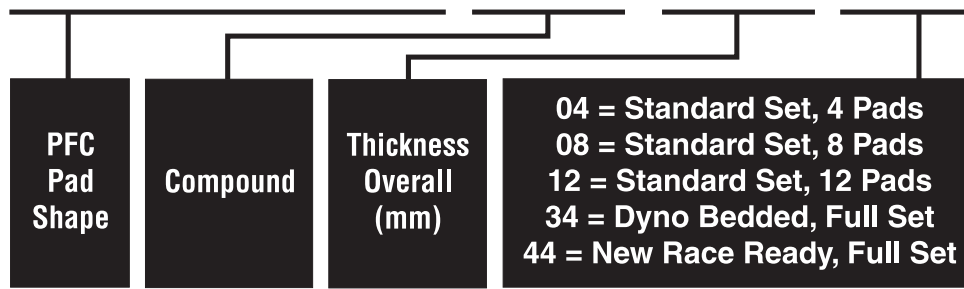


Pad Part Numbering System

WWW.XX.YY.ZZ



Race Pad Compound Descriptions

PFC Philosophy of Racing Pad Compounds

It is the mission of Performance Friction to provide the correct pad compound for each application made. Instead of using the “shotgun” method of pad development, wherein every pad is made in every compound, PFC builds the *correct* pad to suit the venue and application it is designed for. This is the reason that in many applications, there are only one or two pad options. These options are what PFC recommends for those applications, and are arrived at only after very careful consideration and evaluation. Below you will find a description of the currently available PFC Race Pad Compounds.

05 Compound

PFC's newest compound, 05 has gained immediate favor in the NASCAR, Sportscar, and Open Wheel racing due to its unsurpassed performance. 05 has higher initial bite and higher average torque than any other PFC compound. 05 has virtually no torque rise with temperature, and the release and modulation characteristics are second to none. Despite its considerable performance, 05 has slightly better wear than 03. This compound demands the most from the vehicle setup and is designed to handle the most severe applications.

05 Recommended Applications:

High grip, high downforce, and severe duty applications.
NASCAR Short Track and Road Course, Champcar, Professional GT, Daytona Prototype.

01 Compound

The standard by which all brake pads are now judged. It has good initial bite, with very little torque rise with temperature. At the end of the stop, 01 Compound has less torque scatter for improved modulation with excellent release. 01 Compound has good disc conditioning properties with low wear. 01 Compound is one of PFC's most popular race compounds, winning more World and National Championships annually than any other brake pad on the market.

01 Recommended Applications:

All-purpose pad for a wide variety of applications.
NASCAR Short Track and Road Course, NASCAR Speedway and Intermediate, All Oval Track Race series, Champcar, Professional GT, Daytona Prototype. SCCA / NASA / BMWCCA / PCA Racing.

03 Compound

03 Compound has shown to have higher bite and higher average torque than 01 Compound. 03 has very good initial bite, and there is a slight rise of torque with temperature to handle severe conditions. 03 has excellent modulation and release characteristics, less torque scatter than competing pads, and very good disc conditioning properties.

03 Recommended Applications:

High grip and high downforce applications.
NASCAR Short Track and Road Course, Champcar, Professional GT, Daytona Prototype, Rally.

97 Compound

A favorite of sportscar endurance and NASCAR racing since its debut, winning races in CART, ALMS, Grand Am, ASA, and Club Racing, 97 Compound has less initial bite and average torque than 01. It has great modulation, a very flat torque curve, and enhanced release characteristics. With the lowest wear of any PFC Compound, 97 is considered PFC “Endurance Compound” with the lowest wear of any PFC Compound and is also highly recommended as a general-purpose pad for Club Racing and Track Day events.

97 Recommended Applications:

Applications that demand excellent wear and modulation.
NASCAR Short Track and Road Course Rear, NASCAR Speedway and Intermediate, Endurance GT, SCCA / NASA / BMWCCA / PCA Racing, Track Day and Driver Education events.

Note: Limited Production and Special Order Compounds are also available. Please call for more info.