



BEDDING IN THE 'M' TYPE MATERIAL

M1144, M1155, M1166, M1177

1. Clean discs with brake cleaner or other solvent.
2. 3/4 light applications 30mph down to 0mph
3. Steady braking applications
 - a. for M1144 - 6/7 steady applications 70mph down to 30mph
 - b. for M1155 - 8/9 steady applications 90mph down to 30mph
 - c. for M1166 - 9/10 steady applications 90mph down to 30mph
 - d. for M1177 - 9/10 steady applications 90mph down to 30mph
4. Leave to cool as long as possible (they now work from cold)

DO NOT LEFT FOOT BRAKE DO NOT LOCK-UP THE BRAKES

BEDDING IN THE 'F SERIES' TYPE MATERIAL

1. Introduce temperature into the new pads by 12 - 24 short hard applications in a low gear to ensure input is limited.
2. Accelerate to a high rpm and apply the brakes in a short hard application, then accelerate back to the higher rpm. Repeat this 8-10 times.

After these steps a lap can be driven to test the brakes. If necessary the entire process can be repeated to gain a better feel. On returning to the pits the brakes should be allowed to completely cool. When carrying out the bedding process, do not allow the brakes to drag or bring the car from a very high speed to a very low speed or stop. To do so may result in damage to, or failure of the brake system.

BEDDING AGAINST A NEW DISC

The F series compounds contain special Sub Strata Fillers (SSF's); these replace ferrous particles dislodged from the disc (Rotor) under severe braking. This leaves the disc with a high polished finish, which provides better brake control and modulation (brake feel). Used against a new disc, SSF can act as a 'Carbon Stripper' and therefore it is necessary to condition a new disc with a different friction material (F4 is recommended but other high friction materials can be used) Once this coating has been transferred, follow the bedding procedure for the used disc. Note. Failure to follow the correct bedding procedure may result in sub-optimal brake performance.