HIGHLIGHTS 2020

PAGID RACING

THE DIFFERENCE IN BRAKING

RACING BRAKE PRODUCTS

PADS • DISCS • FLUID

Quality and Performance

MAXIMUM PERFORMANCE

We are proud of the performances of our products and are the absolute benchmark in many areas. For us performance means coordination of the product characteristics friction level, fade resistance, disc wear and modulation.

SAFETY

Safety is our top priority. Early in the development of our products we set absolute priorities. For example, the brass studs that are welded to the base plate provide a much stronger anchoring of the friction material to the base plate – even under the most extreme conditions.

TEST & INNOVATION

Our products are constantly subjected to the most challenging real world test – not only to guarantee consistent performance and durability, but also to continuously refine and develop our products in lab testing, we use our computer-assisted systems to duplicate the toughest tests on different race courses all over the world.

OE COMPETENCE

Our efficiency is also documented by numerous original equipment partnerships. Besides, manufacturers like Aston Martin and Mazda rely on our performances and reliability.

PAGID RACING
THE DIFFERENCE IN BRAKING

100 % QUALITY

All PAGID Racing products are produced using the most modern technical procedures. Our uncompromising production requirements provide consistent quality at the highest level.

TRUST & SUCCESS

For decades our worldwide partners and teams have trusted our products and every year have been rewarded with numerous victories and championships. There have been some races where more than half the participants have competed using our products. Performance creates trust!

BEDDING IN SERVICE

Our racing brake pads and discs are available ″ready to race″, perfectly bedded-in on our dedicated computerized system.

Technical Information

PAGID RACING FRICTION COMPOUNDS

ENDURANCE RACING BRAKE PADS

PAGID RSL

RALLY, SPRINT AND STOCK CAR RACING BRAKE PADS

PAGID RST

ALLROUND RACING BRAKE PADS

PAGID RS

RACING BRAKE PADS FOR CERAMIC COMPOSITE DISCS

PAGID RSC

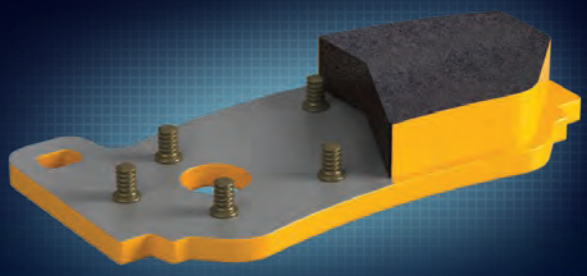
RACING BRAKE PADS FOR HISTORIC CARS

PAGID RSH

PAGID Racing compounds have a very high content of non-ferrous (ceramic) materials. The difference to competitor's metallic compounds is the superior thermal insulation and higher heat resistance combined with low heat conductivity, reducing heat transfer to the caliper (up to a massive 60 °C) preventing boiling of the fluid.

All PAGID Racing compounds are designed to minimize wear of the pad-rotor system, while maintaining optimum bite, brake modulation and pedal feel. All friction compounds meet or surpass all current ecological standards of the automotive industry.

PAGID RACING STEEL BACKING PLATE DESIGN



PAGID Racing employs dual retention systems, with an adhesive bond and a patented mechanical system. The mechanical system consists of brass studs that are welded directly to the backplate to ensure a positive retention between pad compound and the backplate. These brass studs are softer than the brake disc (rotor) and wear away as the pad is consumed causing no damage to the disc.

- **UNIQUE AND PATENTED SYSTEM**
- **FRICTION MATERIAL IS FIXED TO THE BACKPLATE**
- **NO DELAMINATION FROM THE STEEL BACKING PLATE**
- **HIGH TECH AND INNOVATION FOR YOUR VEHICLE**

PAGID RACING
THE DIFFERENCE IN BRAKING

BEDDING

WHY BEDDING?

To align the pad surface with the brake disc (rotor) surface and ensure full contact.

To transfer a layer of friction material onto the brake disc (rotor) faces to achieve maximum performance.

To burn out the volatile elements in the friction compound in order to have the initial (green) fade occur during bedding and not during the race.

If pads are not bedded properly according to the above mentioned sequence, the brake system will not achieve its maximum friction performance, wear behavior and pedal feel. Improper bedding can also lead to judder and vibration. Unlike discs, pads do not require cooling down post-bedding for optimal performance/longevity.

RECOMMENDED ON-VEHICLE BEDDING IN PROCEDURE

1 *Breaking-in*

Creating a perfect contact-pattern between rotor and brake pad surface

10 stops with low pressure and low temperature from 150 km/h (90 MPH) to approximately 80 km/h (50 MPH).

Distance between each brake stop approximately 600 – 800 meters (600 to 800 yards).

2 *Heating-up*

Warm up in order to initiate some core heat in the whole brake system

A sequence of 5 stops with medium to high pressure from 180 km/h (112 MPH) to approximately 60 km/h (37 MPH) with maximum acceleration between the stops.

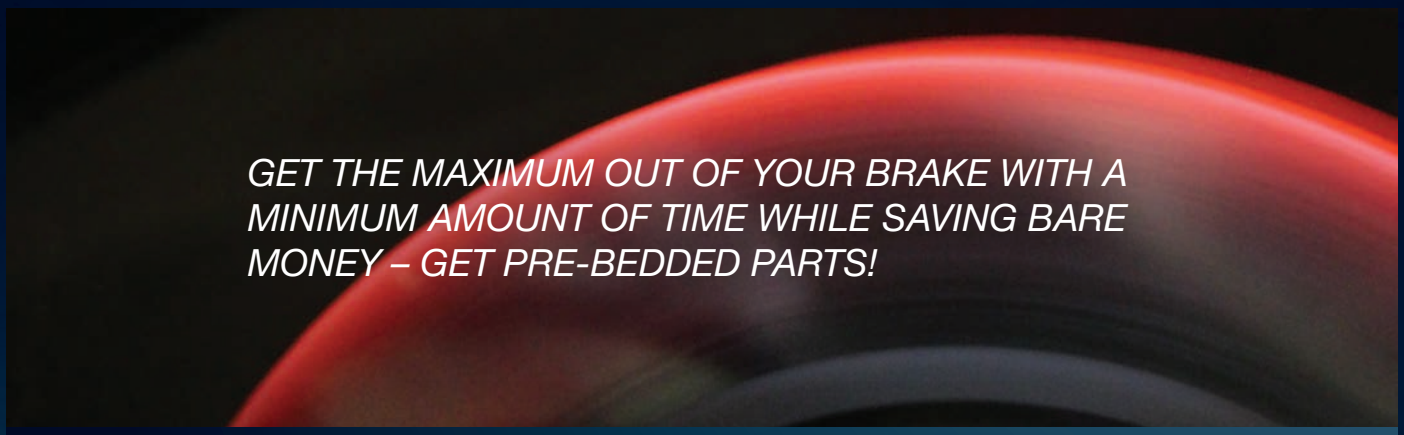
After the last stop cool down for 3 minutes with the speed preferably not higher than 100 km/h (62 MPH).

3 *Recovery Stops*

3 to 5 stops with low pressure from 150 km/h (90 MPH) to approximately 80 km/h (50 MPH).

Distance between each brake stop approximately 600 – 800 meters (600 to 800 yards).

BEDDING IN SERVICE – USAGE OF PRE-BEDDED PARTS



Our racing brake pads are also available pre-bedded “ready to race”. Please ask your local dealer for our brake pads pre-bedded.

Using pre-bedded parts is always recommended, as they are run in a computer-controlled environment and can therefore deliver perfect performance for a very reasonable cost. Keep in mind every kilometer driving a race car is expensive!


008
GRAN TURISMO
320
PURAGLOBE
SYNTAINICS
0W40 ENGINE OIL
ADVANCE20
H&R
AIM solutions
3D post processing
GRAN TURISMO
THE REAL DRIVING SIMULATOR
JOIN THE WORLD'S FASTEST
AMG
BLACK FALCON
MICHELIN

PAGID RSL

ENDURANCE
RACING BRAKE PADS

EXCELLENT PERFORMING FRICTION MATERIALS FOR ENDURANCE RACING

WIDE OPERATING TEMPERATURE RANGE

VERY GOOD MODULATION AND CONTROLLABILITY

LOW HEAT CONDUCTIVITY

DISC FRIENDLY

SLIGHTLY PROGRESSIVE IN-STOP FRICTION BEHAVIOR

WORKS VERY WELL WITH ABS SYSTEMS

EXCELLENT RELEASE CHARACTERISTICS

AVAILABLE RSL RACING BRAKE PAD COMPOUNDS

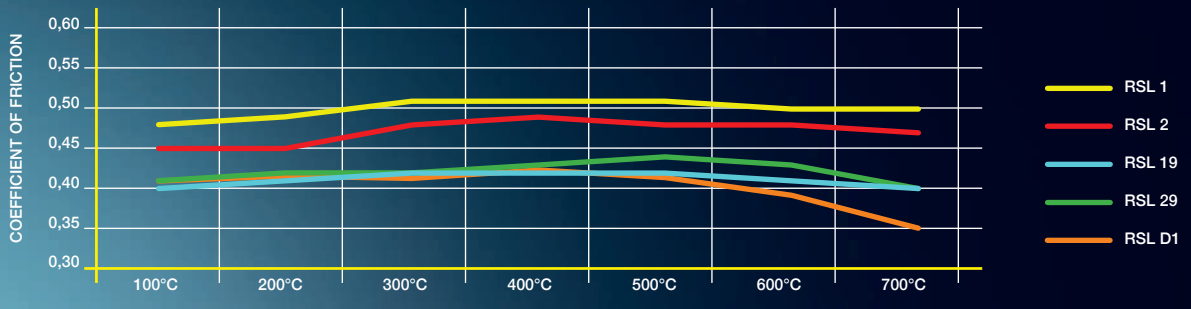
RSL 1	RSL 2	RSL 19	RSL 29	RSL D1

The available specifications can be found in the product search on our website: www.pagidracing.com. PAGID Racing RSL compounds are developed to comply with the latest requirements in endurance racing and meet or surpass all current ecological standards of the automotive industry.

