

## Brake discs

### Assembly of bell and disc

- Clean the cast iron braking ring, eliminating every trace of grease or oil.
- Mount the bell on the braking ring using the BREMBO mounting bush system (the assembly of the bell on the disc must be carried out without any interference).
- Check that the “floating” is correct, that the axial clearance between braking ring and bell meets the values prescribed by Brembo.

### Assembly of the complete disc on the wheel hub

- Verify that the disc bell and wheel hub mounting faces are free from burrs and dents; otherwise these surfaces should be reconditioned.
- The disc must fit onto the wheel easily.
- Apply thermal paints on the disc external diameter (included the eventual fins and pillars) in order to monitor operating temperature.

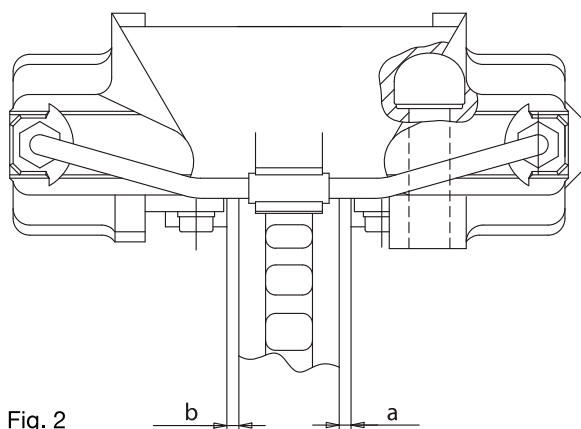
### Inspections

- Check that the disc clearance is the one prescribed by Brembo, even after assembly on the car.
- Check before and after the use that the disc doesn't touch in any part of the caliper.

## Calipers

### Mounting

- The caliper fixing to the upright can be carried out with bolts or with gauged stud bolts and nut; this system allows a more rigid fixing and it is recommended for all the applications on calipers with the radial fixing.
- Mount the caliper onto the knuckle such that the arrow marked on the inner half-caliper corresponds to the forward direction of rotation of the brake disc (the disc must enter the caliper through the side corresponding to the smaller piston and exit through the other side corresponding to the larger piston).
- The caliper must be mounted in a symmetrical position with respect to the disc center line: the difference between the dimensions “a” and “b” must be 0,6 mm MAX (see fig. 2).



$a = b : 0,6 \text{ mm MAX}$

Fig. 2