

TECH TIPS



Best Practices- Racing and Performance Burnishing

These procedures should only be performed on a race track or another safe location where you can safely and legally obtain speeds up to 70 MPH, while also being able to rapidly decelerate.

Begin with a series of light decelerations to gradually build some heat in the brakes. Use an on-and-off the pedal technique by applying the brakes for 3-5 seconds, and then fully release them for roughly twice as long as the deceleration cycle.



Recommended Procedure:

1. Perform 10 moderate brake applications from 45 to 10 mph at approximately one-quarter mile intervals.
2. Make 10 somewhat harder brake applications from 60 to 10 mph at approximately one-half mile intervals.
3. Drive one-and-a-half miles.
4. Eight to ten hard (but less than ABS) applications from 70 to 25 mph at three-quarter mile intervals. Allow an equal time off brake between each stop. The pads should now be providing a positive and consistent response.
5. Drive at least two miles after the last application at a moderate cruising speed, with the least amount of brake contact possible, until most of the heat has dissipated from the brakes.
6. Park the vehicle and allow the brakes to cool to ambient air temperature. Avoid sitting stopped with the brake pedal depressed to hold the car in place during this time.



WARNING: If any amount of brake fade is observed during the bedding process, immediately begin the cool down cycle.

Post-Bedding Inspection – All Vehicles

After the bedding cycle, the rotors should exhibit a uniformly burnished finish across the entire contact face. Any surface irregularities that appear as smearing or splotching on the rotor faces can be an indication that the brakes were brought up to temperature too quickly during the bedding cycle.



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