ENDLESS BRAKE PADS BEDDING GUIDE:

PRE-BEDDING PROCEDURES:

-If switching to Endless brake pads from a different manufacturer, please make sure pads are mounted on clean disks free of contaminants, grease and friction material. This can be done by resurfacing the rotor surface or using a new clean disc. This will ensure the best performance from Endless brake pads.

-Make sure the Endless brake pads are installed correctly. Pads should be free (loose) in the caliper when cold to allow for thermal expansion when they get hot. Failure to check this can cause jamming and sticking resulting in brake failure from overheating.

-If using Endless brake pads on the racetrack, please use brake temperature paint on the brake disk's vanes and cheeks to monitor disk temperatures. This will also assist in ensuring the brake system is functioning in optimum conditions.

BEDDING PROCEDURES:

BEDDING INFORMATION: Brake pad bedding will help optimize the overall braking performance of Endless brake pads by laying down a transfer layer of pad friction material on the brake disk. This utilizes the adhesive friction properties of the Endless brake pads and disks to offer the best braking performance. Bedding also burns off the initial bonding resins and helps seat/match the pad to the disk. Proper bedding involves slowly heat cycling the pads and disks so that initial pad glazing, and other potential issues are avoided as much as possible. This will help the Endless brake pads and disks last as long as possible.

It is common to have a strong “brakes” smell when bedding in Endless brake pads. Generally, once you reach this point the brakes have reached the correct temperature. Failure to correctly bed-in Endless brake pads may result in “green fade” during racing conditions which will cause a loss in braking performance. Correct bed-in will allow the “green fade” to be carried out in controlled conditions.

BEDDING:

*Please allow plenty of safety space when performing bedding-in. Please do so in a safe and controlled environment.

*It is recommended to blank off brake ducting during the bedding-in procedure.

*Using 60-70% pedal pressure, slow the car from 110 kph to 20 kph for a total of 10-12 braking events. The braking should be carried out smoothly and with a duration of 3-5 seconds (without ABS activation). The brakes should start feeling better with each repetition. DO NOT bring the car to a complete stop. Once you have done this, allow 20-30 minutes to allow the disks to cool down to below 100ºC.

*Do not use left foot braking for bedding procedures, as this typically does not apply enough pressure and can cause glazing.

*When bedding, bring the disk temperatures to 350-450°C. If the disks have temperature paint on them, the green paint should turn white (at least partially).

*Let the brakes cool down to ambient (below 100ºC) temperatures before hard use. This allows the compounds in the Endless brake pads to cure completely.

*If bedding-in is performed on a racetrack, please complete the first (top) step before doing 2-3 hot laps around the circuit at 80% race speed. This should then be enough to complete bedding-in of the Endless brake pads and disks.

*Please take a close look at the brake disks after bedding-in has been performed, and there should be an even, smooth pad transfer layer on the disk. If this has not been achieved, please repeat the bedding-in procedure.

*If bedding in new disks and new Endless brake pads together, please take this procedure slowly to ensure the disks are not overheated too quickly as this can lead to pad and disc cracking. Give them two bedding-in sessions and allow to fully cool between sessions for best results and consistent performance.

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