


Purpose

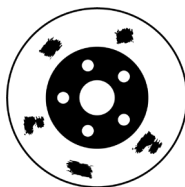
Proper bedding-in ensures even friction transfer between brake pads and discs, reducing noise, vibration, and uneven wear.



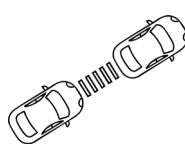
Symptoms of Improper Bedding




Glazing or shiny patches on pad surface
> reduced friction & stopping power




Uneven brake disc wear or visible heat spots



Longer stopping distances & reduced braking efficiency




Vibration or pulsation through the pedal or steering wheel




Noise such as squealing or scraping due to uneven contact


Bedding-In Procedure




Clean Brake Disc Surface
Remove rust, debris, and oil using brake cleaner and a lint-free cloth.




Avoid Hard Braking Initially
Do not perform repeated hard stops for the first few hundred miles/kilometres to prevent pad glazing.




Install New Pads & Hardware
Ensure proper orientation of pads, secure clips and shims, and confirm caliper pistons are fully retracted.




Monitor Brake Feel & Temperature
Check for consistent pedal feel; avoid overheating discs during the bedding process



Initial Low-Speed Stops
Perform 5-10 gentle stops from moderate speed (20-30mph / 30-50km/h) to gradually transfer friction material to the disc.



Follow Manufacturer Guidelines
Always refer to the vehicle and pad manufacturer's specific bedding recommendations.



Moderate-Speed Braking
Increase speed and perform several moderate stops (30-40mph / 50-65km/h), progressively applying more brake pressure.

SKIPPING BEDDING AND PAY TWICE - GET IT RIGHT THE FIRST TIME