Brake Disc

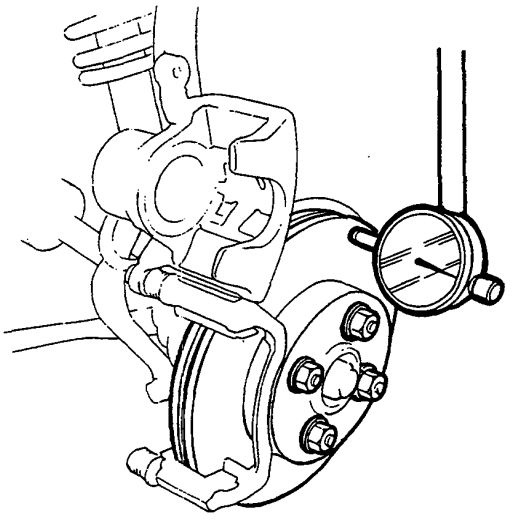
Run-Out Inspection

1. Remove the front wheels, and support the front of the car on safety stands.
2. Remove caliper pin bolt, then pivot the caliper up out of the way on the caliper pin bolt, and remove the pads and pad retainers.
3. Inspect the disc surface for grooves, cracks, and rust. Clean the disc thoroughly and remove all rust.
4. Use the lug nuts to hold the disc securely against the hub, then mount a dial indicator as shown.

   Brake Disc Runout:
   Service Limit: 0.10 mm (0.004 in)

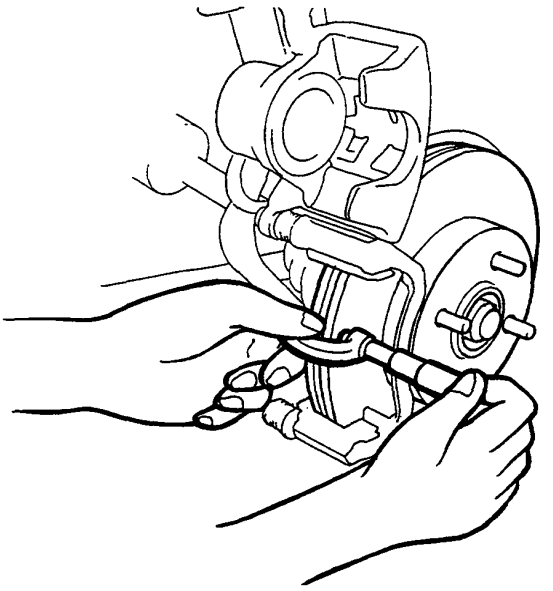
   Max. Refinishing Limit:
   CARB.: 17.0 mm (0.67 in)
   PGM-FI: 19.0 mm (0.75 in)

5. If the disc is beyond the service limit, refinish the rotor with an on-car brake lathe. The Kwik-Lathe produced by Kwik-Way Manufacturing Co. and the "Front brake disc lathe" offered by Snap-on Tools Co. are approved for this operation.



Thickness and Parallelism Inspection

1. Remove the front wheels, and support the front of car on safety stands.
2. Move the caliper and pads out of the way as described in the preceding column.
3. Using a micrometer, measure disc thickness at eight points, approximately 45° apart and 10 mm (0.39 in.) in from the outer edge of the disc.



Brake Disc Thickness:
CARB.
Standard: 19.0 mm (0.75 in)
Service Limit: 17.0 mm (0.67 in)

PGM-FI
Standard: 21 mm (0.83 in)
Service Limit: 19 mm (0.75 in)

Brake Disc Parallelism:
The difference between any thickness measurements should not be more than 0.015 mm (0.0006 in.).

4. If the disc is beyond the limits for thickness or parallelism, refinish the rotor with an on-car brake lathe. The Kwik-Lathe produced by Kwik-Way Manufacturing Co. and the "Front brake disc lathe" offered by Snap-on Tools Co. are approved for this operation.

   NOTE: A new disc should be refinished if its run-out is greather than 0.10 mm (0.004 in.).