

Bulletin BPI 06-18

Subject: Rotor Lateral Run Out Specifications

Vehicle Involved: ALL

Condition: Measuring Rotor Run Out

1. Ensure that the hub and rotor hat are clean and free of debris.
2. Mount the new, original, or refinished rotor on the vehicle hub. Be aware of the possibility of rust particles becoming dislodged during handling falling into the rotor hat.
3. The original / refinished rotor must be installed with the witness marks on the rotor hat and axle flange aligned.
4. Tilt the top of the rotor in toward the vehicle so particles can fall away as the rotor aligns with the studs.
5. Slide the rotor all the way to the hub and hold it in place, install a conical washer, tapered side to the hole, and tighten by hand. Now install all conical washers and nuts finger tight.
6. Using an impact wrench and torque stick, or torque wrench, tighten the lug nut opposite the first finger tight nut. Tighten to specification in a star pattern, the remainder of the lug nuts.
7. Do not install the caliper or the wheel.
8. Fasten a dial indicator to the steering knuckle so that the needle contacts the outer $\frac{1}{4}$ inch of the rotor diameter. Verify that the needle tip is tight and zeroed.
9. As the rotor is slowly rotated mark the high and low locations on the rotor surface and note the plus 0 and minus 0 numerical values. If the measurement is +8 and -2 the total run-out distortion is .010.
10. Now compare this number to the vehicle specific run-out dimension.