



Bedding-in of performance and racing brake pads

For sport and racing brake pads, **correct bedding-in** is critical to achieving optimal braking performance and maximising pad life. Omitting this process can result in reduced braking efficiency, inconsistent friction levels and accelerated wear.

#### **Why must brake pads be bedded in?**

Correct bedding-in fulfils two primary functions:

##### **1. Burn off the binders in the pad**

Performance pads contain binders that must be carefully burned off. If this does not occur, gas can form between the pad and disc, leading to reduced braking performance (so-called brake fade). Bedding-in stabilises the pad's working surface.

##### **2. Create a transfer layer on the brake disc**

Brake pads are not intended to operate directly against bare steel. With correct bedding-in, a thin layer of pad material is transferred to the brake disc. As a result, the pad runs against pad material, delivering higher and more consistent friction and an improved pedal feel.

Recommended bedding-in procedure

Throughout the entire procedure, it is essential to:

- Avoid **bringing the car to a complete stop and holding the brake pedal down**
- Ensure acceleration between braking cycles remains **moderate**, allowing the brakes sufficient time to cool
- **Avoid activating ABS** (if the vehicle is equipped with ABS)

#### **Step 1 – Light to moderate load**

**Brake pressure:** approx. 30–40%

**5 repetitions**

**Speed:** 60 → 20 km/h

#### **Step 2 – Moderate load**

**Brake pressure:** approx. 60–70%

**8 repetitions**

**Speed:** 80 → 20 km/h

#### **Step 3 – Cooling**

**3–4 minutes**

Drive at a steady country-road speed without braking.

#### **Step 4 – High load**

**Brake pressure:** approx. 80–90%

**10 repetitions**

**Speed:** 110 →