

For those of you who are a SnoCross racer that drags the brakes and have been really hard on brakes we have a few things to go over.

1.) Even though we have one day on them we feel that the solid production F4 brake disc pn# 2602-249 (from i.e F/XF/M800) gives you better brake pad life.

We will also tell you that for whatever reason (still looking into it) it is very difficult to exchange out the disc after it has been run.

You may want to use a light coat of never seize in the splines to help to an easy removal the next time.

2.) We have seen some brake lines down by the caliper where the outside coating has burst and the hose was leaking fluid so keep an eye on this.



Might be a good idea to install some heat foil tape and or heat loom in that area 6' to 8" from the crimp fitting up. Make sure to inspect it closely if you have really got the brake pads and or the fluid hot at any point.

3.) Here is a proper pad break in procedure.

The procedure is as follows;

Assuming sled is on a jack stand typically.

- Spin track up to 30-40 mph
- Apply light braking to bring track to a stop
- Run at 10 to 20 mph to allow some cooling to take place between each stop
- Repeat 25 to 30 times minimum

The burnish stops should not be so aggressive or too quickly between stops that the disc starts to show heat. No glowing red discs

This should be done at new pad installations, new disc installations or both.

Basically as long as the pad is not above 200 degrees you can continue on to the next stop, as you repeat the burnish stops the pad temp will rise above 200 degrees the next stop is not started until the pad cools down to 200 degrees.