
Brake Installation Instructions

Hawk Brake Bedding Procedures

High Performance Street Pads

1. Discs should have a 60 RMS finish or smoother and be free of any oil or brake fluid.
2. If the previous pads were not Hawk, the rotors must be machined to remove the transfer layer of the previous pad's material.
3. Make 10 to 12 consecutive stops from 35-40 mph to 0 mph.
4. Let the pads fully cool down before using the brakes again.

If pads fade at any point, immediately follow Step 4.

Black and Blue Race Compound Pads

1. Always burnish new rotors with used pads. Never use Performance Friction pads to break in rotors that are going to run Hawk Brake pads. It is best to break in new rotors with Hawk Brake material or, if it is not available, Ferodo or Endless material.
2. Always remove transfer layer left by Performance Friction pads on used rotors before running Hawk Brake material.

All Hawk Brake *Racing* materials are burnished at the factory and are ready for racing right out of the box. For best results, however, make two medium speed stops to assure full pad contact to the rotor surface.

Tips for a Better Brake Job

- Consult a shop manual for specific information on performing a brake job.
- Always have the rotors machined and the thickness measured. Do not reuse undersize rotors!
- Check calipers to ensure the pistons are free and not "sticking."

- Flush the old fluid out of the brake system and fill with a quality fluid. Maximum Motorsports stocks the Ford High Performance Brake Fluid (550° F boiling point) for high performance street and limited competition use. Flushing and bleeding the air out of the hydraulic system will help extend the life of the hydraulic components, reduce the possibility of a "sticking" piston, and provide better braking and pedal feel. *Remember:* The older brake fluid is, the more moisture it will have absorbed, thereby lowering the boiling point and creating air bubbles.
- Clean the caliper guide pins and inspect. Lubricate with high temperature brake grease or anti-seize compound.
- The outer pads are different from right to left on 1987-1993 models. *Install the outer pads on the correct side of the car.* Check for the "R" and "L" stamping on the backing plate to identify them.
- Check that the pads slide freely in the caliper and on the guide pins. Lubricate the *backing plates* at all contact points to ensure non-binding movement. By looking at the old pads you've just removed, it's easy to spot the contact points by the wear marks.
- Inspect and repack the front wheel bearings and install new grease seals. MM has new seals and Red Line synthetic grease in stock.
- MM also stocks new rear wheel cylinders.
- When using stainless steel caliper guide sleeves, check that the guide pins slide through without binding. If they do bind, clean up the guide sleeve with an 11/32" drill bit. Remember to lightly lube the guide pin and sleeve with high-temperature grease or anti-seize compound.