BEDDING IN SERVICE

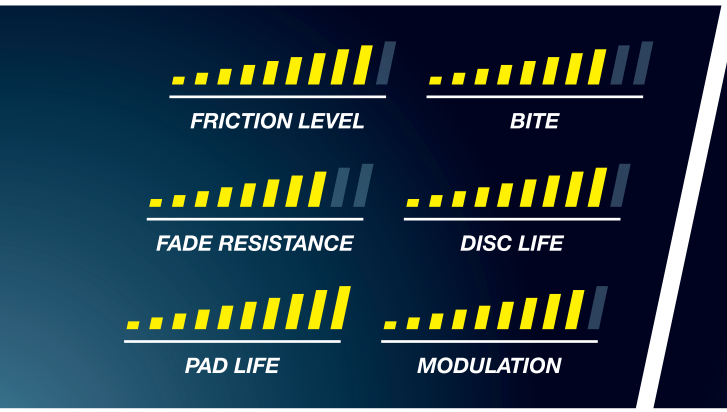
You can also acquire our Racing Brake Pads ‘ready to race’, perfectly bedded in on our computer system. Further information can also be found on page 8. Please ask your dealer about our ‘Bedding In Service’.

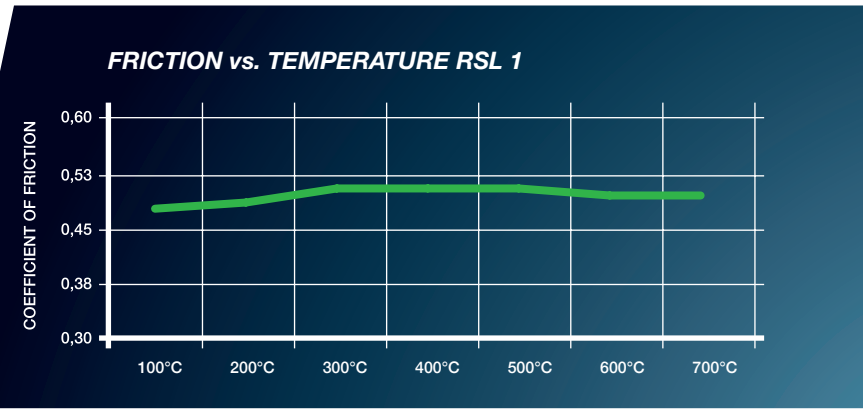
FRICTION vs. TEMPERATURE RSL



RSL 1

- HIGH FRICTION COEFFICIENT
- LONG PAD AND DISC LIFE
- GOOD FRICTION STABILITY VS. TEMPERATURE





APPLICATION RANGE

Used in GT cars, Touring cars and prototype endurance racing. Due to the high friction and good modulation, often used in sprint races as well.

DESCRIPTION

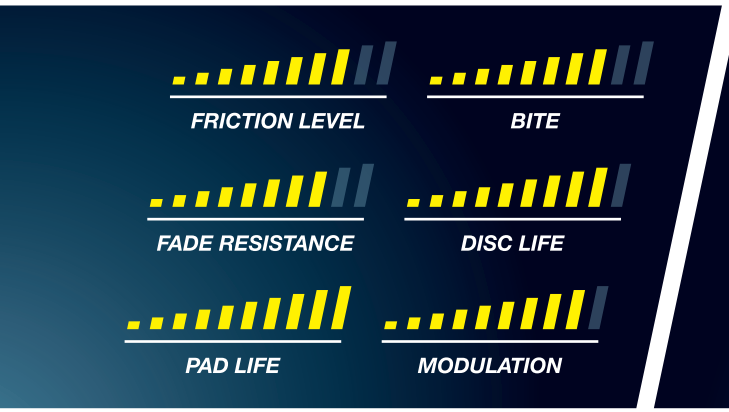
RSL 1 is a low metallic resin bonded material containing steel and aramid fibers with high heat resistance. It maintains a constant friction level over a wide range of temperatures. Its low wear rate and disc friendliness make this material appropriate for endurance races.

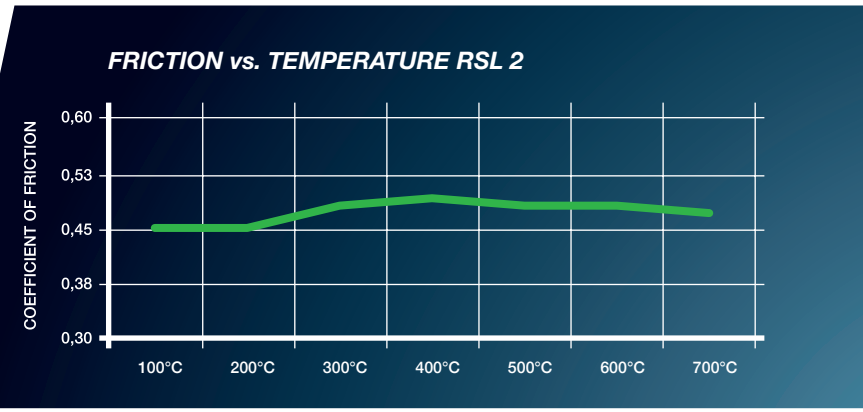
PAGID RSL

ENDURANCE
RACING BRAKE PADS

RSL 2

- **MEDIUM HIGH FRICTION COEFFICIENT**
- **LONG PAD AND DISC LIFE**
- **EXCELLENT FRICTION STABILITY VS. TEMPERATURE**





APPLICATION RANGE

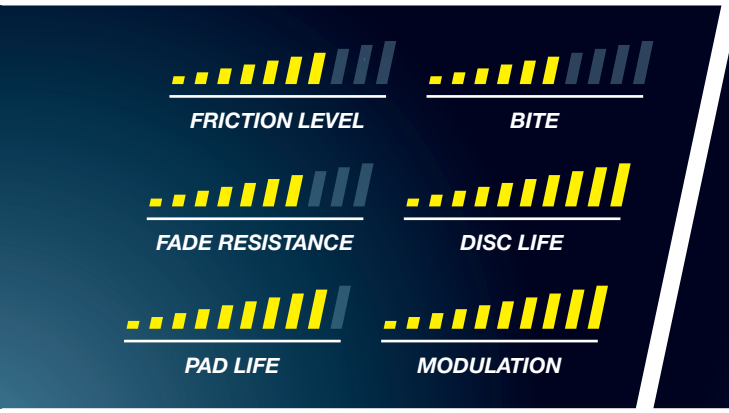
GT cars, Touring cars and prototype endurance racing. Due to excellent modulation characteristics often also used in sprint races.

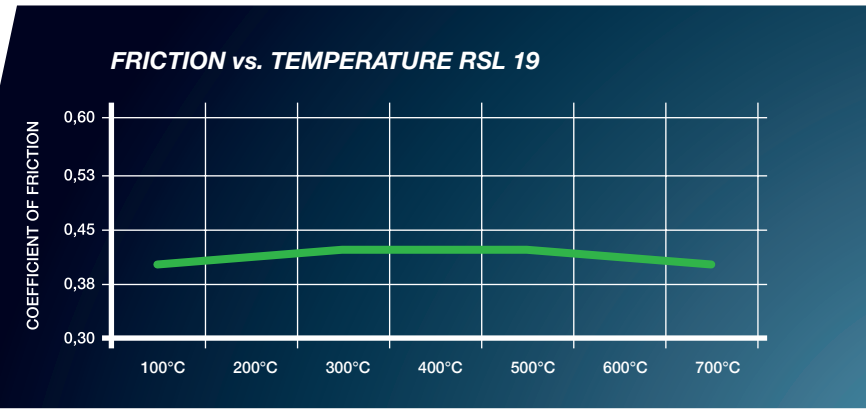
DESCRIPTION

RSL 2 is based on the RSL 1 compound but has been further improved in terms of pad and disc life as well as friction stability vs. temperature. It is a low metallic resin bonded material containing steel and aramid fibers. Furthermore, it maintains a constant friction level over a wide range of temperatures.

RSL 19

- MEDIUM FRICTION COEFFICIENT
- STABLE IN-STOP FRICTION
- VERY DISC FRIENDLY AND LONG PAD LIFE





APPLICATION RANGE

Rear axle usage in combination with RSL 1 and RSL 2 on the front axle in heavier cars (GT3/GTE). Front axle usage for lighter GT and Touring cars.

DESCRIPTION

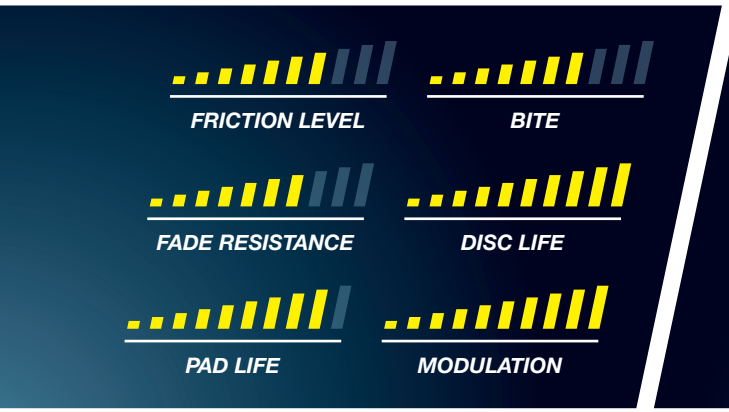
RSL 19 is a low metallic resin bonded material containing steel and aramid fibers. It maintains a constant friction level across a broad range of temperatures. The material features very good modulation and release characteristic.

