
CLASS SUMMARY

PRO-CUT BRAKE LATHE DEMONSTRATION SUMMARY

- Ensure you have correctly setup the Ford supplied Pro-Cut lathe
- The new Pro-Cut 9.0 PFM on-vehicle lathe will improve your speed and quality when turning rotors.
- Lateral runout is caused by hub versus rotor tolerance. Always check hub runout.
- Lateral runout causes pads to touch on each rotation leading to thickness variation resulting in pedal pulsation.
- Always cleaning and adjust the tool holder before resurfacing.
- Ensure there are no bent arms.

Keys to good surface finish:

- Fresh/undamaged cutting tips (OEM)
- True tool holder plate (bent plate will result in poor surface finish)
- Cutting head tight in dovetail
- Snug gib on cutting box (loose gib will result in poor surface finish)
- Use chip deflector/silencer

Important Tips When Resurfacing Rotors

- Count and tracking cuts on a bit and rotation
- Never use Imitation bits
- Clean rotors with soap and water
- Clean the hub surface thoroughly
- Importance of indexing the rotor
- Using Torque Sticks to install the wheels

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