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Link do produktu: https://bizongarage.pl/mmr-rp750-track-pad-upgrade-front-for-bmw-f8x-f2x-f3x-p-183733.html

MMR RP750 Track Pad Upgrade Front for BMW F8x F2x F3x

Cena brutto	**1 324,99 zł**
Cena netto	**1 077,23 zł**
Numer katalogowy	**MMR27-0502F**

Opis produktu

The MMR RP750 Track Pads are not ECE-R90 homologated for use on the public roads in the UK & EU. MMR’s RP750 Track & Motorsport Front Brake Pads are an OEM replacement pad for BMW F8x, F2x and F3x cars which are used hard on track and in motorsport with the factory brake hardware. With a stable friction coefficient right up to 750°C, these are a superb high performance pad solution for even the most demanding track and race applications. Note, these are not ECE-R90 homologated for road use in EU/UK. The MMR Performance RP750 Track & Motorsport Front Brake Pads are an ultra high performance solution designed for performance F-series cars driven hard on track and for dedicated race cars. They are a direct-fit replacement for the original pads, for cars using the factory braking hardware. Much of the compound testing has focussed on developing the characteristics of these Track Pads to deliver a very stable friction coefficient of 0.45mu right throughout the working temperature range of 100-750° C (and beyond). This makes them an excellent performer in even the most demanding applications. Our testing process also kept a focus on ensuring that the compound delivers a high friction level from cold, requiring almost no warmup to achieve maximum braking effect. Particularly important for those challenging first laps, or for cars used in short-format competition such as autocross, drift or hillclimbs. The RP750 pads are supplied with a stainless-steel backing plate to help manage the all-important heat conduction away from the friction surface. The compound chosen also helps to ensure a nice progressive pedal response to help drivers modulate brake pressure despite that ‘over-servoed’ feel that the F-series cars can convey when used on-track. As a pad compound developed primarily for peak on-track performance, higher levels of brake dust and brake noise should be expected. However, when compared to most fast-road/track options, you can expect good pad life and excellent disc life. It’s important to note that the MMR RP750 Track Pads are not ECE-R90 homologated for use on the public roads in the UK & EU. However, as this material possesses excellent cold performance characteristics means that they can be safely used for driving to/from motorsport events (where your local laws permit of course). Sold separately as car axle-sets of four front pads or four rear pads (this order is for a front set). Ideally we’d recommend replacing front and rear sets together rather than mixing brands/compounds between front and back. Part number for matched RP750 Rear Pads: MMR27-0502R Finally, before selecting these RP750 Track Pads, remember that MMR also offer the RP650-compound brake pads. These RP650 pads excel in fast road and lighter track usage, generate lower noise and dust levels, and are fully road homologated, meaning they may represent a better pad choice for some drivers. APPLICATIONS Only suitable for BMW F-Series with M Sport Performance Brakes (blue calipers) with manual handbrake/parking brake. Key models: BMW 1-Series F20/21 (2011-2019) BMW 2-Series F22/F23 (2013-2020) BMW 3-Series F30/F31 (2013-2019) BMW 4-Series F32/F33 (2014-2020) BMW M2 & M2 Competition F87 (2014-2020) BMW M3 F80 (2013-2018) BMW M4 F82/F83 (2013-2019) FITTING INFO Bedding in: after completing installation, make a series of 10 stops f rom 60mph (100kph) to 5-10mph (10-15kph). At the end of each stop, immediately accelerate back up to around 60mph (100kph) again for the next stop (the exact speed is not critical). As you decrease to around 5-10 MPH (10-15kph), it is not necessary to watch the speedometer, keep your eyes on the road and approximate your speed at the end of each cycle. Do not come to a complete stop, as you will imprint pad material onto the disc, risking a vibration. On the 8th or 9th stop, there should be a distinct smell from the brakes. Smoke may be evident after several stops as well. Also, by the 8th or 9th stop, some friction materials will experience “green fade”. This is a slight fading of the brakes. The fade will stabilize, but not completely go away until the brakes have cooled.