Brake Pads

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Brake Pad Characteristics

To determine the best brake pad compound for your particular brake system setup, review the performance characteristics and popular application guidelines below. Ultimately, the optimum pad compound for any given application and driver's preference can only be found after actual on-track testing and evaluation. Compound types and ordering information for the pads used in Wilwood calipers can be found within the individual caliper pages.

Compound	Performance Range Data	General Characteristics and Popular Applications
A	Heat Range: X-High Cold Torque: X-High Hot Torque: X-High Wear Rate: Low	• Immediate cold response with highest friction values at all temperatures • Severe duty use on oval tracks, road courses, and other applications that require immediate high torque response • Long wear rate for sustained high heat braking • Compatible with all iron and steel rotors
BP-40	Heat Range: X-High Cold Torque: Medium Hot Torque: X-High Wear Rate: Medium-Low	• Improved friction formula for heavy braking asphalt ovals, extreme braking on dirt, and all types of off-road and road course applications • Predictable & linear response with excellent modulation on iron & titanium rotors • Long wear rates with iron and steel rotors • High torque on titanium rotors • Very high heat fade resistance
H	Heat Range: X-High Cold Torque: High Hot Torque: X-High Wear Rate: Low	• Smooth initial engagement with a linear increase as heat and pressure rise • Severe duty use for road courses and hard braking pavement/dirt ovals • Predictable response with excellent modulation at all temperatures • Long wear rate for durability in sustained high heat • Compatible with all iron and steel rotors • High torque on stainless steel rotors
BP-30	Heat Range: High Cold Torque: Medium Hot Torque: High Wear Rate: Medium-Low	• Improved friction formula for intermediate asphalt ovals and hard braking dirt tracks • Light to intermediate duty road courses • Beds quickly with low rotor abrasion and long wear • Compatible with all iron, steel, and titanium rotors
B	Heat Range: High Cold Torque: Medium Hot Torque: High Wear Rate: Medium	• Traditional favorite for asphalt LM's, modifieds, and sprints • Modifieds, late models, and other hard braking dirt applications • Intermediate weight road course, auto-cross, rally • Beds easily and fully compatible with all iron and steel rotors
C	Heat Range: X-High Cold Torque: Low Hot Torque: Medium Wear Rate: Low	• Gradual rise from to medium torque as temperature increases • Long wear and high temperature fade resistance • Tuning pad for reduced response in medium to high temperature ranges • Compatible with all iron and steel alloy rotors
CM	Heat Range: High Cold Torque: Medium Hot Torque: Medium-High Wear Rate: Low	• Composite metallic compound for high temperature durability on titanium and other low conductive alloy rotors • Long wear rates and high fade resistance in sustained heat • Baseline for inboard sprint brakes with titanium or stainless rotors
E	Heat Range: Medium Cold Torque: Medium Hot Torque: Medium Wear Rate: Medium	• Consistent, linear response through temperature range • Baseline for light to intermediate dirt applications with vented iron rotors • Drag racing with steel rotors • Auto-cross and lighter duty road racing

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Brake Pads

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Brake Pad Characteristics

Compound	Performance Range Data	General Characteristics and Popular Applications
BP-10	Heat Range: Medium Cold Torque: Medium Hot Torque: Medium Wear Rate: Medium	• High performance street compound with improved friction, longer wear and lower dust levels than standard replacement pads • Beds quickly and provides fast response without high rotor abrasion • Baseline pad compound for most disc conversion and upgrade kits
BP-20	Heat Range: Medium-High Cold Torque: Medium Hot Torque: Medium-High Wear Rate: Medium	• High performance street compound with increased friction and a wider temperature range over BP-10 • Beds quickly and provides fast response without high rotor abrasion • Baseline pad for track oriented street cars
Q	Heat Range: Medium-Low Cold Torque: Medium Hot Torque: Medium Wear Rate: Medium	• High performance ceramic based street formula • Lowest dust and noise • Compatible with all types of steel or iron rotors • Aluminum rotors for racing
Purple	Heat Range: Medium-Low Cold Torque: Alum: Medium-High Hot Torque: Alum: Medium-High Wear Rate: Medium	• Compatible with all types of aluminum, steel or iron rotors • Most aggressive friction with aluminum rotors on sprint cars
PM	Heat Range: High Cold Torque: Medium Hot Torque: Medium-Medium Wear Rate: Usage Based	• True dual-sport Pro-Matrix performance street and track compound • Quiet running with lowered dust than OE compounds • Unique composite formula provides clean, quiet, and long running on the street, with high friction and high temperature fade resistant to withstand extreme braking cycles during auto-cross and track day events.

Brake Pad Bedding

Bedding is a "real conditions" heat cycle and the final step in preparing the pads for service. All pads, even OE stock replacement parts, will benefit from a proper bedding cycle. Bedding can be done either in the vehicle, or on a special bedding dyno that can realistically duplicate the torque loads, pressure, and temperature that will be experienced in the vehicle.

The bedding process is the final "heat cure" for the pads. This final bedding cure differs from an oven heat cure in such that the oven heat cure does not include the pressure, torque, and elevated surface temperatures that are necessary to properly condition the pad for service. New pads must be deliberately brought up to temperature through a series of controlled cycles and then slowly cooled. If the pads are put into hard service right from the start, damage from fractures or accelerated deterioration due to extreme temperature variations between the surface and the body of the pad can occur.

Once the brake system has been tested and determined safe to operate the vehicle, follow these steps for bedding of all pad materials.

1. Proceed with a series of 8-10 hard stops from 55-65 MPH down to 25 MPH allowing 20-30 seconds of cool down time between each stop.
2. 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.

During the bedding process, a more positive feel from the brakes should develop. This is an indication that the bed in process is working. If any level of brake fade is observed during the hard stops, it may be an indication that the brakes have been more than adequately heated. Begin cooling the brakes with light driving and without brake contact immediately.

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