PUBLICATION REF: P14.260 - ISS 2 - 24/01/2012
Bolt tightening torque changed to 14Nm from 17Nm.

STRAP DRIVE DISC - SERVICE KIT INFORMATION

WARNING

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 (Figure 1). Alternatively remove the caliper from the hub and push the pistons back using a soft piece of wood.

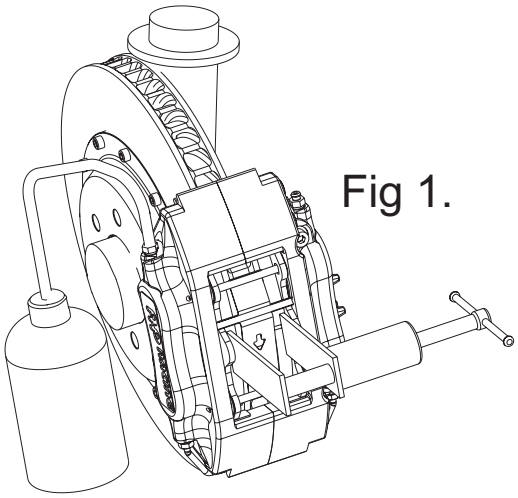


Fig 1.

- Using the Retractor (Figure 1) to push the pistons back into the caliper. If bleeding, this will force fluid and any air which was trapped, out through the open bleed screw. Check reservoir levels after bleeding and top up if necessary.

Remove the calipers and discs from the uprights.

Runout measurements must be performed before each of the new discs is installed. This is to ensure that the vehicle hub/upright/bearing is in perfect working order. If a vibration problem should be present, and this procedure has not been followed due to lack of availability of the proper tools and equipment, take the vehicle to a facility capable of performing these measurements.

- Place the magnetic base for the dial indicator solidly on the vehicle ensuring that it will not move during the measurement taking procedure. Place the dial indicator needle on the outer edge of the hub flange face (Figure 2). Ensure that the needle will not contact a fixing hole in the flange when rotated.
- Zero the dial gauge clock. Turn the hub through a full revolution. The total oscillation of the indicator should not exceed 0.04mm (0.0015”) on a diameter of Ø130mm(5.1”)

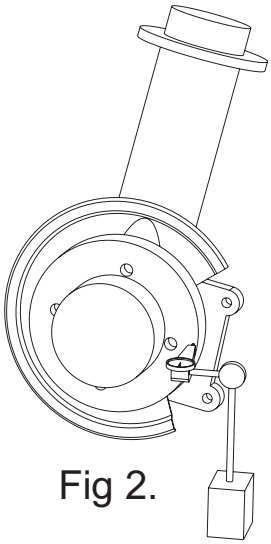


Fig 2.

Assembly of strap drive service discs

Refer to P15.260 Contents sheet for part quantities.
Refer to P12.260 Diagram sheet for exploded view.

1. Remove bolts from mounting bell to straps.
2. Dispose of all components, except the mounting bells. All components are ELVD compliant.
3. Ensure that the mounting bells are clean and free of any damage.
4. Sort components for each hand. Bells are marked with an arrow for forward rotation. Discs are part marked on the OD, refer to P15.260 for handing (from drivers seat).
5. Place a washer onto the short bolt and insert into a mounting bell hole, adjacent to a slot, from the outboard side (arrow side).
6. Fit the required number of straps (P15.260) onto the bolt followed by another washer.
7. Loosely fit a nut onto the bolt.
8. Repeat steps 5-7 around the bell.
9. Fit the Top Hat Sleeve into a bell slot from the outboard side.
10. Insert the long bolt through the sleeve, the straps and through a disc lug hole.
11. Place a washer on the bolt and loosely fit a nut.
12. Repeat steps 9-11 around the bell.
13. Tighten the long bolts to 14Nm, working around the disc in a diametrically opposite pattern (Figure 3).
14. Tighten the short bolts to 14Nm, working around the disc in a diametrically opposite pattern.
15. Place the disc and bell assembly onto the hub.

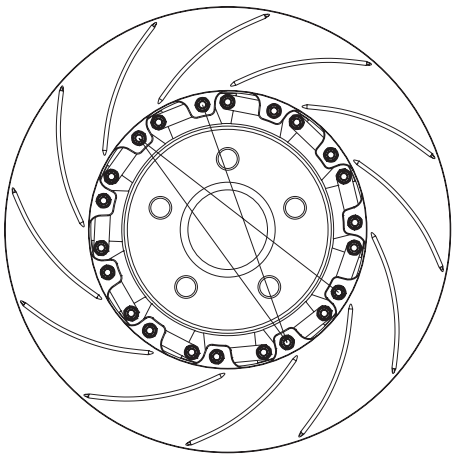
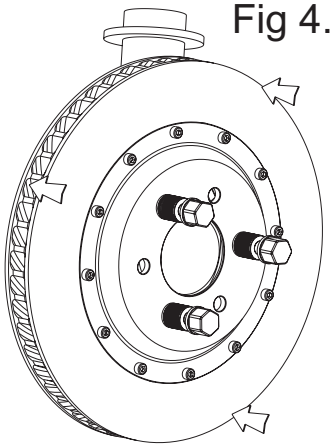


Fig 3.

Continued Overleaf.....

The disc face should be checked for run out before the vehicle is driven. If not, and the recommended maximum axial run out is not achieved, then a brake vibration may occur!
In order to perform the disc runout measurement, temporarily install all of the wheel nuts or bolts (Figure 4). Use a spacer or several washers on each bolt or stud to replicate the thickness of the wheel boss. This action will prevent damage to the disc bell and prevents the nuts or bolts from bottoming before securely clamping the disc to the hub. Torque to 100Nm (74lbs-ft).

Fig 4.



Place the magnetic base for the dial indicator solidly on the vehicle ensuring that it will not move during the measurement taking procedure. Place the dial indicator needle on the inboard braking surface of disc and bell assembly approximately 3mm (1/8”) from the outer edge of the disc (Figure 5). Ensure that the needle will not contact a hole or slot in the disc when rotated.

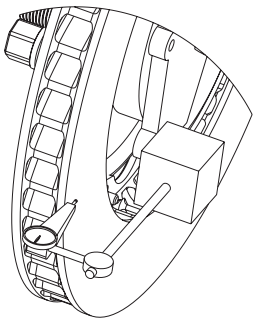


Fig 5.

Zero the dial gauge clock. Turn the disc through a full revolution. The total oscillation of the indicator should not exceed 0.10mm (0.004”).
If the disc runout exceeds this value, it may be possible to reduce it by indexing the disc on the hub face. However, if your vehicle utilizes bolts or screws to secure the disc to the hub, this will not be possible. In those cases where indexing is possible, repeat the above measurement for each index increment.
If the value still cannot be achieved, remove the disc assembly and check and remove any burrs or other imperfections.

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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