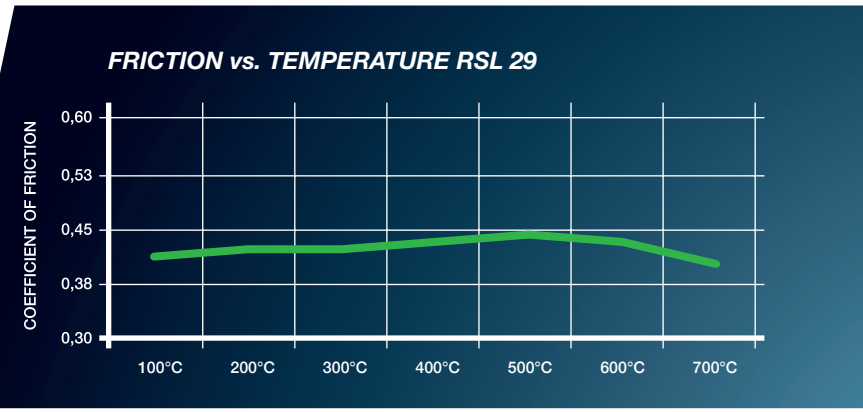
PAGID RSL

ENDURANCE
RACING BRAKE PADS

RSL 29

- MEDIUM FRICTION COEFFICIENT
- LONG PAD AND DISC LIFE
- EASY BEDDING





APPLICATION RANGE

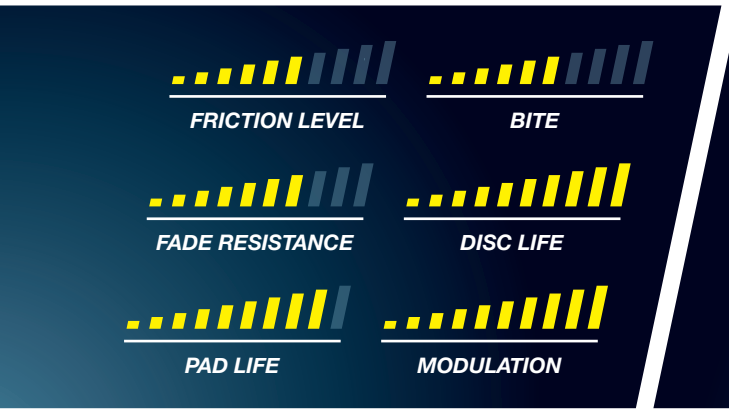
Very popular in club racing and track days. GT cars, Touring cars and prototype endurance racing. Due to excellent modulation characteristics also often used in sprint races.

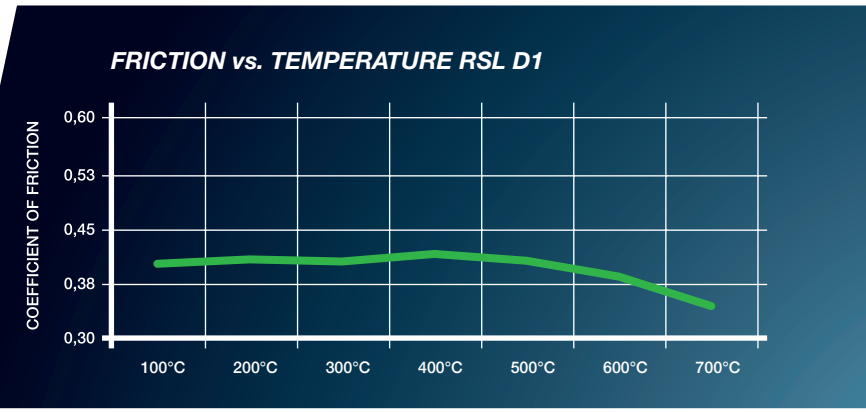
DESCRIPTION

RSL 29 features very good modulation and release characteristics. It is a low metallic resin bonded material containing steel and aramid fibers. The friction level of the material maintains constant at a low-medium level. Another advantage is the easy bedding in behavior.

RSL D1

- REAR AXLE COMPOUND
- DIGRESSIVE INSTOP BEHAVIOUR
- GOOD INITIAL BITE
- LONG PAD & DISC LIFE
- LOW FRICTION LEVEL
- GOOD FRICTION STABILITY VS. TEMPERATURE





APPLICATION RANGE

Especially for race cars with high aerodynamic downforce level - with a wide brake balance range.

DESCRIPTION

Specifically developed for rear axle applications. The compounds are compatible, providing benefits in terms of vehicle stability during the turn-in stage and unloading the front axle regarding pad wear.

PAGID RST

RALLY, SPRINT AND STOCK CAR RACING BRAKE PADS

SPRINT & RALLY MATERIALS WITH EXCELLENT PERFORMANCE CHARACTERISTICS

PROGRESSIVE IN-STOP BEHAVIOR WITH INSTANT PEDAL RESPONSE

CONSISTENTLY FIRM PEDAL AT ALL TEMPERATURES

FADE RESISTANT AT HIGHEST DISC TEMPERATURES

GOOD COLD FRICTION

GOOD MODULATION AND CONTROLLABILITY

AVAILABLE RST RACING BRAKE PAD COMPOUNDS

RST 1	RST 2	RST 3	RST 4	RST 5	RST D1

The available specifications can be found in the product search on our website: www.pagidracing.com. PAGID Racing RST compounds are developed to comply with the latest requirements for rally, sprint and stock car racing. They meet or surpass all current ecological standards of the automotive industry.

BEDDING IN SERVICE

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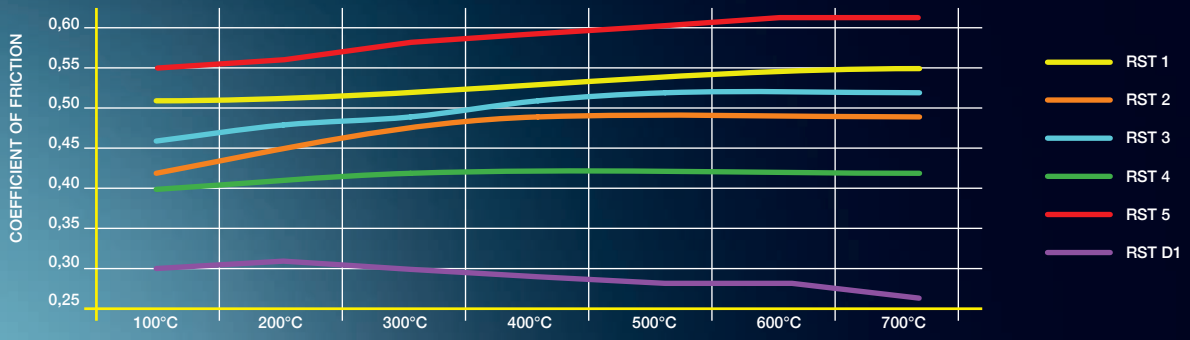
FRICTION vs. TEMPERATURE RST

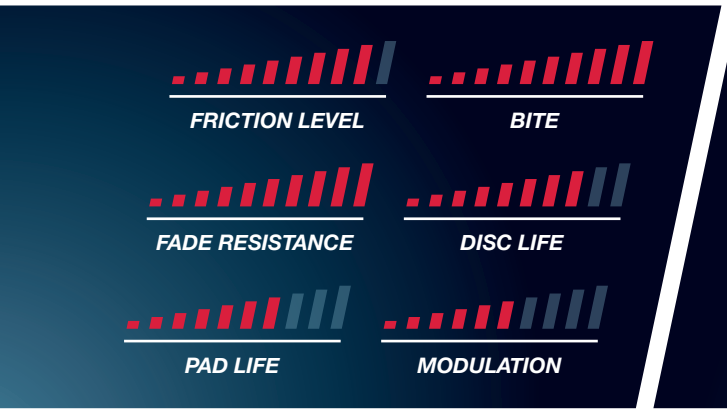


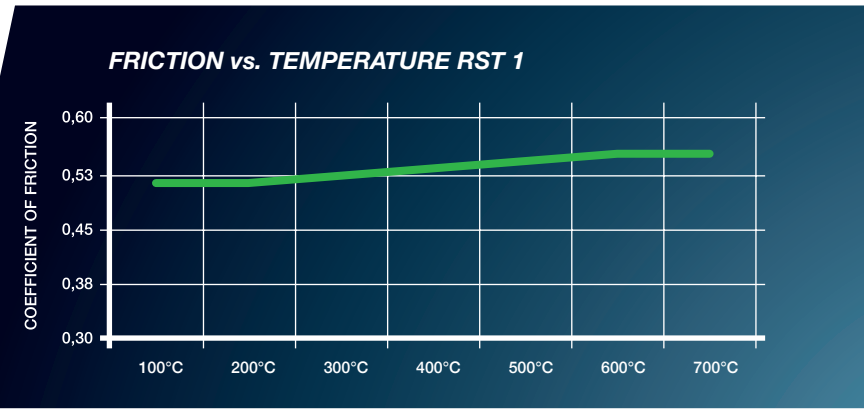
PAGID RST

RALLY, SPRINT AND STOCK CAR RACING BRAKE PADS

RST 1

- VERY HIGH FRICTION COEFFICIENT
- HIGH INITIAL BITE
- PROGRESSIVE TORQUE CURVE
- VERY FADE RESISTANT





APPLICATION RANGE

Rally tarmac, GT cars and Touring cars circuit racing (sprint), high down-force formula cars, NASCAR. Suitable for applications in heavy cars and where high torque is necessary against small diameter rotors.

DESCRIPTION

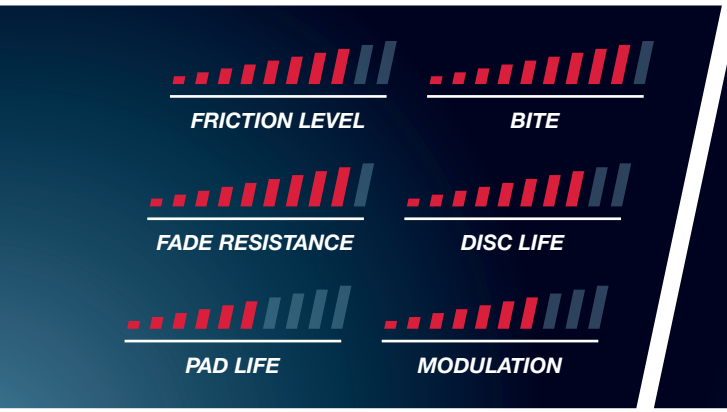
RST 1 has a very high friction level and high temperature resistance. It is a semi metallic resin bonded material containing steel fibers. Cold friction and initial bite makes this material most appropriate for Rally and NASCAR applications.

