



## **Brake Rotor and Pad bedding instructions:**

*If your pad manufacture has bed in recommendations, please follow those.* Performing a series of hard, partial stops will typically raise the temperature of the brake pads and/or rotors to the point where they can be considered 'bed-in'. This process is important, in that it imparts an even layer of pad material on the surface of the rotor (called the transfer layer) where the rotor meets Mr. Brake Pad. Why? Well, let's just say that NOT bedding in pads and/or rotors can lead to very annoying goings-on in the braking system (shuddering, noise, vibration, pad transfer, etc. - it's all very, very bad stuff). It doesn't matter if the pads are new or the rotors are new – you need to do this regardless!

Depending on the pads chosen, it's possible that they will seem to perform better as you go through the process, and then fade somewhat about the 5<sup>th</sup> stop (which may cause you to question your pad choice). Don't worry, they'll be a LOT better when you're done and they've cooled. The 5<sup>th</sup> stop is about the time that yummy brake smell will waft through the passenger compartment - just because you can smell 'em doesn't mean they are bedded-in! This simply indicates that they're getting hot enough to get all the undesired chemicals out of the pads – keep up the process, else you won't get them to the point they need to reach to complete the seasoning process! Trust us, you don't want to be headed into Turn 1 at Texas World Speedway on green pads (which refers to them being un-cured or not fully bedded in and NOT the color!).

## **RECOMMENDATIONS:**

- Don't do this process when it's wet out!
- Make sure all the loose stuff is out of the car – this is not the time to find something hard in the back seat with your head. Trust us, it hurts.
- Squeeze the pedal down firmly – don't jab it down.
- Use 80-90% of the braking system's capacity – don't kick in the ABS or lock 'em up!
- Speed up, slow down, immediately speed up, slow down, etc. Quick succession!
- Do one stop at 35mph down to 10mph, then 40, 45, 50 and 55 all down to 10. Then do 5 stops at 60mph down to 10. This brings the temperature up slowly and is the preferred method.
- After the last stop, cool the system down by driving around for at least 10 minutes, using the brakes as little as possible (or not at all if you can help it). Whatever you do, do NOT come to a complete stop and sit on the brakes!!!
- Park the car and let the brake system cool fully until you can touch the rotors and not lose any skin (do not touch the rotors until you are sure they are cool). Do not set the parking brake during this cool down period but make sure the car cannot roll (put it in park or first gear on a flat surface or block the wheels if on a slight grade).
- Depending on your brake pad choice, a second set of ten stops may be a really good idea (e.g. some high performance pads require more curing).

## **CAUTIONS:**

- You'll look like a bloomin' idiot speeding up and standing on the brakes. Therefore, we HIGHLY recommend you do this either on a closed road, back road – something, somewhere, or at some time when there aren't a lot of people on the road.
- You need to leave extra space and take extra care when your bedding in the pads and rotors – they will NOT immediately stop as well as your old pads/rotors – they must be fully bedded in!
- DO NOT do less than 10 stops. You're not done at 7, 8, or 9. You must do 10. At that point, you've done one pass.