JHM Lightweight rotors

IMPORTANT:

You MUST clean the rotor pad surface off thoroughly with Brake Cleaner to get off any chemicals we used to help inhibit rust or any grease/residue left from the manufacturing process. DO NOT use any other kind of cleaner since most have oil based solvents in them that may cause poor pad break in and or noise.

NOTE:

It is recommended to confirm the torque on all the bolts that hold the aluminum center hat to the outer ring. They should be at 120 in lbs or 10 ft lbs. This is just to be safe and make sure that if the bolts settled during shipping that they are still tight. The nuts are swedged so they will not come loose. DO NOT OVER TORQUE or you will weaken the bolts.

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Installation tips and tricks

Common mistakes made, bedding procedures and tips

NOTE: These are performance oriented brake rotors and depending on your pad manufacturer these procedures may vary, these are only our opinions and what we have done to have a 100% success rate with our brake installs. Hopefully our methods and experience can assist you to make sure your install goes smooth.

Here is a list we have compiled of things that can go wrong with either the install or pad break in which may lead to pedal pulsation.

1. Rotor contamination. The Rotors are not clean after the install from an installer that gets grease, brake fluid or oil on the rotors, then they drive the car and embed that grease or fluid into the rotor before thoroughly cleaning it off. This causes a hard spot and pulsation. You can try to fix this by using a rotor hone on both sides of the rotor and getting them clean, also you should sand the pads with a block sander. Then clean both the rotors and the pads with brake parts cleaner thoroughly. After everything is reassembled in a clean manner then go out and bed the pads in again properly. See #5 below for bedding procedure.
2. Pad contamination. Grease, brake fluid or oil gets on the face of the pad during install then on the test drive it gets embedded into the rotors and pads thus causing a hard spot and pulsation. You can try to fix this by using a rotor hone on both sides of the rotor and getting them clean, also you should sand the pads with a block sander. Then clean both the rotors and the pads with brake parts cleaner thoroughly. After everything is reassembled in a clean manner then go out and bed the pads in again properly. See #5 below for bedding procedure.
3. Mounting surface contamination. The mounting surface where the rotor goes on the hub has chunks of rust on it or is not flat for any other reason like dirt or debris. You can try to fix this by cleaning the faced of the hub with a wire wheel and or brush, and making sure the back side of the rotor is clean with no debris as well. Also rotating the rotor 180 degrees on the hub from its original location may help as well.
4. Damage to the rotor itself. Someone accidentally put a nick in the rotor itself. You can try to fix this by filing the high spot down and then using sand paper to make it not stick up.
5. Improper pad bedding. The pads were not broken in properly, thus leaving uneven pad deposits on the rotor causing a “slip and stick” action, thus causing vibration. You can first try fixing this by rebedding the pads. This is done by getting the car up to high speeds and braking as hard as you can without making the ABS come on, but DO NOT fully stop (that being said we would never suggest going over your posted speed limit, however we have been told in closed track conditions not on the street speeds in excess of 80mph seem to work best). WARNING: If you fully stop and hold the brake pedal while stopped you will concentrate heat in one spot of the rotor and possibly damage the rotor or make pad deposits stick in that one spot. You need to do several stops like this until you get brake fade (you have to push harder than the first pull to get the car to slow down. Usually 2 to 3 stops does the trick. Then drive around with little or NO braking to get the rotors cooled (try to downshift as much as you can and if you must brake use only light braking). After about a mile of this stop one last time not staying on the brakes (use your park brake to hold yourself still) and let the brakes cool for 15 minutes with no driving. The rotors should have no visual deposit spots and they should have a slight blue color to them. They should also look even and smooth. This indicates a good break in. If this break in procedure doesn’t work and you get the pad deposit related pulsation or you performed the break in improperly then at this point you then need to take everything apart and clean the rotors on both sides with a rotor hone and brake clean, then sand your pads with a block sander and clean them as well with brake cleaner. Then repeat the bedding procedure above. This should fix it, since improper break in with performance brakes is the number 1 cause of pulsation.

If you ever experience pulsation after some time with these rotors, usually due to excessive heat caused by road racing with non racing pads (street pads) then repeat step 5. This is why most road racers have track pads they put on before they go racing, so they don’t overheat stock or street type pads. Plus your breaking will be improved as the brakes heat up, the opposite of stock or street type pads. We have used step 5 countless times on other brand brakes over the years and now on our brakes in the rare case a customer overheats a stock type pad. This method also works well with OEM or stock replacement brakes that are being troublesome.

Bottom line, we ship you PERFECTLY straight and flat metal rotor rings with precision CNC made hats that are properly torqued in steps and assembled in clean fashion. If your installer is not familiar with terms like thickness variation, pad deposits, or if they don’t have a rotor hone then we recommend to go to someone with real brake installation and diagnostic experience.

Thanks again for your purchase and we hope this info helps.

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