



ENDLESS BRAKE PADS BEDDING GUIDE:

PRE-BEDDING PROCEDURES:

-Please make sure pads are mounted on clean disks free of contaminants, dirt and friction material if switching to Endless brake pads from a different manufacturer. This can be done by resurfacing the rotor surface. This will ensure the best performance from Endless brake pads.

-Make sure the brake pads are installed correctly.

-If using Endless brake pads on the racetrack, please use rotor temperature paint on the brake rotor's vanes and cheeks to monitor disk temperatures, and this will also assist in making sure the brake system is working at 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 rotor. This utilizes the adhesive friction properties of brake pads and disks to offer best braking performance. Bedding also burns off the initial bonding resins and helps seat the pad on 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 brake pads. Generally once you reach this point the brakes have reached the correct temperature. Failure to correctly bed-in 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. Please do in a safe and controlled environment.

*Using 60-70% pedal pressure, stop the car from 110 kph to 20 kph for a total of 10-12 braking events. The stop should be smooth application and of decent duration (3-5 seconds) without ABS activation. The brakes should start feeling better by each stop. DO NOT bring the car to a complete stop. Once you have done this, allow 1-2 laps to cool the discs back to cool. *Recommend to blank up brake ducting.

*Do not use left foot braking for bedding procedures. This does not apply enough pressure.

*When bedding, bring the brake rotor 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 temperatures before hard use.

*If 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 of pads and disks.

*Please take a close look at the brake disks after bedding 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 bed-in procedure.

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

For more information, please contact ProSport Auto – ENDLESS Brakes NZ.

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