

Performance Friction Motorsports Compounds

-01

Performance Friction's 01-Compound is the standard by which all racing brake pads are judged. The 01 compound has a very high initial bite and torque, with very little temperature induced torque rise. At the end of the stop, less torque scatter exists for improved modulation with excellent release. With its low wear characteristics and excellent disc conditioning properties, it's no wonder why the 01-Compound has won more World and National Championships than any other brake pad on the market!

-08

Performance Friction's 08 compound is one of PFC's newest offerings and has gained immediate favor in Endurance Sportscar, and GT racing due to its performance in applications where smooth initial bite is a must. The 08 Compound features a slight friction rise with temperature, excellent release and modulation characteristics, and very low abraded disc wear. In addition to its considerable performance, 08 wears the longest of all PFC pads and easily matches the wear of the other competitors with a much higher bite.

-11

Based on the out-going 01-compound, Performance Friction's 11-compound takes the same great high-bite and torque but with even better rotor and pad wear characteristics and improved bite, modulation, and release. Exhibiting a very high initial bite and torque, very little temperature induced torque rise follows. Less torque scatter exists for improved modulation with excellent release, helping to eliminate wheel lock at the end of a stop.

-14

Designed as a replacement for the classic 97-compound, Performance Friction's 14-compound offers lower friction values and slightly less bite than many of the more aggressive racing compounds. Developed for low-grip applications (such as with dirt-track or rally applications), the 14-compound is an excellent choice for when high thermal stability is required, but without high torque levels.

-19

The all-new 19-compound from Performance Friction is considered a Z-rated Street Pad, but one that can handle the abuse of track days! With excellent cold-bite, and torque levels that rival those of the classic 97-compound, the 19-compound is perfect for street and occasional track use. Low dust, and low-noise characteristics are sure to impress on the road or on the track alike.

Perfect for the rear of the Porsche Boxster and Cayman, where over-reactive PSM systems often overheat when combined with trail-braking and more aggressive racing pads.

-97

A favorite since its debut, Performance Friction 97-Compound Racing Braking Pads continue to impress, winning numerous races in CART, ALMS, Grand Am, ASA, and Club Races everywhere. The 97-Compound has less initial bite and torque than the 01, while offering great modulation, a very flat torque curve, and excellent release characteristics. A naturally low-wearing pad, the 97 compound is popular in the endurance circuits and amongst Club Racers and Track-Day enthusiasts.