Tektro Hydraulic Brake Pad Break-in Procedure

To ensure optimal performance and rider safety please abide by the following instructions.

Pad Types

Semi-Metallic (Red Backed): The semi metallic compound will bed in quickly operate with minimal noise but may wear quickly in wet conditions compared to a full metallic compound. These pads are best for riders looking for minimal noise, riders in dry conditions, or riders looking for optimal modulation.

Full Metallic or Sintered (Copper Backed): These pads may generate more noise when cold. Once heated up during use they should be relatively quiet. These pads will offer more bit, higher optimal operating temperature, and longer pad life over semi-metallic pads. Metallic pads are optimal for riders looking for maximum braking performance, riders in wet conditions, riders looking for maximum pad life, or riders looking for more bite/power.

Rotor Types

1-piece: Offered in 6 bolt only these rotors offer a lower cost and lower weight in 140/160mm configurations. In the 180/203mm configurations these rotors will be heavier and less stiff compared to a 2-piece rotor.

2-piece: Offered in both 6 bolt and centerlock. Due to the alloy center carrier 2-piece rotors will offer riders the lowest possible operating heat and be the stiffest rotor option possible. In addition, these will be the lightest option for 180/203/223mm rotors.

Pad/Rotor Bed in Procedures

1. Before beginning it is important to note TRP/Tektro rotors use a harder steel that may require a slightly more extensive bed in process than other manufacturers but they offer longer life. Please also note the pad type used as metallic pads require a longer bed in process before being ready to ride. Proper pad/rotor bedding is key to brake performance over the life of the pads and rotors. Failure to follow these procedures will result in poor brake performance for the life of the pads.
2. The following procedures are for new rotors and metallic pads. If using semi-metallic pads or used rotors, the bed in procedure may be quicker. For optimal brake performance it is best to follow complete instructions.
3. Begin by installing rotor and pads. Be careful not to touch the braking surface of the rotor or pad to avoid contamination. Also the rotor may heat up during the bedding process do not touch the rotor as it could be hot resulting in a burn or bodily harm. If a used rotor in being matched with new pads be sure to clean the rotor with isopropyl alcohol and clean shop towel before installing pads.
4. Once pads and rotors are installed take your bike to a flat area clear of obstacles. Then pedal your bike up to 15mph (24kph). Brake using the front brake only until you decelerate to 5mph (8kph) and release the brake. Be careful not engage the brake hard enough to stop the front wheel or lift the rear wheel off the ground. Stopping the wheel with the brake engaged will hold a hot pad to a hot rotor and can cause pad glazing which reduces brake performance. Repeat this process up to 20-25 times or until full brake power is achieved.
5. Once you have successfully bedded in the font brake repeat the process with the rear brake. When decelerating with the rear brake be careful not to stop the wheel from spinning or skid.

Source: https://trpcycling.com/wp-content/uploads/2018/03/Pad-and-Rotor-Bedding.pdf