



DRAG PAD BED IN PROCEDURE

If you are using used rotors, scuff both sides with 80 grit sandpaper. If using new rotors, be sure to wipe each side with Acetone or Brake Cleaner to remove oil film.

When installing new pads, snug up nylock nut until you can barely turn the pad bolt with your fingers. You do not need to overtighten.

Bed in procedure:

Press brake pedal until it feels firm, this makes sure the pistons are extended out to the pads.

Step 1) Drive at speeds under 20mph and apply the brakes, almost coming to a stop. Repeat this 4-5 times, then park the car for 20 minutes. Do not apply the brake pedal while the brakes are cooling. Repeat this step 3 times.

Step 2) Drive at speeds under 35mph and apply the brakes, almost coming to a stop. Repeat this 3-4 times, then park the car for 20 minutes. Do not apply the brake pedal while the brakes are cooling. Repeat this step 3 times.

Step 3) Drive at speeds under 45mph and apply the brakes, almost coming to a stop. Repeat this 2-3 times, then park the car for 20 minutes. Do not apply the brake pedal while the brakes are cooling. Repeat this step 1 time.

Step 4) Drive at speeds under 60mph and apply the brakes, almost coming to a stop. Repeat this 2 times, then park the car for 20 minutes. Do not apply the brake pedal while the brakes are cooling. Repeat this step 1 time.

The pads should be fully bedded at this time!

Before racing, use the brake from slow speeds on the way to the staging lanes to build up some heat into the pads before your first pass. If you put too much heat into the pads too quickly, will cause the pads to glaze and damage the rotors and pads. Make sure there is a little heat in the pads before the first pass!

Make sure your brake pressures are 1150 psi for the front and 1050 psi rear. Also, make sure your calipers are parallel and centered on the rotor. If there is any issue with meeting this brake pressure or alignment, please call us for assistance as this can lead to premature wear of components.

