DINAN

BREAK-IN INSTRUCTIONS FOR BREMBO PADS & ROTORS

- New pads and new rotor surfaces need time to properly break-in before maximum braking performance can be achieved, and to prevent judder (vibration felt thru brake and steering wheel). During break-in, the pads are heat cycled, and pad material is deposited in an even layer onto the rotor face. If not broken-in properly, an uneven layer of pad material will be deposited onto the rotor, causing a vibration. Most instances of warped rotors are due to uneven pad deposition!
- The discs are delivered with a thin zinc coating to prevent corrosion. Prior to beginning the bedding procedure, this plating must be removed from the braking surfaces by driving the car slowly (under 30 mph) and performing very light brake applications in order to remove the plating without generating heat. With too much heat or pressure, this plating can be deposited unevenly on the disc, and impregnated into the pad, further increasing the likelihood of judder development.
- Once the visual inspection of the braking surfaces confirms that the plating has been evenly removed, then the bedding procedure can begin. The entire bedding procedure must be complete before driving the vehicle as normal. It is especially important that this process is completed before any extended same-speed driving is done (i.e., freeway travel). Failure to follow these instructions greatly increases the likelihood of judder development.
- After installing new pads and rotors, find a safe stretch of road and perform at least 30 brake applications of 3 second duration. Use light/medium deceleration with varying starting speeds. Leave at least ½ mile between each brake application.
    - Do not brake so hard that the ABS is activated! Do not brake so lightly that the pads do not come up to temperature.
    - Do NOT come to a complete stop! If you stop, then pad material will immediately be deposited onto one spot on the rotor, and you will get a vibration!
- The purpose of this procedure is to gradually increase the temperature in the components without thermal shock, and to mate the brake pad and disc friction surfaces.
- After the repeated stops, drive the vehicle for several miles with little or no braking in order to adequately cool the components.
- The system is now ready for normal use.
- **Proper break-in of your rotors and pads is critical in maximizing braking performance and help extend the service life of your new components.**