Motorsports Brake Pad Bedding Procedure

CarbonMetallic® RaceReady®

All PFC Brake Pads are pre-treated to be race and street ready. This treatment is done in the final step of the manufacturing process when the surface of the friction material is brought up to temperature in order to simulate a bedding cycle. However, proper bedding is still required using your rotors with the new Carbon Metallic pads.

The following process below is suggested in order to achieve the best performance, consistency and durability of the pad.

Bedding Procedure Steps	
STEP 1	On the first lap, perform several stops with progressively higher pedal pressure and braking force and from higher speeds. You will feel the effectiveness of the brakes increase with each successive brake apply.
STEP 2	This should take six to ten snubs per lap and is usually completed in one or two laps. If non-PFC friction materials were previously run on the discs then this procedure could take as many as three to five laps..
STEP 3	Running additional laps is the best way to accomplish the new transfer layer and, due to the higher surface temperatures, will assure a complete removal of the old friction materials from the disc.
STEP 4	The disc should be allowed to cool as much as is practical, with ambient temperature being ideal. Allowing the disc to cool to ambient temperature will increase disc life and performance.
STEP 5	The pads are now properly bedded to provide consistent performance. The pads should be brought back up to the operating temperature range to guarantee optimum braking power. This depends upon the specific compound.



PFC DOT 4 RH665 BRAKE FLUID

PFC recommends PFC RH665 DOT 4 Racing Fluid. RH665 has the highest guaranteed minimum Dry Boiling Point (ERBP) of any DOT 4 Brake Fluid, 617°F, to guard against vapor lock and give a Rock Hard pedal even under extreme racing conditions. RH665 has a "Wet" Boiling Point that is guaranteed to be above 383°F .





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