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TO Radical Distributors/Race teams
FROM Technical Department
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DISC BEDDING

All cast iron brake discs for competition use need to be bedded-in to ensure heat stabilisation and to improve resistance to cracking. Cracks or even disc failure can occur during the first few heavy stops if careful bedding is not carried out.

- > If ducts are fitted they should be $\frac{3}{4}$ blanked off
- > Use previously bedded pads
- > For a minimum of 15 Km use brakes gently at first from initially low speeds
- > Progressively raise speed to normal racing speed but still using gentle applications
- > For the final 2 or 3 applications brakes can be used quite heavily (above 20 bar pressure)

If AP Racing thermal paints are used then only the Green paint (430°C) should have fully turned to white and maybe also just the Orange paint (560°C) on the outside edges of the discs during the bedding procedure.

If fitted, brake pressures can be used to monitor the bedding in procedure. During this process, brake pressures should not exceed 20 bar during warm-up procedure.

PRE-SESSION WARM UP

With cast iron discs, brake pressures should not exceed 20 bar during the out laps from cold, even with pre-bedded discs. This includes the start of each track day session, practice session, and warm up of a race. This is to prevent heat shocking the disc and causing cracking.

Heat shocking occurs when the disc is taken from ambient temperature to 600°C very rapidly i.e. heavy braking on the out laps.

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