

## Pagid Brake Pad Bedding Procedure

### PLEASE NOTE:

IT IS IMPERATIVE THAT THE BEDDING IN PROCEDURES ARE BEING DONE ONLY ON A RACE TRACK. PAGID RACING MATERIAL IS NOT LEGAL FOR STREET USE.

### Why bedding?

- To transfer a layer of friction material onto the brake disc faces to achieve maximum performance.
- To stabilize compressible materials to avoid a spongy pedal.
- To boil off volatile elements in the friction compound in order to have the initial 'green' fading during bedding and not during the race.
- To align the pad surface with the brake disc surface to have full contact.

If pads do not get bedded properly and / or used too hard right out of the box will likely lead to pad glazing. Pad glazing is a condition where the resins in the pad crystallize on both, the pad friction surface and the brake disc surface, resulting in poor stopping performance, brake judder and vibrations.

Also rapidly escaping volatile elements and moisture from the resin would seek an immediate escape route out of the friction compound, creating small fissures that would lead shortly to cracking and chunking.

### 1.) BASIC BEDDING IN

To initiate some heat in the brake discs and pads.

- 4 to 6 stops with medium brake pressure from approximately 150 km/h (90 MPH) to approximately 80 km/h (50 MPH).
- Distance between each brake stop approximately 300 - 400 meters (300 to 400 yards).
- The pads should not reach temperatures above 400° Centigrade (550° Fahrenheit).
- No dragging!
- Blocking of the air ducts might be helpful to reach appropriate temperatures quicker.

### 2.) IMMEDIATELY AFTER BASIC BEDDING IN AT HIGH SPEED

Simulating race conditions

- One stop with medium to heavy brake pressure, without allowing brakes to lock from approximately 180 km/h (110 MPH) to approximately 80 km/h (50 MPH).
- No dragging!
- Recovery stops with light brake pressure 3 to 4 times. (Cleaning procedure)
- Repeat the high-speed stops including recovery stops 2 to 3 times.
- Allow a cool-off distance of approximately 500 m (500 yards) between high-speed stops.

### BRAKE DISCS

If possible, pads should be bedded on used but NOT worn out brake discs. Pagid brake pad material can be used either on solid, grooved or cross-drilled discs. For disc bedding please refer to the disc manufacturers' own instruction.

### MOUNTING NEW PADS ON USED DISCS

Edges of pad surface should be filed roughly to 45 degrees to ensure that the pad carries fully and evenly and is not touching the edge of the disc.

Do not use discs, which are pre-bedded, or have been used with friction material other than PAGID.