

WARNING **STRAP DRIVE DISCS**



When replacing brake pads with strap drive discs fitted, do NOT push the pistons back into the caliper by the use of a lever against the discs. If this is done then the disc straps may be distorted and this can cause run out, resulting in possible brake vibration. The pistons should be retracted using the correct tool (See figure 1). Alternatively remove the caliper from the hub and push the pistons back using a soft piece of wood. With the strap drive disc and bell assembly bolted firmly back to the vehicle hub flange, the disc face should be checked for run out (See figure 2), before the vehicle is driven. If not and the recommended maximum axial run out is not achieved then a brake vibration may occur!

A small amount of run out can be adjusted by levering the disc using hand pressure when it is rigidly bolted back to the hub without the caliper fitted.

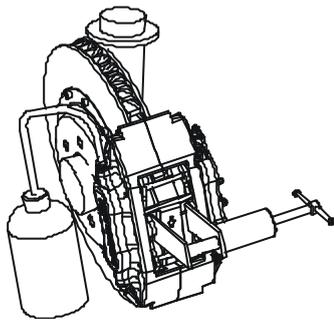


Figure 1: Retractor tool

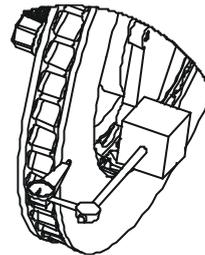


Figure 2: Disc run-out check

- Using the Retractor (Figure 1) to push the pistons back into the caliper. This will force fluid and any air which was trapped out through the open bleed screw.
- Using a magnetic based dial gauge (Figure 2) check run-out of disc, placing the needle at a radius so that it will not contact any cross hole or groove when rotated, this should ideally be approximately $\text{Ø}355\text{mm}$ (14"). The total oscillation of the indicator should not exceed 0.07mm(0.003")

Replacement discs are only available from AP Racing as a sub-assembly comprising disc and drive straps. The straps are preset to match the PCD of the mounting bell. Drive straps must never be removed from the brake, they are considered consumable items and must be discarded along with the worn out disc. Drive straps and discs are not available for purchase as individual items. Under no circumstances should an alternative disc be used in place of the approved AP Racing disc & drive strap sub-assembly. **Fitment of incorrect disc could result in brake failure.**

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