



Fig. 5E-16 Checking Rotor for Lateral Runout

approximately one inch from the rotor edge. Set the dial at zero. Move the rotor one complete rotation, checking the indicator as the rotor moves.

NOTE: Runout must be checked on car or on bench - mounted spindle. Do not check runout on disc turning lathe.

For lateral runout specifications see - SPECIFICATIONS.

PARALLELISM CHECK (THICKNESS VARIATION)

Parallelism is the measurement of the variations in thickness of the rotor at several points around the circumference of the rotor. Measurements must be made at the same distance from the edge of the rotor and an indicator which reads .0001" must be used (Fig. 5E-17). An acceptable, but less preferable, method would be to use a micrometer to measure the rotor thickness at a minimum of twelve places around the rotor.

Disc brake roughness is most often caused by bad parallelism. The specification (.0007) is extremely close, and even small deviations may cause a brake vibration. A rotor that does not meet the specifications must be discarded and replaced with a new rotor, or machined to specification.

SURFACE TOLERANCE AND FINISH

Improper surface finish will shorten lining life. Differences in finish smoothness between rotors may



Fig. 5E-17 Measuring Parallelism

cause a brake pull. Surface finish can not be measured with normal service equipment.

Light scoring of the rotor surfaces not exceeding 0.015" in depth, which may result from normal use, is not detrimental to brake operation.

THICKNESS

Measure thickness with a micrometer.

NOTE: When total rotor thickness is less than .965" (Tempest, Grand Prix) or 1.215" (Pontiac), rotor must be replaced. If rotor is too thin, the linings may dislodge.

DISC ROTOR SERVICE

Extremely close control of the disc rubbing surfaces is necessary. The specification for parallelism of the two rotor faces (.0007) is particularly critical with regard to brake roughness. Differences in finish smoothness between rotors will cause a brake pull. If the rotor is too thin, the linings may become dislodged.

Because of the accuracy required, refinishing of the rubbing surface is not recommended unless precision equipment is available and surfaces can be held within specifications listed. Specifically, adapters which mount against the bearing surface of the race should be used, as it has been found that other adapters actually put runout into the rotor (Fig. 5E-18 and 5E-19).

When turning rotors, it is very important that **BOTH** sides be turned. It is not necessary, however, that equal

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