

# BRAKE PAD SPACER PLATE

## WHAT IS IT?

The spacer plate is a metallic plate fitted to the non-friction side of a used brake pad, attaching to the pad's existing backplate. It therefore sits between the brake pad and the pistons of the caliper. It is the same shape as the existing backplate, though has vertical slots to aid heat dissipation.

## WHY IS IT NEEDED?

Braking wears away the friction material of disc brake pads, hence reducing their thickness. This causes the brake caliper piston(s) to extend out from the caliper piston housings to compensate for the lost pad thickness. In this extended state the pistons do not work as efficiently. Consequently, once brake pads wear below a certain thickness, the driver may notice that the pedal travel has increased and that the pedal feels "softer."

This poor pedal feel is compounded if the brake fluid temperature increases, which is another negative consequence of pad wear - as the thermal barrier created by the pad is reduced.

The spacer plate addresses the issue in two ways: returning the pad to close to its original thickness, hence reducing piston extension, and dissipating heat from its finned construction, to keep the fluid cooler. When manufactured in titanium, the spacer's weight is similar to the weight of the lost friction material for which it is compensating. This means no weight increase relative to new brake pads.

Two Titanium Spacer plates following heavy duty GT3 usage at Imola



Shows Spacer positioned between Brake Pad Backplate and Pistons

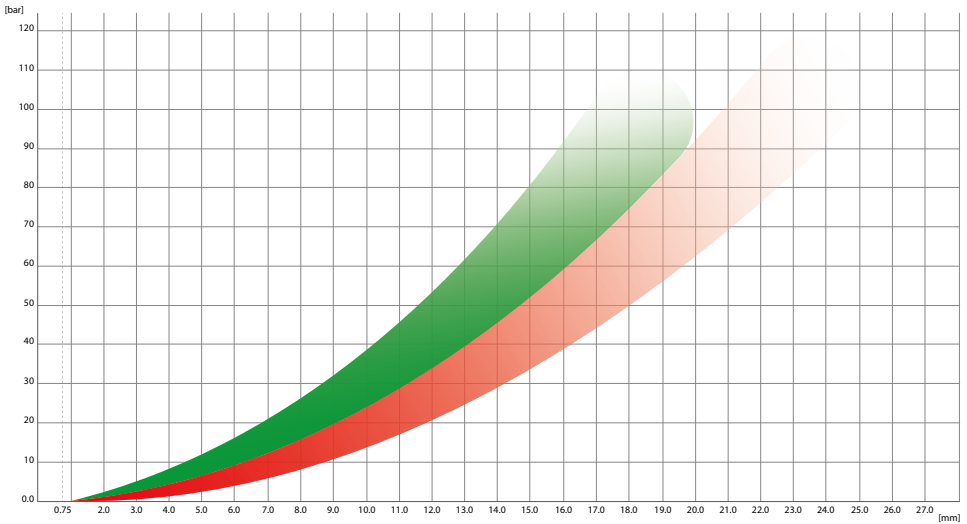


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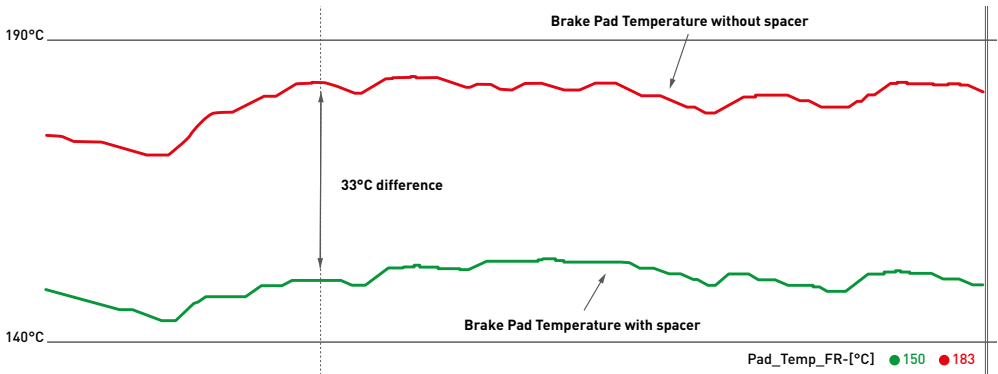


**FRONT IN-LINE BRAKE PRESSURE VS. MASTER CYLINDER TRAVEL ON GT3 RACE CAR**



**GREEN:** New Brake Pads with 29.0 mm average thickness / **RED:** Same Brake Pads with 25.0 mm average thickness

**BACKPLATE TEMPERATURES MEASURED ON A GT3 AT MUGELLO CIRCUIT**



**FEDERAL-MOGUL ITALY Srl**  
Racing & Motorcycle Division  
Corso Inghilterra, 2  
12084 Mondovì (CN) ITALY

[www.ferodoracing.com](http://www.ferodoracing.com)

**PART NUMBERING**

e.g. FS3155Ti-6mm  
FS3155Ti-6MM - PAD SHAPE  
FS3155Ti-6MM - MATERIAL  
FS3155Ti-6MM - THICKNESS

ECAT



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