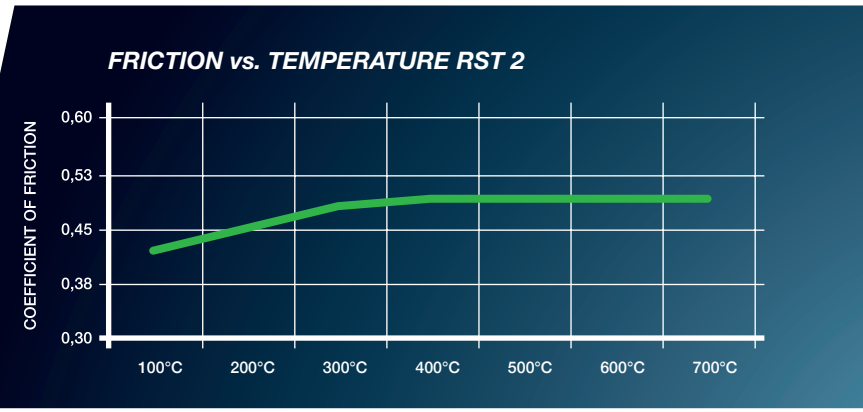
PAGID RST

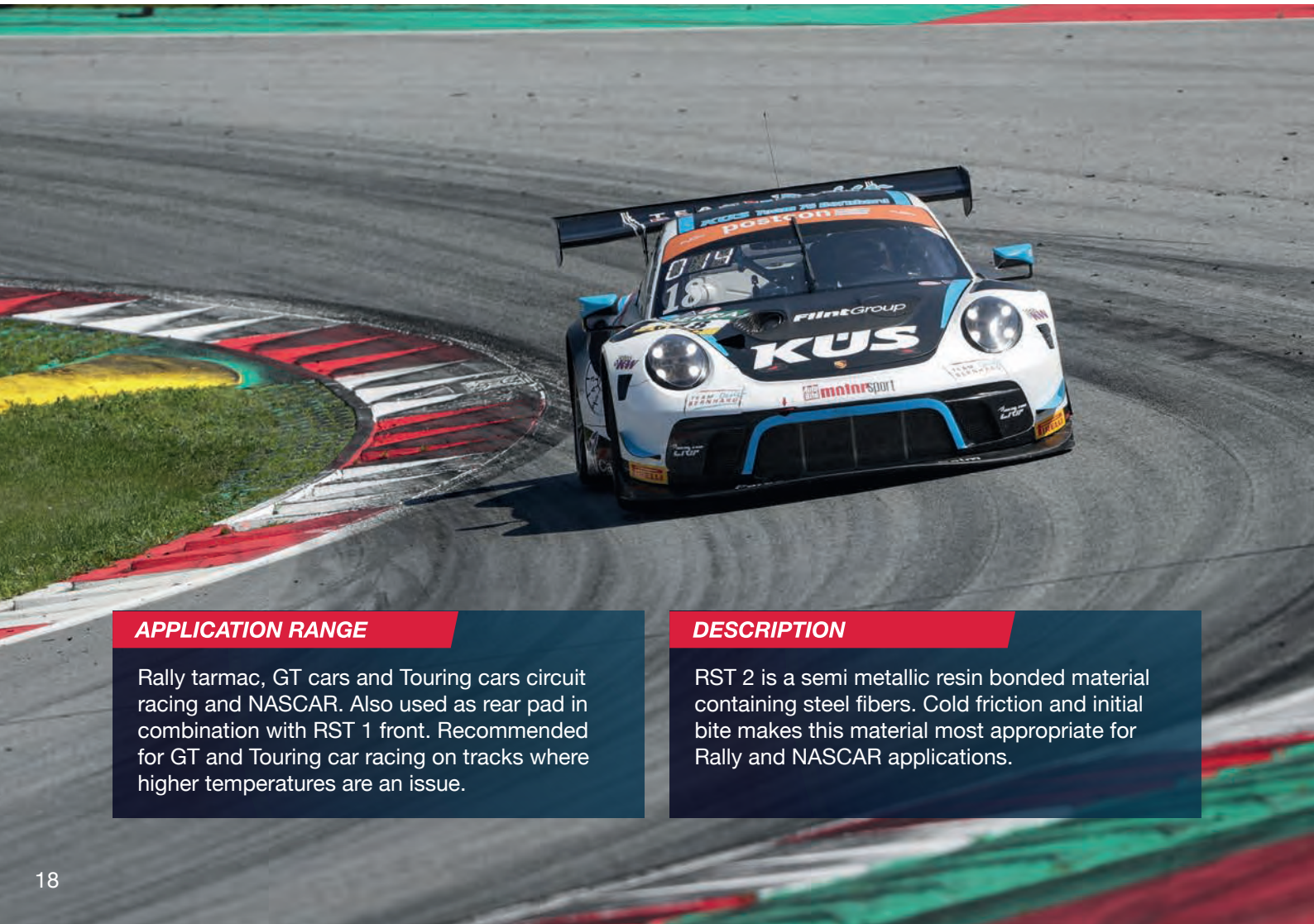
RALLY, SPRINT AND STOCK CAR RACING BRAKE PADS

RST 2

- MEDIUM HIGH FRICTION COEFFICIENT
- GOOD INITIAL BITE
- MILD PROGRESSIVE TORQUE CURVE
- GOOD PEDAL FEEL







APPLICATION RANGE

Rally tarmac, GT cars and Touring cars circuit racing and NASCAR. Also used as rear pad in combination with RST 1 front. Recommended for GT and Touring car racing on tracks where higher temperatures are an issue.

DESCRIPTION

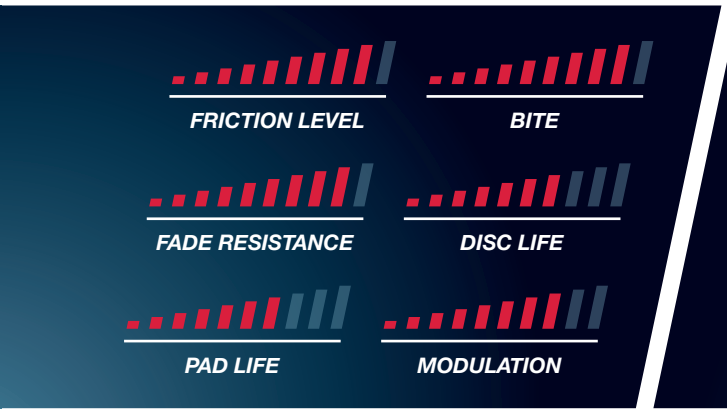
RST 2 is a semi metallic resin bonded material containing steel fibers. Cold friction and initial bite makes this material most appropriate for Rally and NASCAR applications.

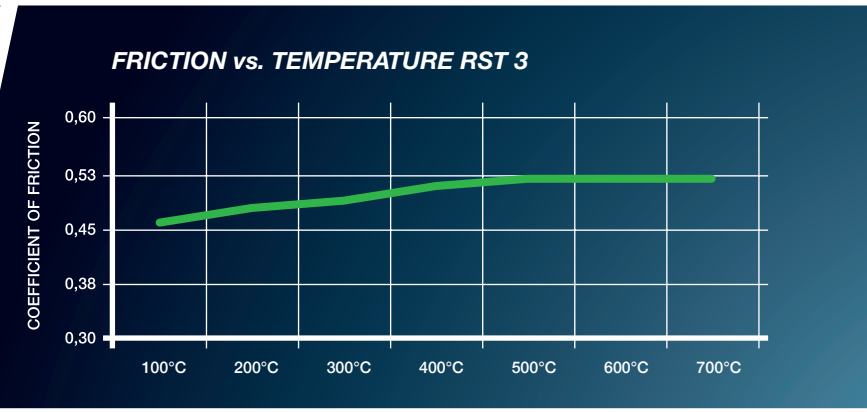
PAGID RST

RALLY, SPRINT AND STOCK CAR RACING BRAKE PADS

RST 3

- **HIGH FRICTION COEFFICIENT**
- **GOOD INITIAL BITE**
- **LOW HEAT CONDUCTIVITY**
- **EXCELLENT MODULATION AND RELEASE CHARACTERISTICS**





APPLICATION RANGE

Rally tarmac and gravel, GT cars, Touring cars and prototype circuit racing, formula cars and club racing. Wide range of applications due to its combination of bite, friction and controllability.

DESCRIPTION

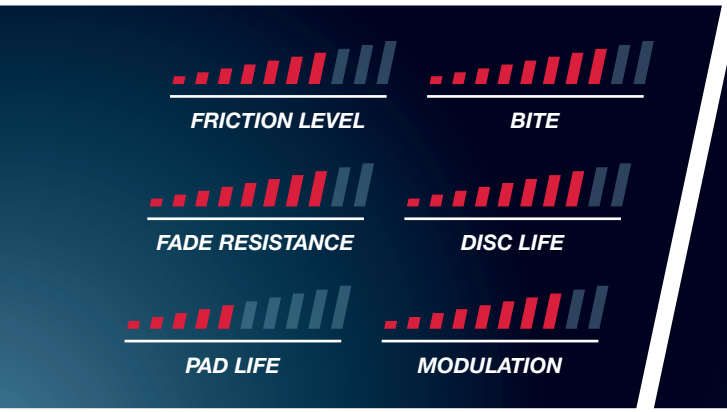
RST 3 is a medium-high friction metal-ceramic compound containing steel fibers and is therefore the perfect complement of the RST product family. It captivates by its low heat conductivity.

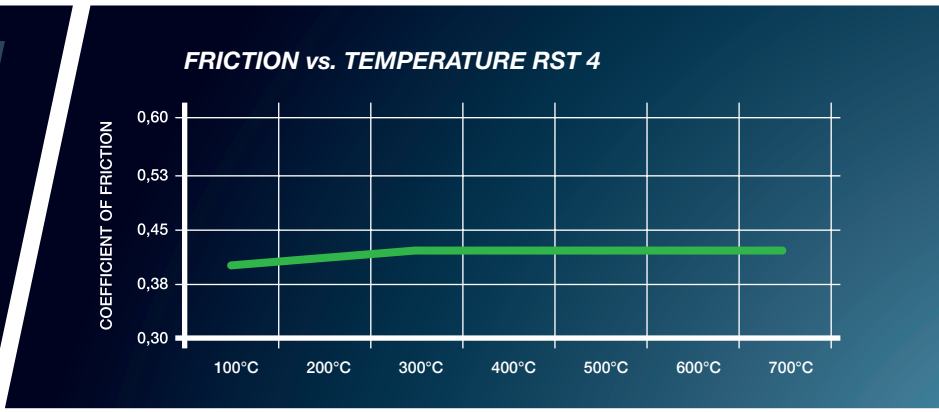
PAGID RST

RALLY, SPRINT AND STOCK CAR RACING BRAKE PADS

RST 4

- **MEDIUM FRICTION COEFFICIENT**
- **GOOD INITIAL BITE**
- **MILD PROGRESSIVE TORQUE CURVE**
- **HIGH HEAT TOLERANCE WITH CONSISTENT FEEL**





APPLICATION RANGE

Formula cars and open wheel racing. Rear axle material for Rally (tarmac and gravel) and for all front engine cars. Also used in NASCAR on long ovals.

