

SP500 Brake Disc Pad “Bedding” Instructions

GENERAL STATEMENTS:

Brake pads are an important component of your braking system. **Brake pads are a safety critical part and must only be replaced by persons with the appropriate expertise!** These instructions represent a general guideline and do not take into consideration any vehicle specific instructions that may also need to be followed. It is the installers responsibility to ensure that all manufacturers procedures are followed for the safe repair and fitment of brake pads. Brake pads must be replaced in axle sets.

WARNINGS:

Fitting of brake pads by untrained persons may lead to brake failure

Do not allow brake pads to come into contact with lubricants, grease, oils or mineral based solvents as this could lead to brake failure. Replace contaminated parts.

Use of inappropriate and sharp tools may lead to brake component damage which may lead to brake failure.

Any damaged components found during fitment must be appropriately remedied before the vehicle returns to service.

The lack of or incorrect bedding of Brake Pads for motorsport use can lead to premature failure. Product Warranties DO NOT extend to motorsport use.

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BEDDING (Friction Surface Matching)

Immediately post pad installation braking performance may be poor and high pedal pressures may be required to stop the vehicle. Do the following to match material surfaces,

1. Accelerate to 60 kph
2. Apply brake using 40-60% pedal effort to reduce speed to 10kph
3. Repeat steps 1 & 2 at least 10 times allowing 300-500 meters between stops (cooling period between stops)
4. Allow pads to cool on return trip before coming to a complete stop

You should feel the pads "come on" with improved deceleration though out the process while maintaining the same amount of pedal effort inputs.

For road use after an initial bedding-in as above, be cautious with the brakes and allow greater braking distances for a further 200kms or until full efficiency has returned fully.

BEDDING IN (Closed Circuit Thermal Cycling)

Purpose:

Brake pads need to be thermally cycled for the first time if they are to be subjected to the extreme temperatures of track use.

Step 1:

Goal: To progressively bring up the core temperature of the brake pad to approximately 550°C

Perform several brake applications in a progressive manner starting with slower speeds and lighter pedal pressures. With each stop increase braking force and speeds. Approximately 5-10 stops will be required to reach goal temperatures. Run an extra couple of laps at speed to ensure goal core temperatures.

Warning: “Green Fade” may occur and some braking force and or pedal travel/feel may be experienced. Driving inputs should be adjusted and step 2 should be undertaken.

Step 2:

Goal: Cool down to ambient air temperature

Do 1-2 cool down laps and return to the pits.

Do not use park/hand brakes as this can damage hot discs or deposit pad material onto hot discs. The vehicle may need to be rocked or moved to ensure uneven pad transfer does not occur.

Allow the complete cooling of the system to ambient temperatures. This allows bonding agents in the pad to set correctly.

Step 3:

If track time allows repeat Steps 1 and 2.

