

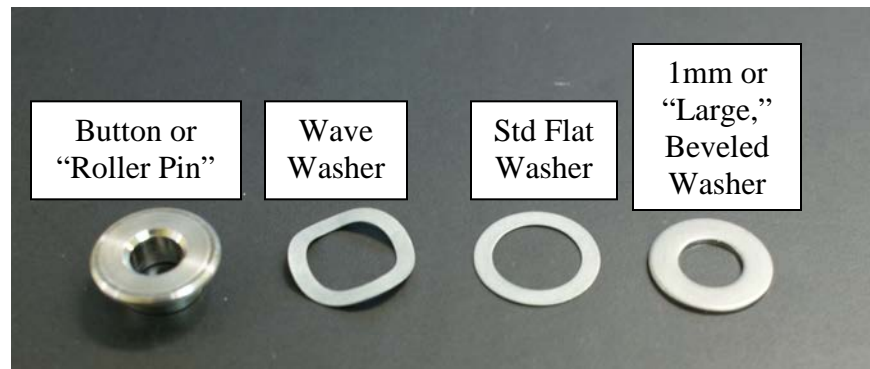


GALFER BMW Rotor Kit DF702W & DF707W Button Installation

Please refer to the following instructions if your BMW rotors have pre-pressed buttons.

BMW Rotor kit will include: a total of five (5) buttons or “roller pins,” five (5) standard flat washers, five (5) wave washers, and five (5) 1mm or “large” beveled washers.

Please take the time to read through the instructions; it is very important that you follow the sequence of the hardware correctly.



Step 1:

To ease installation, you will need to remove the front stock wheel from the motorcycle. Uninstall the BMW stock rotors, keeping the OEM bolts handy.

Step 2:

With the wheel laid down, take the large beveled washers and lay them on the hub's bolt-holes, or if your bike is equipped with ABS, lay them on the ABS ring. *It is very important the flat side of the beveled washer is against the hub, with the beveled side facing up.*



1mm or Large Beveled Washer on stock hub,
with **BEVELED SIDE UP**



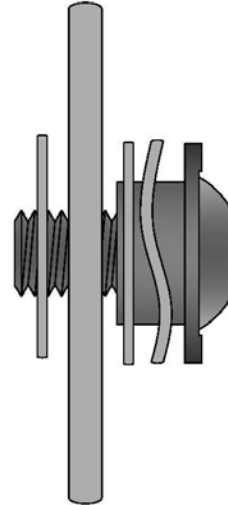
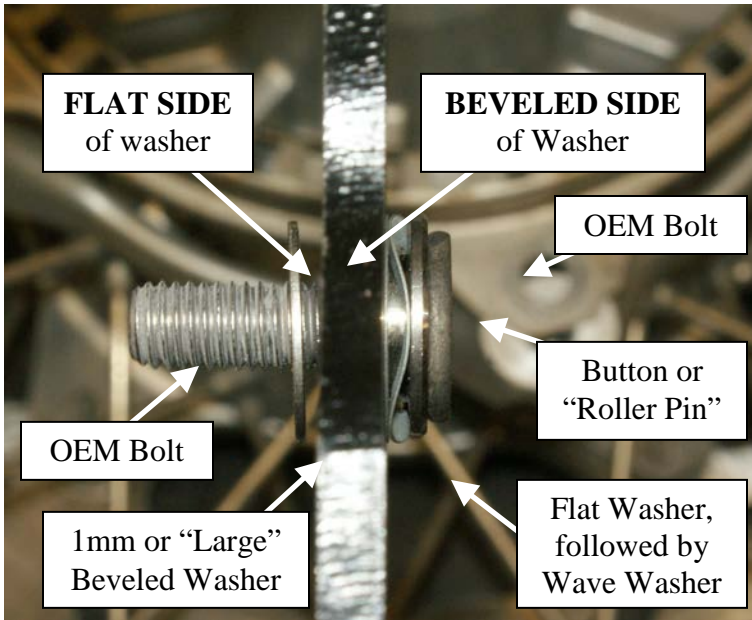
1mm or Large Beveled Washers on ABS Ring

Step 3:

Gently lay the Galfer Wave® Rotor on top of the beveled washers and hub, making sure the rotor part number is facing up.

Step 4:

To install the Galfer Wave® Rotor to hub, *use the following sequence; rotor, standard flat washer, wave washer, button (or roller pin,) OEM bolt.* Install this sequence of hardware to each bolt-hole using Loctite®.



Step 5:

Using a star-pattern, torque each OEM bolt down to the manufacturer’s specifications.

Step 6:

Repeat this step to the other side of your wheel and hub. You may want to lay down something soft to prevent any damage to your newly-installed Galfer Wave® Rotor.



Step 7:

With both Galfer Wave® Rotors installed, re-installed the wheel to your motorcycle and torque down to manufacturer’s specifications.

Step 8:

For optimum performance, we recommend replacing your brake pads at this time. New pads will help round-out the performance gain you are looking for with the new Galfer Wave® Rotors. Used pads, that are worn down to fit the pre-existing rotor shape, will not conform to the flatness of the new Galfer rotor and will hinder the braking power.

Step 9:

Be sure to pump the brake lever a few times, making sure the system is working properly. Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel.