DESCRIPTION

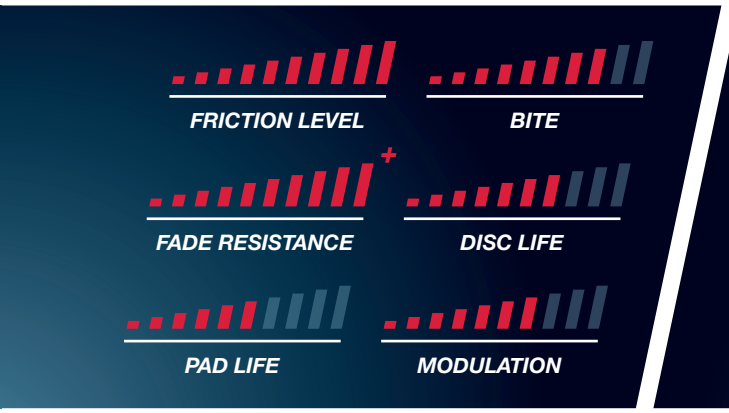
RST 4 is a semi metallic resin bonded material containing steel fibers. This material has a medium friction level and high temperature resistance.

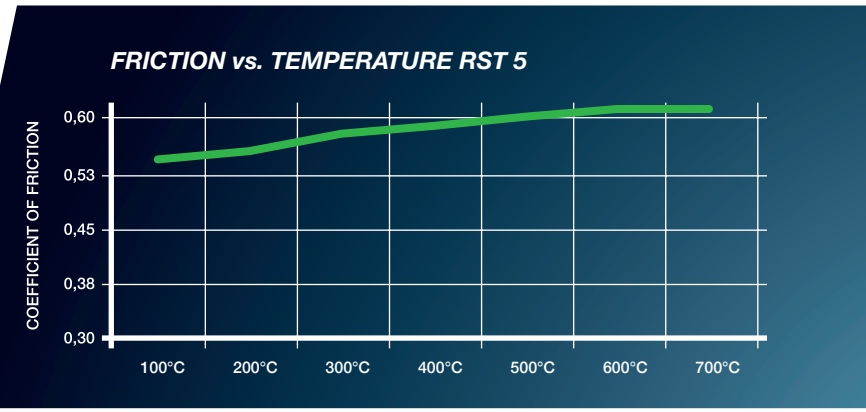
PAGID RST

RALLY, SPRINT AND STOCK CAR RACING BRAKE PADS

RST 5

- **OPTIMUM THERMAL MANAGEMENT**
- **HIGHLY FLUID FADE RESISTANT**
- **HIGHLY DEVELOPED RECOVERY PROPERTIES**
- **EXTREMELY HIGH FRICTION COEFFICIENT**





APPLICATION RANGE

Specifically designed and developed for rally racing. Comes in a variety of established pad shapes in rally sports, especially in WRC and Group R.

DESCRIPTION

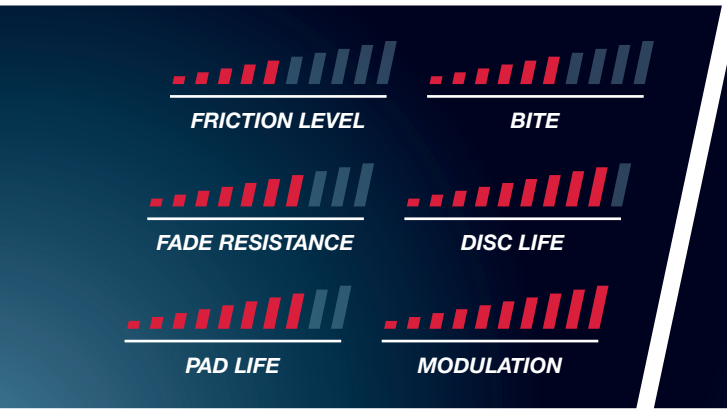
The optimized thermal management provides ideal performance from low temperatures to extremely high temperature conditions. The generated heat stays in the brake pad and does not move into the brake fluid. With its high initial bite and generally high friction level the RST 5 perfectly manages the balance between high aggression and prevention of wheel spin, providing the driver with a feeling of reliability and outstanding performance.

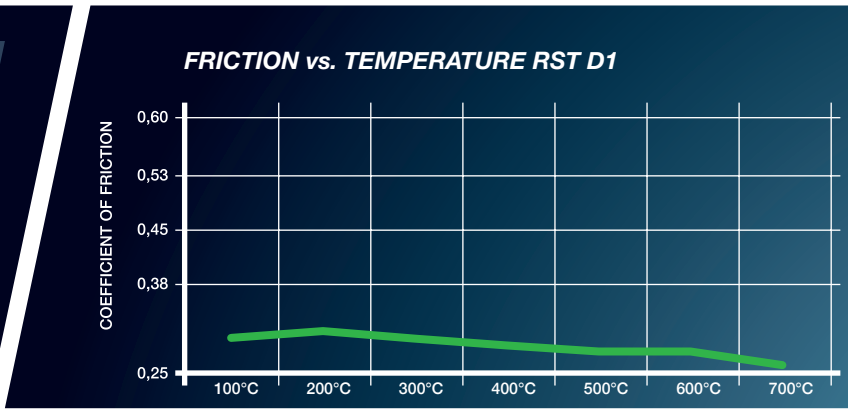
PAGID RST

RALLY, SPRINT AND STOCK CAR RACING BRAKE PADS

RST D1

- **REAR AXLE COMPOUND**
- **DISTINCTIVE DIGRESSIVE INSTOP BEHAVIOUR**
- **PRECISE MODULATION AND RELEASE CHARACTERISTICS**
- **LOW FRICTION LEVEL**
- **GOOD PEDAL FEEL**





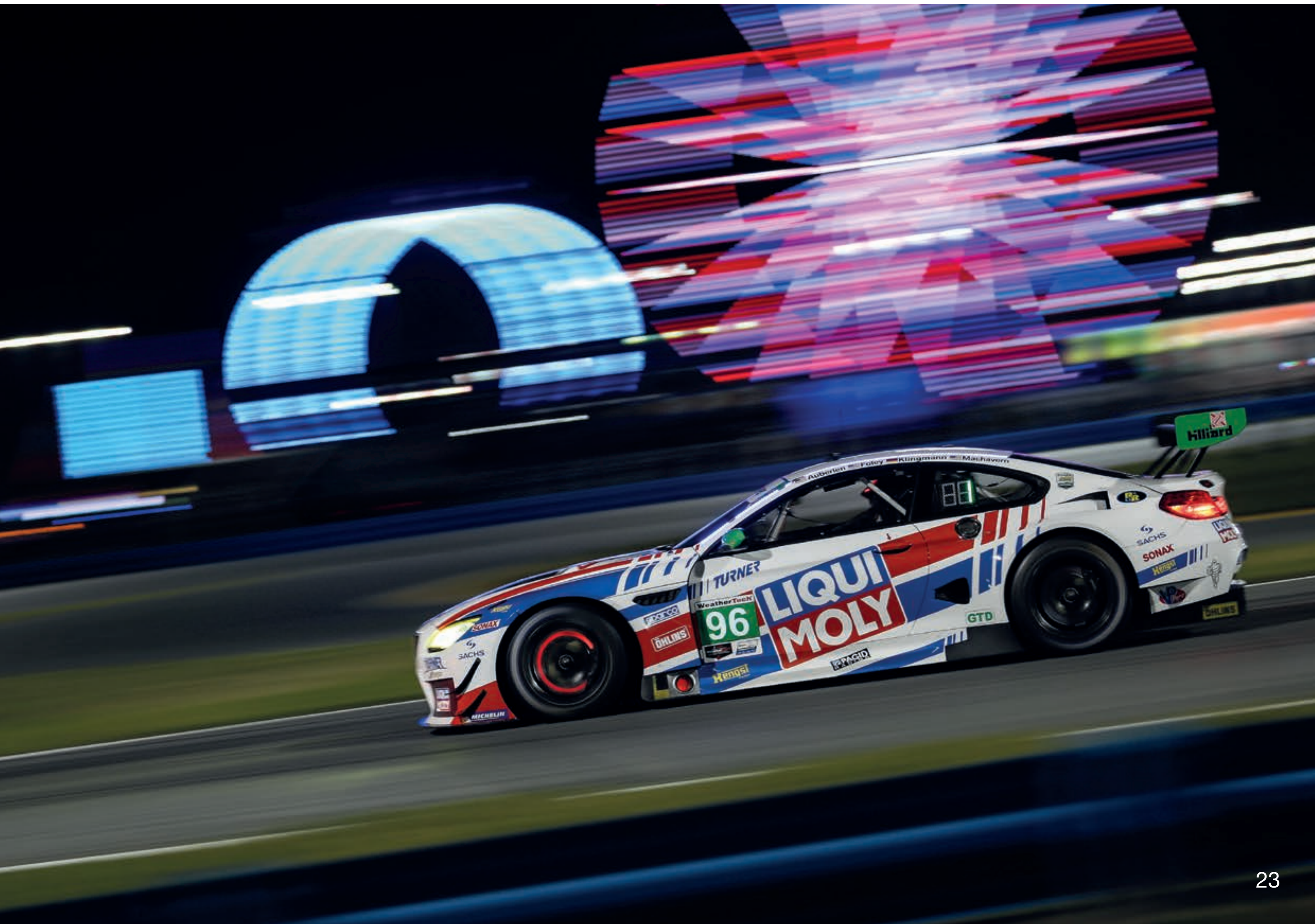
APPLICATION RANGE

Especially for race cars with high aerodynamic downforce level - with a wide brake balance range.

