



ROTOR INSTALLATION TIPS

Galfer Wave® rotors are made of a proprietary high carbon content 420 stainless steel. This steel has many great characteristics but due to the carbon content of the steel (which gives the rotor better memory retention and strength) some surface rust may occur.

When installing any Galfer Wave® rotor, we recommend you use the OEM factory torque specifications to the vehicle's wheel. To maintain your warranty, you must use Galfer brake pads.

Correct



Incorrect



On bikes with dual front rotors try to offset the Wave® pattern so that it is not mirrored left to right. This will help the system's feel. Due to the bolt pattern and rotor design for a specific application, this may not always be possible. When not possible to alternate the Wave® pattern, you will still be able to offset the carrier spokes/rotor buttons. We recommend getting your wheels rebalanced since many of our Wave® rotors do not weigh the same as OEM units. Galfer Wave® rotors usually "break in" after the first 100 miles. This process should be done with gradual braking at various speeds and pressures. Do not overheat the brakes.

PLEASE NOTE

All brake rotors tend to build up deposits of pad material over time. Excessive pad material on the rotor surface can reduce braking performance and retain heat, which promotes disc warping. To prevent this from happening, and to ensure your pads always contact a clean rotor surface, we recommend resurfacing your discs at least once a year. For racing applications or heavy sport use, you may need to do this several times a year.