

# Recommended Brake Fluid Testing Procedure

- Halo P1 offers the lowest compressibility and highest typical dry boiling point of any racing brake fluid available on the market today.
- In order to perform a valid and reliable comparison test, it is recommended that a specific procedure is followed.
- Most racing brake fluids are based on a similar chemical structure (borate ester), so will be perfectly miscible with Halo P1.
- The exception to this are silicate ester-based fluids, such as Castrol SRF, which itself has been known to be aggressive on brake seals (and not recommended for use with ABS systems).
- Comparison tests with Halo P1 and any other fluid should be conducted in race-prepared conditions.
- Flushing the brake system may not be sufficient, and may lead to an invalid result.
- It is recommended that the brake system is stripped and rebuilt with new seals (both calipers and master cylinders) between test sessions. This will eliminate any risk of any residual fluid or worn/damaged seals being present during the comparison test.
- New seals should be conditioned in Halo P1 brake fluid for 24 hours prior to re-assembly and then subject to a standard bedding in procedure to ensure optimal performance.