DESCRIPTION

Specifically developed for rear axle applications. The compounds are compatible, providing benefits in terms of vehicle stability during the turn-in stage and unloading the front axle regarding pad wear.


87
SICK SIDEWAYS
mazda


TURNER
LIQUI MOLY
96
GTD
SONAX
SACHS
Hilliard

PAGID RS

ALLROUND
RACING BRAKE PADS

CONSISTENT IN-STOP BEHAVIOR WITH GOOD PEDAL FEEDBACK

EXCELLENT RELEASE CHARACTERISTICS

LOW HEAT CONDUCTIVITY

GOOD ALLROUND MATERIALS

DISC FRIENDLY

EASY BEDDING

AVAILABLE RS RACING BRAKE PAD COMPOUNDS

RS 14	RS 34	RS 36	RS 42	RS 44

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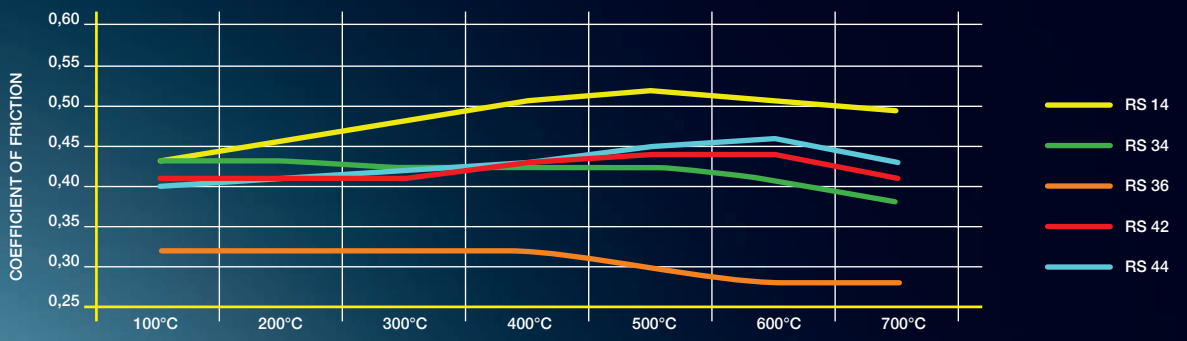
FRICTION vs. TEMPERATURE RS

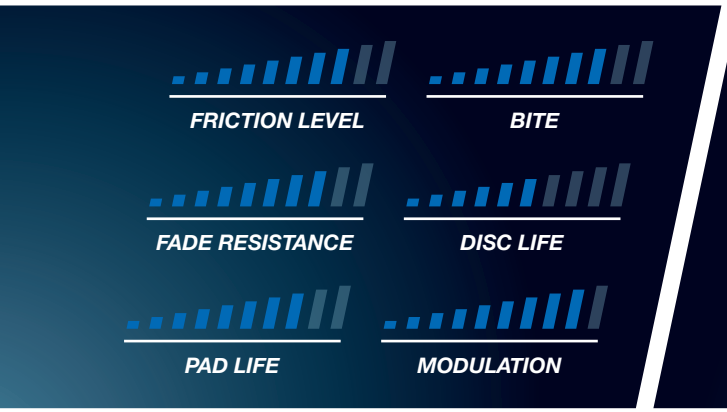


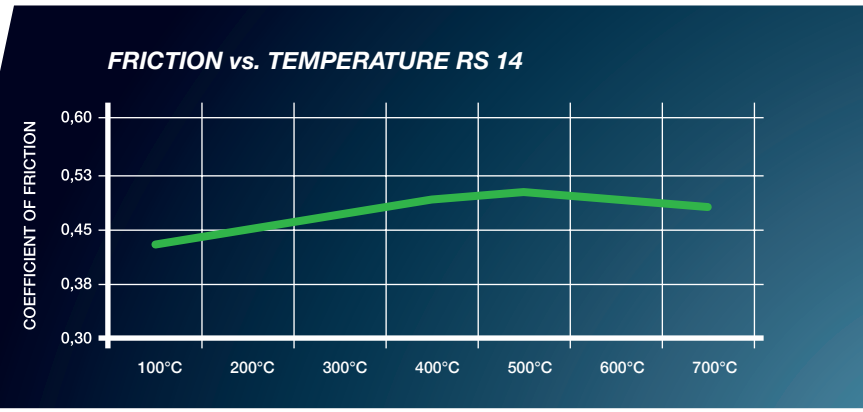
PAGID RS

ALLROUND
RACING BRAKE PADS

RS 14

- MEDIUM HIGH FRICTION COEFFICIENT
- GOOD INITIAL BITE
- VERY GOOD MODULATION AND CONTROLLABILITY
- LOW WEAR RATE AND FADE RESISTANT UP TO 700°C





APPLICATION RANGE

GT cars, Touring cars for club racing and track days.

DESCRIPTION

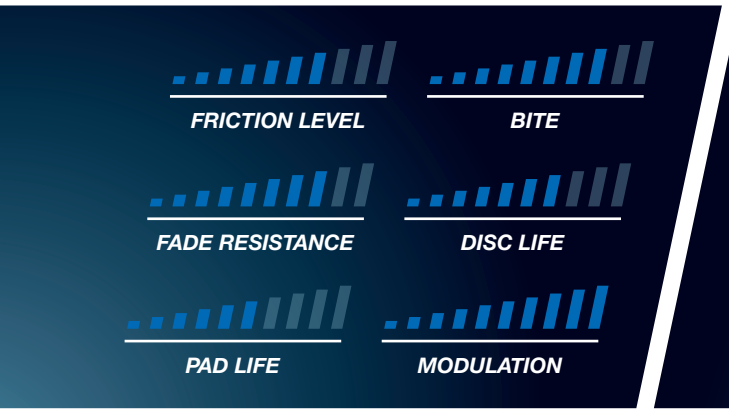
RS 14 features good allround characteristics for many applications. It is a low metallic resin bonded material containing steel and aramid fibers.

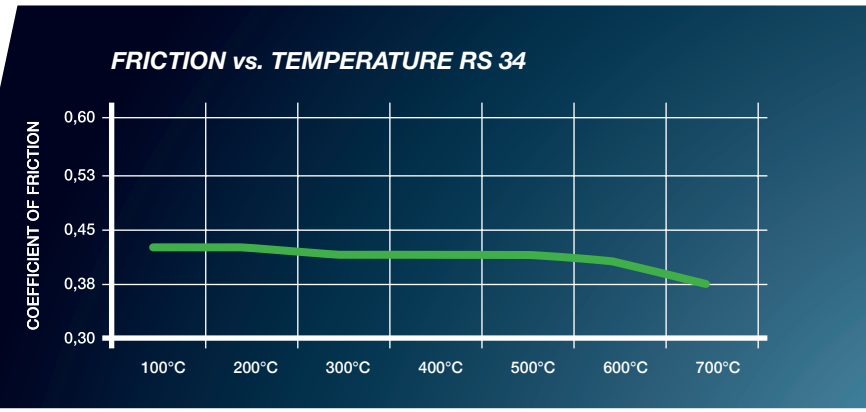
PAGID RS

ALLROUND
RACING BRAKE PADS

RS 34

- **HIGH FRICTION LEVEL RANGE FOR FORMULA APPLICATION**
- **QUICK INITIAL BITE**
- **OPTIMIZED MODULATION**
- **CONTAINED PAD WEAR**
- **ENHANCED DISC LIFE**





APPLICATION RANGE

Formula cars and single seaters with cast iron brake discs.

DESCRIPTION

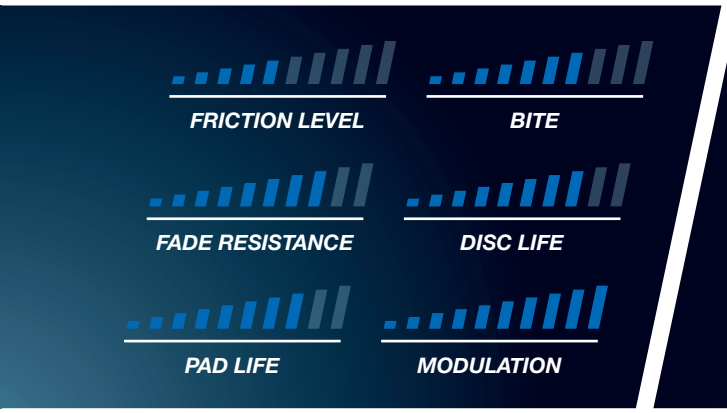
RS 34 is a compound specifically developed for formula cars and single seaters with a considerable level of aerodynamic downforce. Its high friction level and optimized shape of friction curve contribute to an excellent controllability with a contained pad wear, which both remain consistent characteristics.

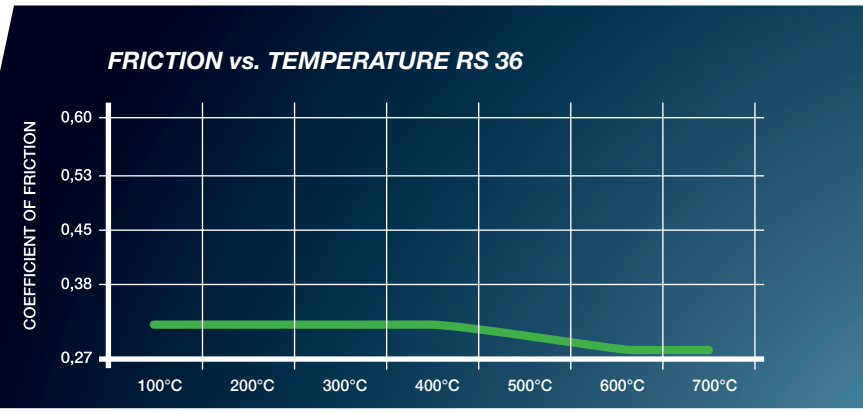
PAGID RS

ALLROUND
RACING BRAKE PADS

RS 36

- **MEDIUM RANGE OF FRICTION LEVEL**
- **OPTIMIZED CONTROLLABILITY AND MODULATION CHARACTERISTICS**
- **CONTAINED PAD WEAR**
- **ENHANCED DISC LIFE**





APPLICATION RANGE

Formula cars and single seaters with cast iron brake discs.

