BEDDING GUIDELINES

Once the brake system has been tested and determined safe to operate the vehicle, follow these steps for the bedding of all new pad materials and rotors. These procedures should only be performed on a race track, or other safe location where you can safely and legally obtain speeds up to 65 MPH, while also being able to rapidly decelerate.

STREET VEHICLES

- Begin with a series of light decelerations to gradually build some heat in the brakes. Use an on-and-off the pedal technique by applying the brakes for 3-5 seconds, and then allow them to fully release for a period roughly twice as long as the deceleration cycle. If you use a 5 count during the deceleration interval, use a 10 count during the release to allow the heat to sink into the pads and rotors.
- After several cycles of light stops to begin warming the brakes, proceed with a series of medium to firm deceleration stops to continue raising the temperature level in the brakes
- Finish the bedding cycle with a series of 8-10 hard decelerations from 55-65 MPH down to 25 MPH while allowing a proportionate release and heat-sinking interval between each stop. The pads should now be providing positive and consistent response.
- If any amount of brake fade is observed during the bed-in cycle, immediately begin the cool down cycle
- Drive at a moderate cruising speed, with the least amount of brake contact possible, until most of the heat has dissipated from the brakes. Avoid sitting stopped with the brake pedal depressed to hold the car in place during this time. Park the vehicle and allow the brakes to cool to ambient air temperature.

WARNING

Do not use high temperature race pads for low to medium temperature driving on the street. In addition to undesirable driving qualities, it can also cause damage and premature wear to both the pads and rotors.

COMPETITION VEHICLES

- If your race car is equipped with brake cooling ducts, blocking them will allow the pads and rotors to warm up quicker and speed up the bedding process
- Temperature-indicating paint on the rotor and pad edges can provide valuable data regarding observed temperatures during the bedding process and subsequent on-track sessions. This information can be highly beneficial when evaluating pad compounds and cooling efficiencies.

POST-BEDDING INSPECTION - ALL VEHICLES

- After the bedding cycle, the rotors should exhibit a uniformly burnished finish across the entire contact face. Any surface irregularities that appear as smearing or splotching on the rotor faces can be an indication that the brakes were brought up to temperature too quickly during the bedding cycle. If the smear doesn't blend away after the next run-in cycle, or if chatter under braking results, sanding or resurfacing the rotors will be required to restore a uniform surface for pad contact.

PRE-RACE WARM UP

- Always make every effort to get heat into the brakes prior to each event. Use an on-and-off the pedal practice to warm the brakes during the trip to the staging zone, during parade laps before the flag drops, and every other opportunity in an effort to build heat in the pads and rotors. This will help to ensure best consistency, performance, and durability from your brakes.

NOTE: NEVER allow the contact surfaces of the pads or rotors to be contaminated with brake fluid. Always use a catch bottle with a hose to prevent fluid spill during all brake bleeding procedures.

DYNO BEDDING SERVICES

On-track time to properly bed new pads and rotors often comes at a high premium. In some cases, the time doesn't exist at all. Wilwood dyno-bedding services provide racers with the ability to install pre-bedded pads and rotors and hit the track fully race ready. Wilwood stocks many of our popular race pad and rotor combinations pre-bedded and ready for immediate shipment. These part numbers are identified with "-B" at the end of the part number. For pads or rotors that are not normally in-stock, special orders are welcome. Contact a dealer or our tech-sales department for information and availability of pads and rotors for your race car.

DISC BRAKES wilwood

Wilwood designs, manufactures, tests and ships all of its products out of headquarters based in Camarillo, California. Our complete line of braking solutions includes brake pads, pedals, master cylinders, brackets, lines, fittings and brake fluids. This variety ensures Wilwood has the right product for any application; from a street vehicle or heavy-duty truck to a professional race car.

NOTES

4700 Calle Bolero
Camarillo, CA 93012
(805) 388-1188

DESIGNED · TESTED USA MANUFACTURED

wilwood.com

Follow us on:

DISC BRAKES wilwood

BRAKE PAD PRODUCT GUIDE

smartpad

The BP compound *SmartPad* series represents the latest developments and refinements in friction pad technology. Four different compounds, with incremental changes in friction values and temperature operating range, provide racers and performance driving enthusiasts with the ability to match and optimize brake system response and performance covering applications from street performance to dedicated competition.

