

Fitting Instructions

Fitting Difficulty

Revo Big Brake kit bedding in Procedure

Dealer fitment recommended

After installing new pads, discs, or both, it is necessary to properly bed the pad to the disc before using the brakes to their full capacity.

What is bedding?

Bedding is the process of depositing a layer of pad material (often called the *transfer layer* or *transfer film*) onto the surface of the disc. Brake discs used on OEM style brake systems do not require this transfer layer as the braking system is relying on friction between the pad and the rotor material to slow the vehicle down. On Revo by Alcon discs, the bond between the pad and the transfer layer is much stronger and the frictional characteristics of the pad/transfer layer interface are far better than those of a pad/disc interface. It is therefore crucial to bed pads properly to ensure the reliability, performance, and longevity of your Revo/Alcon brake system.

When should I bed pads and rotors?

Bedding is recommended whenever you install new pads or discs, or experience vibrations while braking.

- For new pads and discs, bedding allows the manufacturing resins in the pads to burn off slowly to avoid uneven deposits or pad glazing. Bedding also allows the discs to relieve any thermal stresses incurred during the manufacturing process.
- Vibrations felt through the brake pedal are most commonly a result of uneven pad deposition, which is remedied by re-bedding the existing components.

Bedding Process

1. Upon initial installation do not bed the discs immediately. Drive the vehicle with normal to light braking for 1-2 days to allow the pad and disc surfaces to conform better before bedding in at higher temperatures.
2. Find a suitable road. You will need a relatively straight road with minimal traffic where you can safely (and legally!) reach speeds up to 65 MPH.
3. Once the car has been driven with light braking for a few miles to bring the discs up to the proper operating temperature, bring the car up to approximately 65 MPH. Gently apply constant pressure (about 10%) to the brakes, bringing the car down to about 20 MPH.
4. Accelerate briskly back to 65 MPH. Apply the brakes again, however this time use more force (about 20%).
5. Repeat steps 2 and 3, each successive time applying more pressure. Your last two brake applications should engage or nearly engage the ABS system.
6. Do not immediately stop the vehicle with your foot on the brakes after step 5, the concentrated heat from the pad sitting on a non-rotating disc will warp the rotor. Drive vehicle using absolutely minimal brake application to cool the discs to ambient temperature (freeway driving).
7. Once the system has cooled, repeat the entire process.

After completing two heat cycles on the discs, check them for an even, slightly hazy coating (often with a slight blue tint). Any spotting or blotches indicate uneven pad deposition. Repeat the process until the disc surface is even.

Increasing the Longevity of your brakes

When driving your car with the new Revo brake kit you should always consider that when stationary not to sit on the brakes after heavy use as it will hot spot the discs causing brake judder and reducing the life of your disc if done frequently.