DESCRIPTION

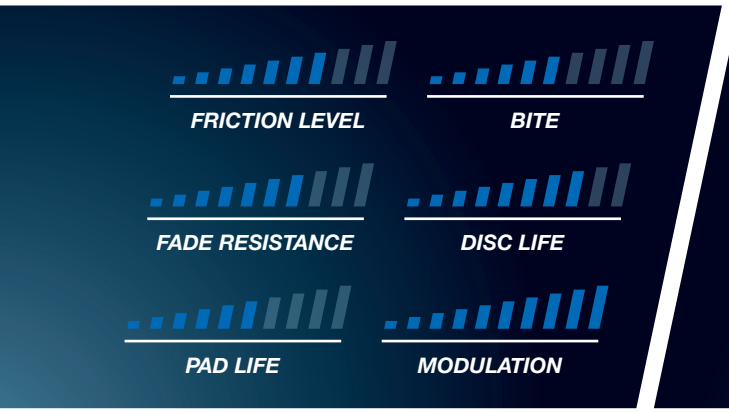
RS 36 is a compound specifically developed for formula cars and single seaters with a considerable level of aerodynamic downforce. The characteristic shape of its friction curve contributes to modulation, while protecting the disc.

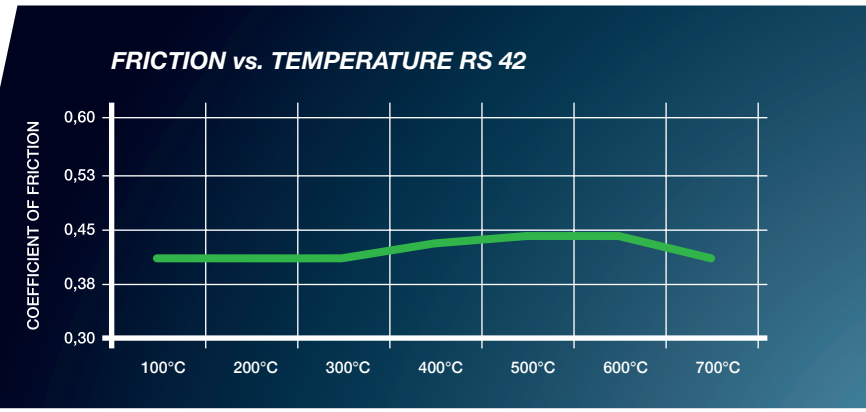
PAGID RS

ALLROUND
RACING BRAKE PADS

RS 42

- **MEDIUM FRICTION COEFFICIENT**
- **MEDIUM INITIAL BITE**
- **GOOD COLD FRICTION**





APPLICATION RANGE

Classic rally pad and also very popular in small formula and Touring cars.

DESCRIPTION

RS 42 is a low metallic resin bonded material containing steel and aramid fibers. The characteristics make this material appropriate for small formula cars.

RS 44

- MEDIUM FRICTION COEFFICIENT
- MEDIUM INITIAL BITE
- EXCELLENT MODULATION

FRICTION LEVEL

BITE

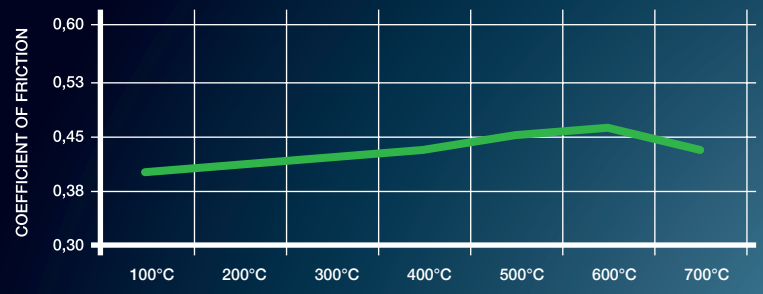
FADE RESISTANCE

DISC LIFE

PAD LIFE

MODULATION

FRICTION vs. TEMPERATURE RS 44



APPLICATION RANGE

Very good rear axle pad for all front engine cars. Very popular club racing compound.

DESCRIPTION

RS 44 works for formula cars all the way up to lighter passenger cars. It is a low metallic resin bonded material containing steel and aramid fibers. The smooth progression of friction from cold to hot makes this material easy to work with.

PAGID RSC

RACING BRAKE PADS FOR CERAMIC COMPOSITE DISCS

PERFORMANCE AND RACE COMPOUNDS SPECIFICALLY ENGINEERED FOR CERAMIC DISC APPLICATIONS

SLIGHTLY PROGRESSIVE IN-STOP FRICTION BEHAVIOR

VERY GOOD MODULATION AND CONTROLLABILITY

WIDE OPERATING TEMPERATURE RANGE

LOW HEAT CONDUCTIVITY

EXCELLENT RELEASE CHARACTERISTICS

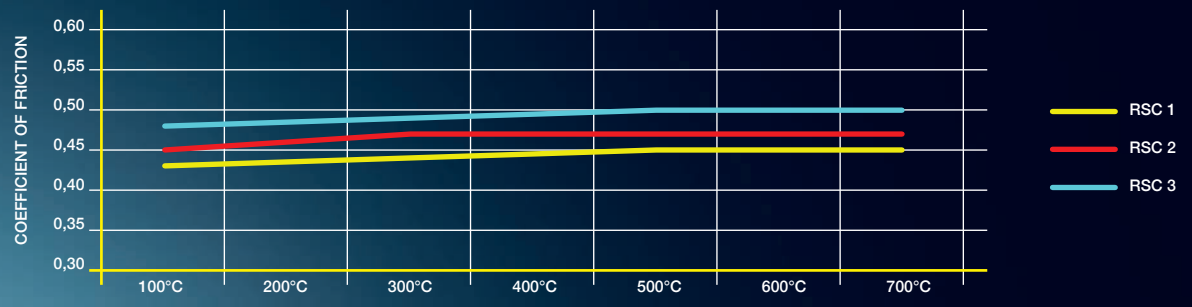
AVAILABLE RSC RACING BRAKE PAD COMPOUNDS

RSC 1	RSC 2	RSC 3

Amazing track day and club sport material for a wide application range of performance cars.

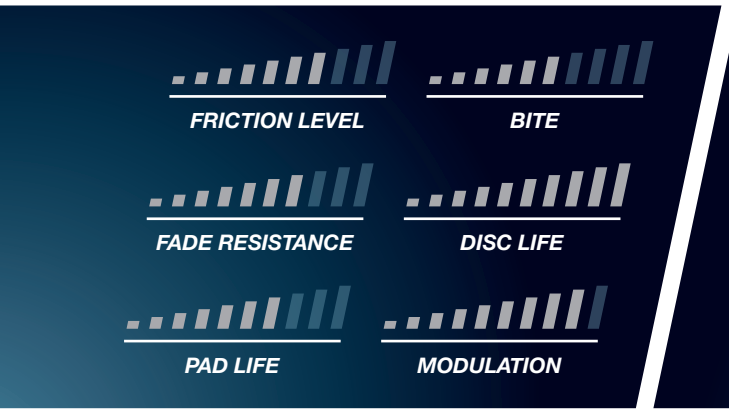
The available specifications can be found in the product search on our website: www.pagidracing.com. PAGID Racing RSC compounds are developed to comply with the latest requirements in ceramic composite brake disc technology and meet or surpass all current ecological standards in the automotive industry.

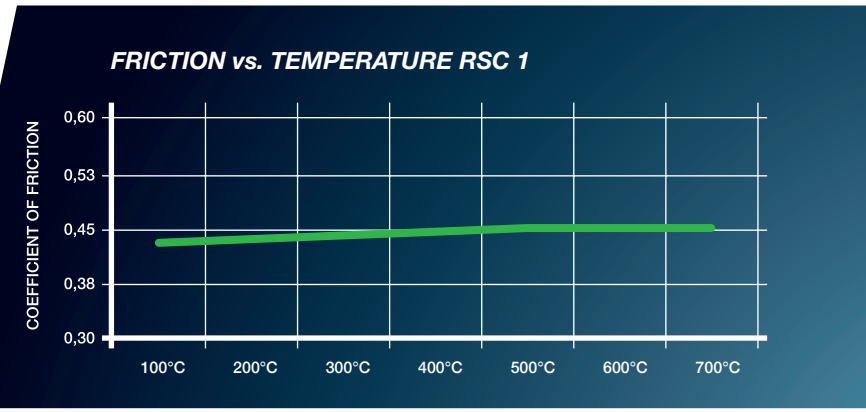
FRICTION vs. TEMPERATURE RSC



RSC 1

- MEDIUM FRICTION COEFFICIENT
- GOOD ALLROUND PERFORMANCE CHARACTERISTICS
- DISC FRIENDLY





APPLICATION RANGE

Race and track day compound for all known types of ceramic brake discs.

DESCRIPTION

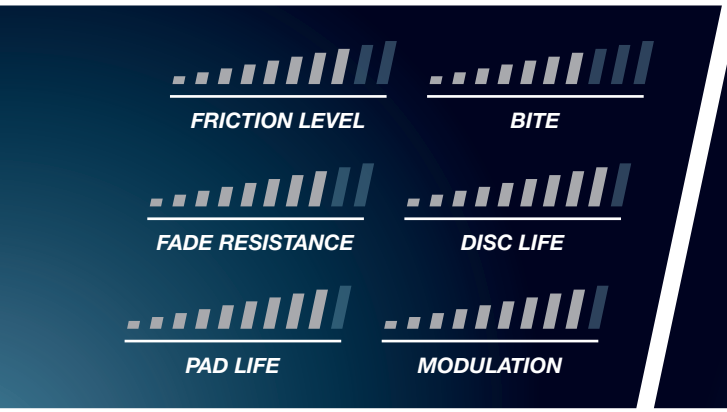
RSC 1 is a low metallic resin bonded material containing steel and aramid fibers. This material features good all-round characteristics and is suitable for all types of usage.