☐ **BP-10 Low-Med Temperature & Friction**

- Baseline pad in Wilwood bolt-on brake kits for hot rods, muscle cars, and most street & drag strip applications.
- Light dusting, quiet engagement pads with increased friction, response, and an extended temperature range with higher fade resistance over OE-type compounds
- Soft response pad for lighter duty, economy class dirt track categories, especially in marginal traction

☐ **BP-20 Med-High Temperature & Friction**

- A true dual-sport performance compound providing clean and quiet driving on the street, with an expanded temperature and friction range for competition
- Upgrade pad for our bolt-on brake kits for autocross, track events, and heavier weight, high speed drag cars
- Intermediate level dirt track use on limited tire, open wheel modifieds, and all types of hobby class racing

☐ **BP-30 High Temperature & Friction**

- High friction, high temp, extra-long wearing, fade resistant race-only formula designed for hard braking endurance racing
- Exceptional pedal modulation and feel, start-to-finish
- Road racing, asphalt short track, high grip or downforce cars with extreme hard braking and sustained high-heat cycles

☐ **BP-40 X-High Friction & High Temperature**

- Aggressive high friction, fade resistant, long wearing race only formula for high heat applications
- Predictable and linear response with excellent pedal modulation and feel, start-to-finish
- Asphalt oval tracks, road courses, extreme-duty dirt, and all types of off-road competition

ROTOR COMPATIBILITY: BP compound *SmartPads* are fully compatible with all types of iron, steel, stainless, SAS series and titanium rotors when run within their respective temperature capabilities.

PolyMatrix® DISC BRAKE PADS

PolyMatrix compounds are long standing, time proven formulas responsible for championship-winning performance in all types of amateur and professional motorsports. While time and technology advances have surpassed some of the earlier formulas, champion race teams at all levels still rely on *PolyMatrix* for its unyielding performance within their respective temperature and friction ranges.

☐ ***PolyMatrix* A X-High Temperature & Friction**

- Long wearing, highest friction formula with immediate aggressive response at all temperatures
- Severe-duty use for oval tracks, road courses, and all other types of competition-only applications

☐ ***PolyMatrix* H X-High Temperature & Friction**

- Long wearing, high friction formula with a softer, less aggressive initial engagement response than "A"
- Severe-duty use for oval track, road courses, and all other competition-only applications

☐ ***PolyMatrix* B High Temperature & Friction**

- Traditional favorite used in a wide range of sportsman oval track, road course, and off-road competition categories
- Consistent, predictable response through the temperature range after minimal warm-up

☐ ***PolyMatrix* E Medium Temperature & Friction**

- Mid-level race compound with consistent, linear response through its full effective temperature range
- High momentum dirt tracks, fast drag cars, autocross, rally, and all types of off-road within its effective heat range

☐ ***PolyMatrix* Q Low-Medium Temperature & Friction**

- Improved friction ceramic enhanced performance compound
- Lowest dust and noise levels for street performance
- Use with aluminum rotors for sprint, midget and all lightweight open wheel competition

ROTOR COMPATIBILITY: *PolyMatrix* compounds are fully compatible with all types of iron, steel, stainless, and titanium rotors when run within their respective temperature capabilities. For aluminum rotors use *PolyMatrix* Q pads only.

ProMatrix BRAKE PADS

ProMatrix dual-sport performance compound brake pads provide the ultimate combination of clean and quiet driving with high performance braking on vehicles equipped with OE calipers.

ProMatrix pads are currently available in 155 of the most popular OE pad types covering 4,633 front and 2,008 rear calipers applications on all types of domestic and import cars and trucks with OE pad types continuously being added. To find *ProMatrix* pads for your vehicle, use the Year-Make-Model look-up application at **www.wilwood.com**.

☐ ***ProMatrix* Med-High Temperature & Friction**

- True dual-sport performance compound for everyday street driving with the friction and heat range capabilities to handle aggressive driving on the track using OE production calipers
- Street friendly, quiet running, light dust, non-ceramic formula provides positive response with low wheel maintenance
- Track ready with low rotor abrasion, high fade resistance, and consistent response during hard braking cycles
- Drag racing, off-road, autocross and track events
- 4x4's, towing, fleet vehicles, and heavy-wheel SUV's

NOTES

WILWOOD SPECIALTY COMPOUND

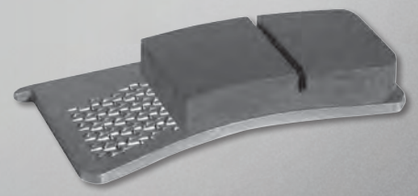
Wilwood offers a purpose built specialty compound that delivers unmatched performance on non-typical alloy rotors used in competition, recreational applications, utility vehicles, and more.

☐ **CM High Friction & Temperature**

- Composition Metallic compound formulated to withstand sustained high heat
- Use with specialty alloy steel and low thermal conductivity rotors including SAS, stainless steel and titanium
- ATV's and powersports, industrial, and military applications
- High speed drag cars with steel or stainless alloy rotors.

MECHANICAL RETENTION BACKING PLATES

Mechanical retention systems provides the most durable and positive method of securing the pad friction material to the pad backing plate. Developed to eliminate friction separation on extreme load heavy-duty equipment, Wilwood pioneered the adaptation of mechanical retention backing plates for racing, and uses it with all of our race compounds and several of our dual-purpose compounds. Mechanical retention backing plates eliminate the need for Integral Molding (IM) anchoring holes, bonding agents, rivets and other less effective mechanical retention methods. Solid backing plates, without anchoring holes, reduce flex and the potential subsequent separation of the friction from the plate as the pads wear. Simply stated, there is no better way to anchor the friction block and prevent pad delamination than a mechanical retention system.



FIND OUT HOW WE CAN STOP YOU AT:

wilwood.com