

Link do produktu: <https://bizongarage.pl/mmr-rp750-track-pad-upgrade-rear-for-bmw-f8x-f2x-f3x-p-183731.html>

MMR RP750 Track Pad Upgrade Rear for BMW F8x F2x F3x



Cena brutto	1 254,99 zł
Cena netto	1 020,32 zł
Numer katalogowy	MMR27-0502R

Opis produktu

The MMR RP750 Track Pads are not ECE-R90 homologated for use on the public roads in the UK & EU. The MMR RP750 Rear Track & Motorsport Brake Pads are an OEM replacement pad upgrade alongside our RP750 Track Front Pad set for circuit and motorsport use. 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 Rear 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 rear 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 Front Pads: MMR27-0502F 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/F21 (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 from 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.