

# ***EGR Performance Brakes™***    ***Got Brakes?™***

## **ROTOR INSTALLATION INSTRUCTIONS & BREAK IN PROCEDURE** **\*\*\* PLEASE READ BEFORE USING THESE PARTS \*\*\***

- \* Do not turn or machine this rotor prior to installation.
- \* Do not use impact wrenches under any circumstances.
- \* Torque lug nuts correctly and to manufactures specifications.
- \* Use a reputable service manual and follow the regular brake replacement procedures.
- \* Remove the caliper assembly without disconnecting the brake lines if possible. Examine caliper for leaks, seized pistons, burnt or damaged dust boots, clean rust and corrosion from sliding surfaces, replace with **SUPER DUTY CALIPERS** as necessary. Suspend caliper frame with wire, to prevent strain on brake hose.
- \* **EGR rotors are directional.** Be sure to check and install rotors on the correct side of vehicle. **Left** and **Right** side. Drilled holes or Gas Slots angle towards the rear bumper.
- \* EGR recommends you flush and bleed your entire system, biannually with our Motul 600c fluid.
- \* Follow vehicle manufactures fluid bleeding instructions, as procedures are different between makes. Depress the brake pedal several times to make sure pads are positioned properly, and establish the pedal height. Some vehicles may have a very low pedal until pads become completely seated. After determining that the installation was correctly and safely completed, test drive vehicle. During testing make several SLOW speed stops at safe speeds to be sure that the system is correctly installed and working properly.
- \* **HEAT CURE BRAKE PADS and SHOES** in the following manner. From approximately 50 mph, Brake Firmly to Approximately 15 mph, then immediately accelerate again & repeat **ONCE MORE!** PARK vehicle and then allow brake to cool down completely, until cool enough to touch. Now drive vehicle normally to completely seat pads and rotors, approximately 200-500 miles. **NOT FOLLOWING BREAK IN PROCEDURES WILL SEVERELY AFFECT THE PERFORMANCE OF THE EGR SYSTEM.**
- \* Remember your brakes are the most crucial component on your vehicle; regular inspections are essential for continued performance and safety.
- \* Cross-drilled or Slotted rotors are a performance upgrade part. Under normal and heavy-duty usage they will outperform, and out last your vehicle's factory brakes. But with any brake system, abusive driving will result in premature pad and rotor wear. **EGR** can only be responsible for factory defects in the rotors.

**EGR PADS, ROTORS, SHOES AND CALIPERS ARE FOR STREET AND RECREATIONAL USE ONLY. THEY ARE NOT DESIGNED OR APPROVED FOR COMPETITION.**

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