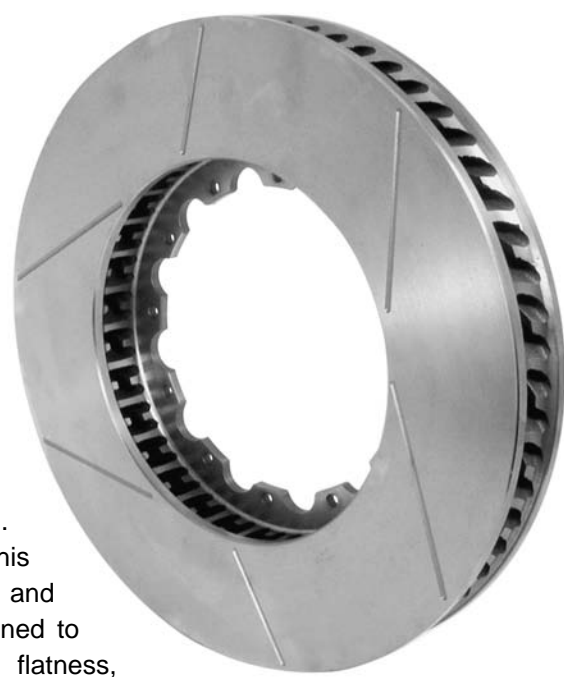




STAGGERED DIRECTIONAL VANE ROTORS

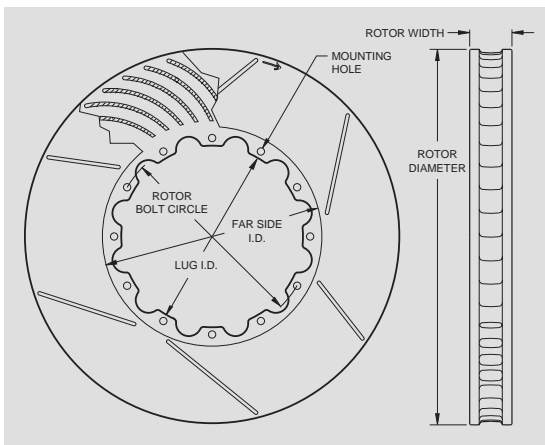
SV-GT SERIES DIRECTIONAL VANE ROTORS:

The **SV** series staggered vane rotor design has registered remarkable temperature reductions in severe duty, high heat environments. These advances have largely been the results of enhanced airflow through the center of the rotor. By staggering every other vane, from a full vane to two partial vanes, the airflow volume area was dramatically increased. Adding to the overall vane count also increased the surface cooling area. The face and vane wall sections were all increased without substantial weight gain. It is a simple matter of efficiency creating excellent heat exchange and high structural durability.



The **SV** rotor series is the next big step in brake system heat management. The **SV-GT** Series incorporates the increased cooling capacity and improved structural stability of the staggered vane design with Wilwood's premium GT machine preparation. Each rotor is cast from premium grade, long grain carbon iron. This material is used for its long wear, high thermal conductivity, and extreme resistance to distortion. Each rotor is fully detail machined to eliminate stress points and maintain less than .001"/.025mm flatness, parallelism, and run-out over the entire rotor. Wilwood's unique asymmetrical

face groove pattern provides smoother engagement through reduced harmonics and even pad wear from improved thermal balance between the ID and OD of the rotor faces. Bed-in and interface gasses are effectively vented to achieve maximum performance from the pads. The clean and sweep action provided by this unique face slot pattern also minimizes any tendencies for irregular pad material build up or smearing over the rotor faces that can contribute to chatter during engagement. The minimal amount of material removed from the rotor faces during the slotting operation does not compromise the structural reliability or the wear rate of the rotor faces or pads. Finally, each rotor is individually spin balanced to assure vibration free performance at all speeds.



ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
16.00" (406,4)	1.38" (35,1)	12 x 10.75" (273,1)	.315"	11.76" (298,7)	10.00" (254,0)	22.5	RH	160-8953 ⁽¹⁾
16.00" (406,4)	1.38" (35,1)	12 x 10.75" (273,1)	.315"	11.76" (298,7)	10.00" (254,0)	22.5	LH	160-8954 ⁽¹⁾
14.25" (362,0)	1.25" (31,8)	12 x 9.19" (233,4)	.251"	10.00" (254,0)	8.63" (219,2)		RH	160-9787 ⁽¹⁾
14.25" (362,0)	1.25" (31,8)	12 x 9.19" (233,4)	.251"	10.00" (254,0)	8.63" (219,2)		LH	160-9788 ⁽¹⁾
14.00" (355,6)	1.25" (31,8)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	17.3	RH	160-8023 ⁽¹⁾
14.00" (355,6)	1.25" (31,8)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	17.3	LH	160-8024 ⁽¹⁾
14.00" (355,6)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	17.5	RH	160-8398 ⁽¹⁾
14.00" (355,6)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	17.5	LH	160-8399 ⁽¹⁾
14.00" (355,6)	1.10" (27,9)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	14.5	RH	160-8097 ⁽¹⁾
14.00" (355,6)	1.10" (27,9)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	14.5	LH	160-8098 ⁽¹⁾
14.00" (355,6)	1.10" (27,9)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	14.7	RH	160-8402 ⁽¹⁾
14.00" (355,6)	1.10" (27,9)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	14.7	LH	160-8403 ⁽¹⁾
12.90" (327,7)	1.62" (41,1)	12 x 6.75" (171,5)	.251"	7.55" (191,8)	6.25" (158,8)	20.3	RH	160-7305 ⁽¹⁾
12.90" (327,7)	1.62" (41,1)	12 x 6.75" (171,5)	.251"	7.55" (191,8)	6.25" (158,8)	20.3	LH	160-7306 ⁽¹⁾

NOTES: (1) FOR DYNO-BEDDED ROTORS, ADD "-B" TO THE END OF THE PART NUMBER WHEN ORDERING

Brakes are critical safety components, see **warnings** and **disclaimer** on page 131