

## RP650 BRAKE PAD BEDDING PROCEDURE

Every MMR Performance upgrade is developed and tested here in the UK by our expert engineering team of BMW / MINI specialists.

*\*For best performance and pad wear life please ensure the following bedding is meticulously followed\**



## RP650 Bedding-In Procedure

Typically, heavy braking on the road will generate approximately 1 to 1.1G of deceleration. At this rate, ABS will be activated on such equipped vehicles. A moderate braking effort is needed to properly break in rotors and pads. A stopping force of approximately 0.8G's, just short of ABS intervention is a general estimate of pedal effort you are trying to achieve.

After completing installation, make a series of 10 stops from 60mph (100kph) to 5-10mph (10-15kph). At the end of each stop, immediately accelerate to 60 mph (100kph) again for the next stop. The exact speed is not critical. Accelerate to approximately 60mph (100kph) and begin the braking cycle. As you approach 5-10 MPH (10-15kph), it is not necessary to watch the speedometer, keep your eyes on the road and approximate your speed at the end of each cycle. Do not come to a complete stop, as you will imprint pad material onto the disc, risking a vibration.

There are several indicators to look for while bedding in the system. On the 8th or 9th stop, there should be a distinct smell from the brakes. Smoke may be evident after several stops as well. Also, on the 8th or 9th stop, some friction materials will experience "green fade". This is a slight fading of the brakes. The fade will stabilize, but not completely go away until the brakes have cooled. After the bedding-in cycle is finished, there will be a blue tint colour on the disc with a light grey film on the disc face. The blue tint indicates the rotor has reached the proper bedding-in temperature and the grey film is pad material starting to transfer onto the disc face. If racing or higher performance pads are being used, add four stops from 80mph (130kph) to 5-10mph (10-15kph) and if a full race pad, four stops from 100mph (160kph) to 5-10 mph (10-15kph).

MMR does not endorse speeding on public roads. Ensure you complete this procedure so in a safe area, away from traffic at your own risk. After the final stop, drive with minimal use of the brakes to cool off the system. Ideally, the brakes should be allowed to cool to ambient temperature before using again.

**DO NOT COME TO A COMPLETE STOP WHEN THE SYSTEM IS HOT AND LEAVE YOUR FOOT ON THE PEDAL. PAD MATERIAL WILL IMMEDIATELY TRANSFER TO THE ROTOR CAUSING A VIBRATION.**

After the first bedding-in cycle shown above, the brakes will still not be operating at their best capacity. A second or third heat cycle is typically necessary before the brakes really start to "come in".