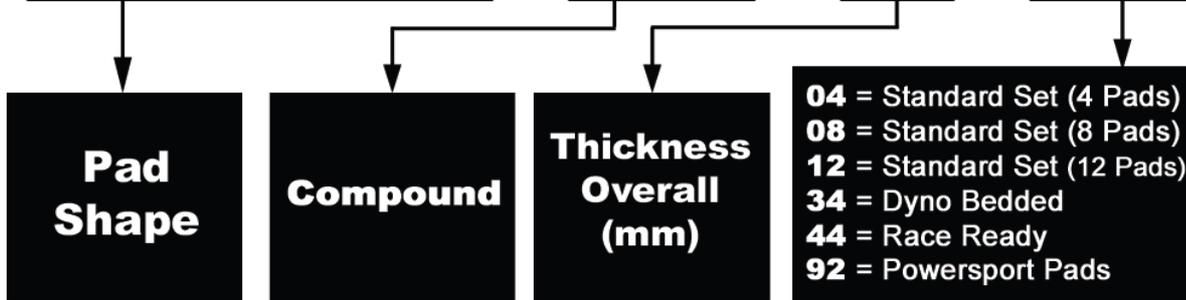


Pad Part Numbering System

WWW.XX.YY.ZZ



PFC Philosophy

It is the mission of Performance Friction and all of our employees to provide the correct pad compound for each application that we make. 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.

Current Production Performance Friction Race Compounds

- **01 Compound**

01 is one of the most accepted race compounds in the PFC’s arsenal, and has become the standard by which all brake pads are judged. 01 has good initial bite, with very little torque rise with temperature. At the end of the stop, 01 Compound has less torque scatter than the competition 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, and wins more World and National Championships annually than any other brake pad on the market. In many applications if 01 is not available, 11 will replace 01.

01 is recommended as an all-purpose pad in a wide variety of applications:

- | | |
|---|---|
| <i>NASCAR Short Track and Road Course</i> | <i>Professional GT</i> |
| <i>NASCAR Speedway and Intermediate</i> | <i>Daytona Prototype</i> |
| <i>All Oval Track Race series</i> | <i>SCCA Racing</i> |
| <i>IndyCar</i> | <i>Porsche/BMW/Corvette/Viper Club Racing</i> |

- **07 Compound**

PFC’s high bite and torque compound and has gained immediate favour in the NASCAR, Sportscar, and Open Wheel racing due to its consistent performance. 07 will have some friction rise with temperature for the most severe applications. The release and modulation characteristics are excellent. Very low abraded disc wear with a fine micronic polished disc finish. This compound demands the most from the vehicle setup and is designed to handle the most severe applications. 07 will be replaced with 13 compound.

For high grip, high downforce, or severe duty applications:

- | | |
|--|--------------------------|
| <i>For high grip, high downforce, or severe duty applications.</i> | <i>F-Nippon</i> |
| <i>NASCAR Short Track and Road Course</i> | <i>Indy Lites</i> |
| <i>Indycars</i> | <i>Professional GT</i> |
| | <i>Daytona Prototype</i> |

PFC Race Compounds



- **08 Compound**

08 compound is one of PFC newest and has gained immediate favour in Endurance Sportscar, and GT racing due to its performance in applications where smooth initial bite is a must. 08 has 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 characteristics of other competitors with much higher bite.

Recommended Applications:

24-hour Endurance Racing

Endurance Sportscar and GT

NASCAR Short Track and Road Course Rear

NASCAR Speedway and Intermediate Rear

All Oval Track Race series Rear

SCCA Racing

Porsche/BMW Club Racing

Track Day and Driver Education events

- **11 Compound**

11 Compound is a new generation sprint and medium distance friction - the ultimate in control, with superior disc conditioning. 11 compounds were developed from the 01 compound with improved bite, modulation, and release characteristics. It is ultra smooth and developed to reduce wheel locking at the end of a stop. Brake with confidence - brake with ultimate control and modulation. For many applications, 11 will replace the venerable 01 compound.

Typical applications: Ideal use for medium-low grip venues where control and modulation is at a premium. Also racing venues where ABS systems are used, .11 can be used in a large spectrum of temperature ranges. 11's wear is on a par with PFC's legendary 01 compound. Virtually zero taper wear when raced in a properly designed race caliper.

- **12 Compound**

12 Compound is a new generation endurance friction - excellent bite with 24 hour durability in its DNA, and superior disc conditioning. 12 compounds were developed from 08 compound with improved wear, modulation, and release characteristics. It is the ultimate in wear. The PFC 12 compound won in its debut race (the 2013 Daytona 24hr overall winner). There's new endurance winner in the PFC arsenal. 12 compound wear is longer than 08 where high temperatures are not an issue.

Typical applications: Ideal use for endurance where long wear is at a premium. Also racing venues where ABS systems are used. 12 compound's wear is at its optimum when disc temperature paints show 450-500c operating temperatures but will operate at higher temperatures if called to. Virtually zero taper wear when used in a properly designed race caliper.

- **13 Compound**

13 Compound is a new generation of ultimate high bite - high friction ... 13 compounds were developed from 01 compound with increased bite, modulation, with superior disc conditioning and release characteristics for exceptional control. Ultra smooth and great for tracks with high grip or high downforce cars. This material won its first race on its first outing - *it's that good*. It is the ultimate combination of high bite and infinite control.

Typical applications: Ideal use for sprint and severe applications. Heavy, fast cars or high downforce cars where bite at first 3rd of the stop is desired. 13's wear is on a par with PFC's legendary 01 compound. Will operate at higher temperatures if called to as it has a very high threshold for fade resistance. 13 compound has shown of all the high bite, high torque pads in the market to have one of the lowest taper wear in a properly designed race caliper.

- **14 Compound**

Lower friction and slightly less bite than the more aggressive PFC compounds. Higher thermal stability. For low grip applications and street tyres.

Retired Race Compounds

03 Compound (replaced by 05, 07 or 13)

05 Compound (replaced by 13)

06 Compound (replaced by 08 or 12)

35 Compound (replaced by 07)

80 Compound (replaced by 97 or 11)

83 Compound (replaced by 05, 07 or 13)

90 Compound (replaced by 11)

93 Compound (replaced by 05, 07 or 13)

97 Compound (replaced by 11 or 12)

99 Compound (replaced by 05, 07 or 13)