

BRAKE BEDDING PROCEDURES

Please follow the under-noted instructions for both PFC brake pads and discs.

Bedding New Performance Friction DDS Brake Discs

Ensure that the brake discs are clean and free of grease or other contaminants. Once the discs and pads are installed perform the following procedure with brake cooling ducts fully open and functional -- no tape! Best results are achieved using new Performance Friction brake pads.

- 1) On the first lap, perform several stops with progressively higher pedal pressure and braking force and from higher speeds. You will feel the effectiveness of the brakes increase with each successive stop. This should take six to ten brake snubs per lap and is typically completed in one or two laps. As soon as the brakes become firm and responsive the car can be driven normally and at increased speeds.
- 2) Running the car at speed for one or two more laps will allow the disc to achieve the desired core temperature. If three-color rotor paints are used, the green paint should be fully oxidized and the orange paint beginning to oxidize to white. A transfer layer of pad material will deposit on the disc; this is the slate-gray coloration on the disc friction surface. This is a good indication that the disc and pads have achieved the proper bedding.

Note: It is not necessary to allow the discs to cool to ambient temperature. If new Performance Friction pads were used, the pads themselves need very little cool down time. Usually the time spent taking tire temperatures, and a debriefing with the driver is all that's needed.

Bedding New Brake Discs, Other Than Performance Friction, with PFC pads

Before the new discs and new or used pads are installed the discs should be thoroughly degreased using fresh wipes and brake cleaner. Remove all surface residues to prevent contamination of the brake pads. Once the brakes are installed on the vehicle perform the following procedure with brake cooling ducts fully open and functional -- no tape!

- 1) On the first lap, perform several stops with progressively higher pedal pressure and braking force and from higher speeds. You will feel the effectiveness of the brakes increase with each successive brake apply. The goal is to bring the bulk temperature of the disc up gradually. This should take six to ten snubs per lap and is typically completed in one or two laps.
- 2) Next, run a further one or two laps at speed. This will allow the disc to achieve the desired core temperature. If three-color rotor paints are used, the green paint should be fully oxidized and the orange paint beginning to oxidize to white. A transfer layer of pad material will deposit on the disc; this is the slate-gray coloration on the disc friction surface. This is a good indication that the disc and pads have achieved the proper bedding and will allow the Performance Friction pad to perform at the optimum level.
- 3) Return to the pits, allowing a "cool down" lap. The disc should be allowed to cool as much as is practical, with ambient temperature being ideal. Allowing the disc to cool to ambient temperature will increase disc life and performance.

Note: Whenever new Performance Friction pads are installed the pads require very little cool down time; usually the time spent taking tire temperatures and a debriefing with the driver is sufficient.

Bedding Used Brake Discs - All Brands

If the discs were previously been used with Performance Friction Pads then the bedding procedure will be achieved quickly with new PFC pads. If the discs were previously bedded using a different manufacturer's pads then the process will take slightly longer. Again, with brake cooling ducts open and fully functional, perform the following procedures.

1) On the first lap, perform several stops with progressively higher pedal pressure and braking force and from higher speeds. You will feel the effectiveness of the brakes increase with each successive brake apply. This should take six to ten snubs per lap and is usually completed in one or two laps. If non-PFC friction materials were previously run on the discs then this procedure could take as many as three to five laps. This is because the non-PFC friction material transfer layer must first be cleaned from the disc and then a fresh transfer layer must be imparted to the disc.

2) Running additional laps is the best way to accomplish the new transfer layer and, due to the higher surface temperatures, will assure a complete removal of the old friction materials from the disc. Braking effectiveness should be very good at this point and the car can be driven normally.

Note: ***Sanding/machine grinding the discs will not decrease the bedding time.*** Whenever new Performance Friction pads are installed the pads require very little cool down time; usually the time spent taking tire temperatures and a debriefing with the driver is sufficient.



**For more information contact PFC Race Sales at
800-521-8874**