advice from manufacturer or supplier.


## ATTENTION

**ENSHIELD ROTORS DO NOT REQUIRE CLEANING**

Before fitting disc rotor, apply brake cleaner to cloth and wipe friction and mounting faces clean.



**DO NOT WIPE OR SPRAY THE PAINTED AREA WITH CLEANER AS THIS WILL REMOVE THE PAINT.**

## Important Fitment Information for Hat type rotors

Check that the wear tolerance in the hub bearings is within the manufacturer's tolerance.

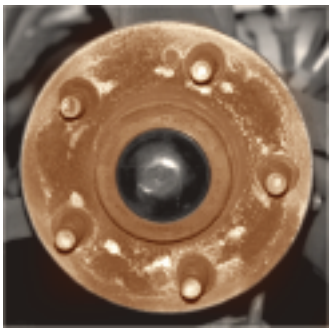
Clear rotor to hub mounting surfaces thoroughly with a wire brush and emery paper to remove all rust scale and debris.

Check rotor to hub mounting surfaces for damage, burrs and/or distortion. Repair or replace if necessary.

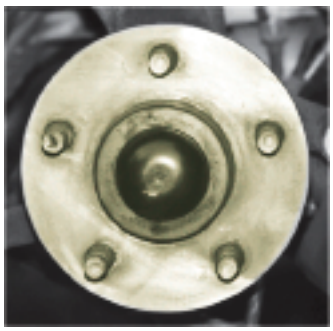
Failure to have a clean and smooth hub/rotor mounting surface(s) can result in the rotor being mounted with excessive runout.

The installed runout of the rotor must not exceed 0.05mm. Excessive runout will result in DTV (Disc Thickness Variation) being worn into the rotor within as little as 1000 – 2000kms.

DTV will cause pedal pulsation, steering shudder or vibration during braking.



Dirty Hub Face



Clean Hub Face