



To achieve optimum performance from any brake pad it is essential to bed them in properly, AP Racing brake pads are no different in this respect. The aim of the bedding procedure is to achieve 100% mating of the friction surfaces and thermally condition both Disc and Pad by gradually increasing temperature without creating any thermal shock or hot spots. A small investment of time to follow the recommended bedding procedure will enhance performance and improve the life of both Pads and Discs. Please follow the procedure below:

**FOR RACING USE:**

1. While vehicle is stationary, pump brakes to bring pads into contact with the disc and ensure a firm pedal.
2. Use Light braking for 2 or 3 laps (5 Km) using 50% of normal race pedal pressure to obtain full (over 80%) contact between Disc & pad. Do not drag the brakes against the engine.
3. Gradually increase speed and braking pressure for another 2 or 3 laps until full racing speeds are reached to progressively build up temperature in the Discs & Pads.
4. Cool the brakes by driving the vehicle for another lap with minimal brake use and then return to the pits. Allow the brakes to cool. The pads should now be ready to race.

**N.B.**

- a. If time permits it is recommended that the pads are removed and inspected after bedding. The full surface of the pad should show evidence of contact with the disc but without glazing. If this has not been achieved further bedding applications should be carried out.
- b. If possible avoid bedding new Pads on new unbedded discs, use a previously bedded/used Disc which has a smooth flat friction surface.

**THERMAL PAINTS:** It is helpful during bedding and racing to check maximum Disc temperatures using thermal paints (e.g. AP Racing Kit [CP2649-1](#)) to ensure that the

optimum temperatures are being achieved. Where the above bedding procedure has been carried out and braking performance is not considered satisfactory, if the green paint has not changed colour it may be necessary to reduce cooling to the discs, if the red paint has changed colour it may be necessary to increase cooling to the discs.

#### **FOR ROAD & TRACK DAY USE:**

1. While vehicle is stationary, pump brakes to bring pads into contact with the disc and ensure a firm pedal.
2. Drive vehicle cautiously to test fit and function. Brakes should be smooth, with no vibrations, judder, excessive noise etc.
3. Drive the vehicle to a remote area and carry out at least 30 light brake applications from 55 mph to 30 mph, preferably in blocks of 5. Leave at least 1/2 mile between each block of 5 brake applications
4. For the next 100 miles, increase the braking pressures, avoiding if possible full stops from over 70 mph. After another 100 miles of progressively increasing the braking effort, full power stops can be used.
5. The system is now ready for normal use.

**PAD WEAR INSPECTION:** Brake pads should be regularly inspected for wear. Brake pads must have at least 2mm of friction material above the metal backing plate and be reasonably flat. Excessively worn brake pads must be replaced.