

 **PAGID**

R A C I N G

THE DIFFERENCE IN BRAKING

Bedding Procedure

2/9/2023



Bed-In: Why is it important?

X

Bedding aligns the pad surface with the brake disc (rotor) surface to ensure full contact.

X

Transfers a layer of the friction material onto the disc to achieve the maximum brake performance.

X

To boil off volatile elements in the friction compound in order to have the initial green fading during bed-in and not during the race (Outgassing).

X

To stabilize compressible materials to avoid a spongy pedal.

Brake Pad Bedding Procedure

Depending on the track, bedding should take at least 3 laps to get everything mated up properly and with a suitable transfer layer of material to the disc face.

1. On the out-lap, focus on braking 2-3 markers earlier (e.g.: 5 vs 3) than "normal" using about 80% normal pedal pressure.
2. On lap 2, move the braking point closer to normal (e.g.: 4 vs 3), with increased pressure (say, 90% of normal).
3. On lap 3, continue this process using near normal brake pressure but avoiding ABS engagement.
4. From lap 4 on, use the brakes at full stopping pressure until the braking ability stabilizes. This will be easily felt by the driver.

Some vibration during the first few laps can happen, but will smooth out with additional heat/effort. The disc should have a visible smooth/polished finish if done properly.

*No cool-down is necessary for pad performance / life. If bedding is stopped prematurely, the procedure should be to repeat the above process.

Bed-In: Suggestions

- If possible bed-in new pads on used discs and vice versa.
- Having pads and discs pre-bedded on a computer controlled dyno for optimal performance and saving of valuable track time (hence money).