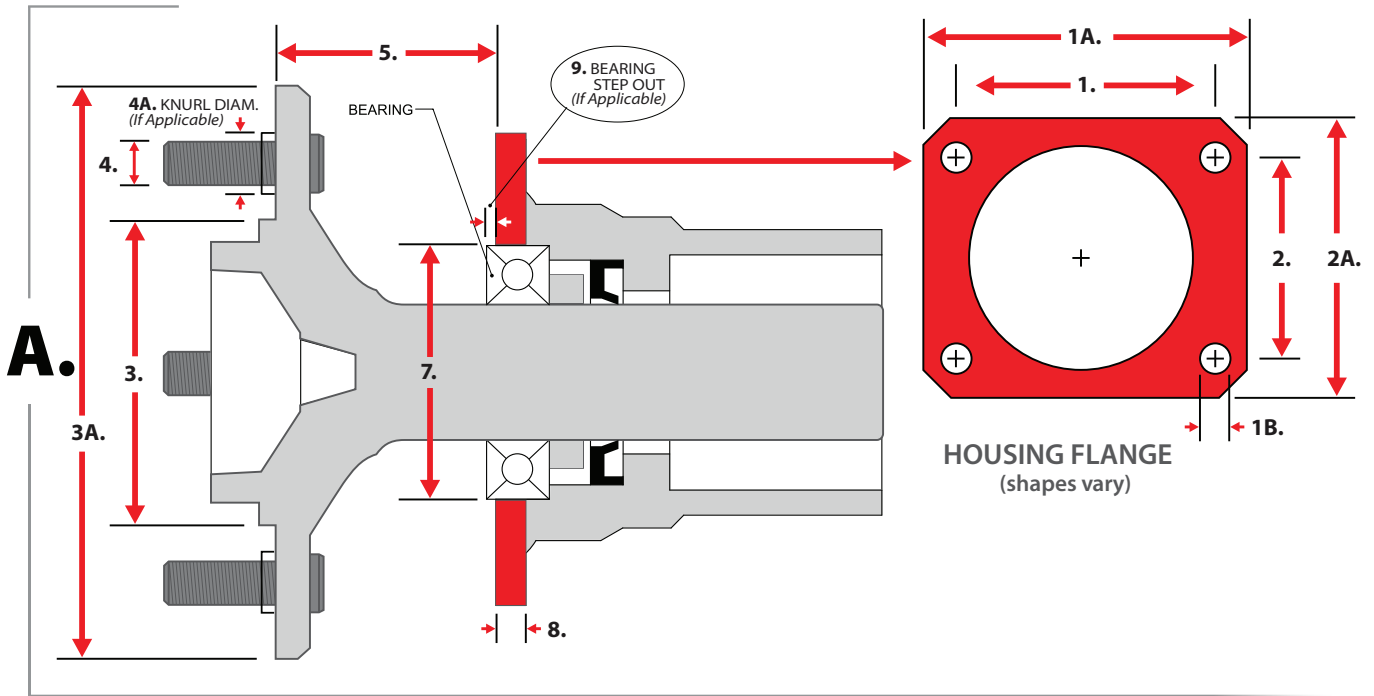


The more information provided the better. All measurements must be taken with a digital caliper and done on flat, clean surfaces. If you are not familiar with this type of work please get assistance. This worksheet is no substitute for having items from your car in our shop. We may often send a pattern to check fit or request images for assisting in the production of your build.



1: Bolts Left to Right Center to Center: _____

1A: Flange Outside Left to Right: _____

- The housing Flange and four bolt pattern may be offset from the true centerline of rotation. If so TCE will need the dust/backing plate for a pattern. The image shown is square to the center hole.

1B: Bolt Hole Diameter: _____

2: Bolts Bottom to Top Center to Center: _____

- Dim 2 may be on an angle with one pattern of Dim 1 being narrower than the other.

2A: Flange Outside Bottom to Top: _____

3: Hat/Drum Register Diameter: _____

3A: Axle Diameter: _____

4: Wheel Stud Diameter: _____

4A: Wheel Stud Knurl Diameter (if applicable): _____

- If your wheel studs have a knurl that is larger than the stud we need to account for this in the hole size in the Rotor Hat.

5: Axle Offset- Very Critical: _____

- Axle Offset is done once the old parts are stripped from the rear end. Outside to Outside with nothing interfering. Use two straight edges. A good helping video can be seen on Wilwood's page. If your axle is a C-clip axle ideally knowing both the minimum and maximum distances as if moves would help.

6: Tubing Diameter: _____

7: Diameter; Bearing or Step for Old Plate: _____

8: Flange Thickness: _____

9: Bearing Protrusion Step Out: _____

- Not all cars will have an axle bearing protrusion. But we need to know this as our product may need to serve as the bearing retainer. We may opt to back shim a portion of this protrusion and secure the bearing with our final mount plate.

10: Wheel Stud Circle (not shown): _____

- Wheel stud circle such as 5 on 4.75 or metric equivalent is necessary.