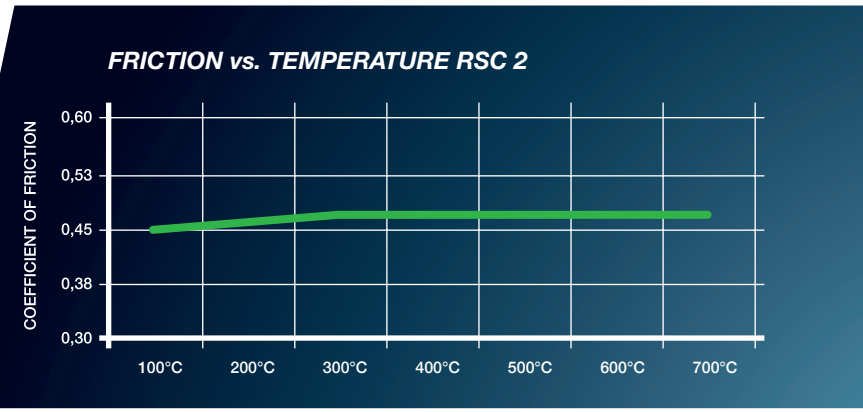
PAGID RSC

RACING BRAKE PADS FOR CERAMIC COMPOSITE DISCS

RSC 2

- **MEDIUM HIGH FRICTION COEFFICIENT**
- **EXCELLENT FADE RESISTANCE**
- **LONG PAD LIFE**



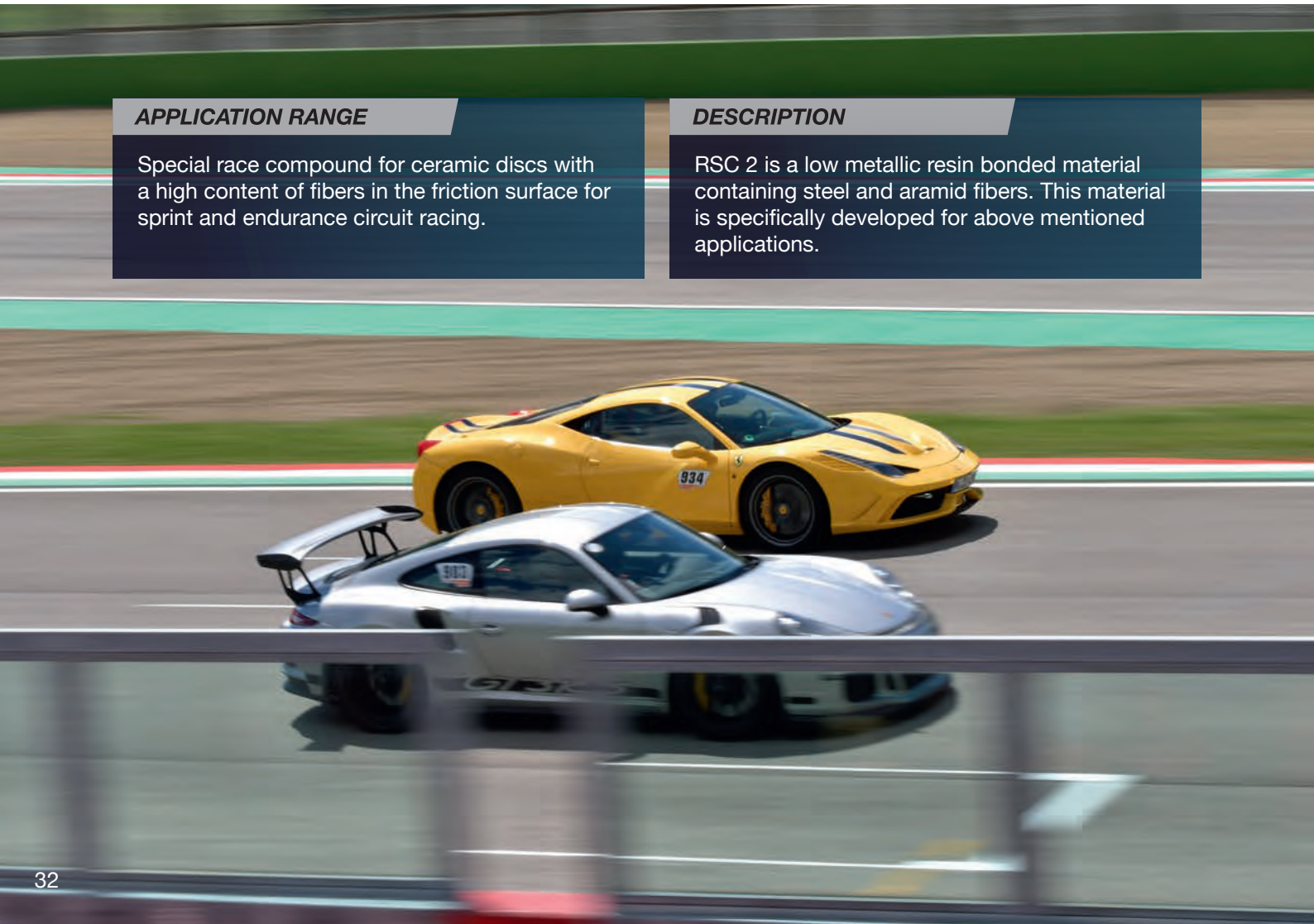


APPLICATION RANGE

Special race compound for ceramic discs with a high content of fibers in the friction surface for sprint and endurance circuit racing.

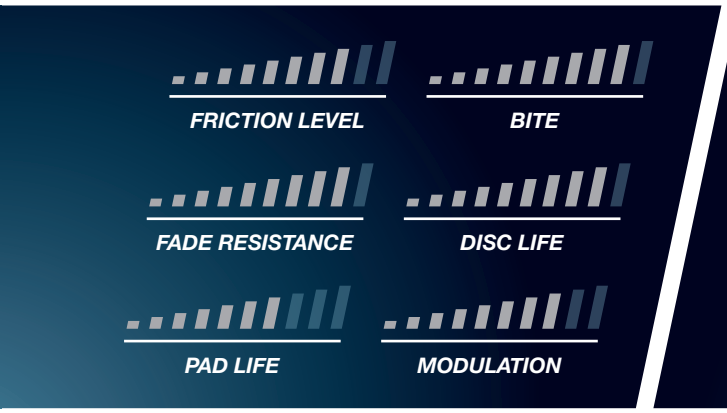
DESCRIPTION

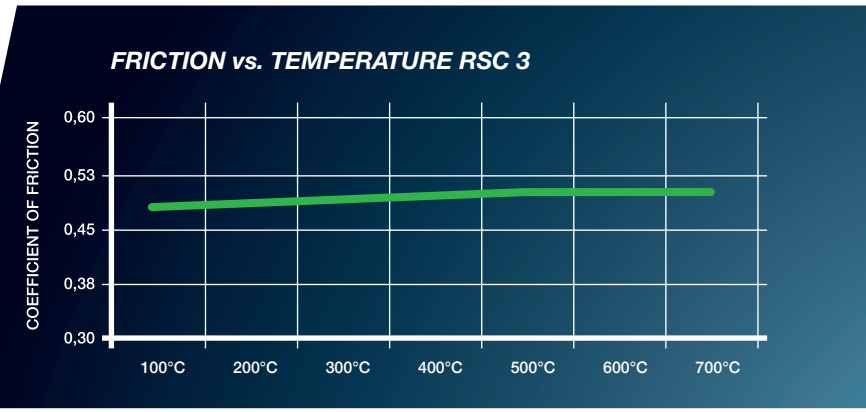
RSC 2 is a low metallic resin bonded material containing steel and aramid fibers. This material is specifically developed for above mentioned applications.



RSC 3

- HIGH FRICTION COEFFICIENT
- EXCELLENT FADE RESISTANCE
- LONG PAD LIFE





APPLICATION RANGE

Special race compound for ceramic discs with low content of fibers in the friction surface for sprint and endurance circuit racing.

DESCRIPTION

RSC 3 is a low metallic resin bonded material containing steel fibers. This material is specifically developed for above mentioned applications.

PAGID RSH

RACING BRAKE PADS FOR HISTORIC CARS

VERY GOOD MODULATION AND CONTROLLABILITY

SLIGHTLY PROGRESSIVE IN-STOP FRICTION BEHAVIOR

DISC FRIENDLY

WIDE OPERATING TEMPERATURE RANGE

EXCELLENT RELEASE CHARACTERISTICS

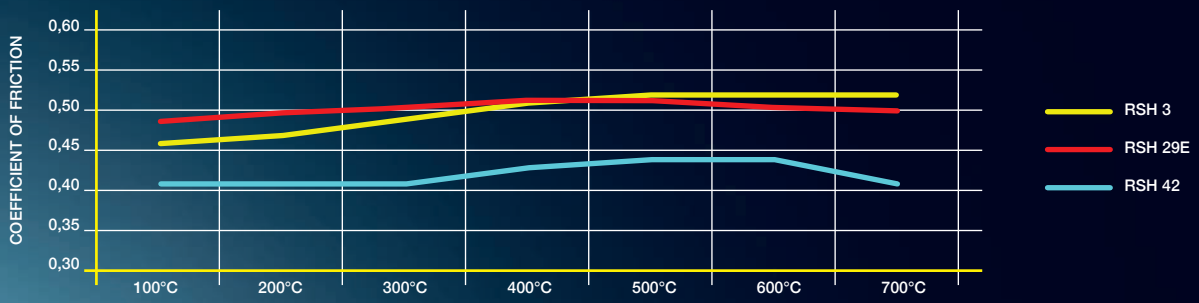
LOW HEAT CONDUCTIVITY

AVAILABLE RSH RACING BRAKE PAD COMPOUNDS

RSH 3	RSH 29E	RSH 42

The available specifications can be found in the product search on our website: www.pagidracing.com.
PAGID Racing RSH compounds are developed to comply with the latest requirements in historic racing and meet or surpass all current ecological standards of the automotive industry.
Available model years in the extensive application range starts in the late 50s and goes up to the 90s.

FRICTION vs. TEMPERATURE RSH

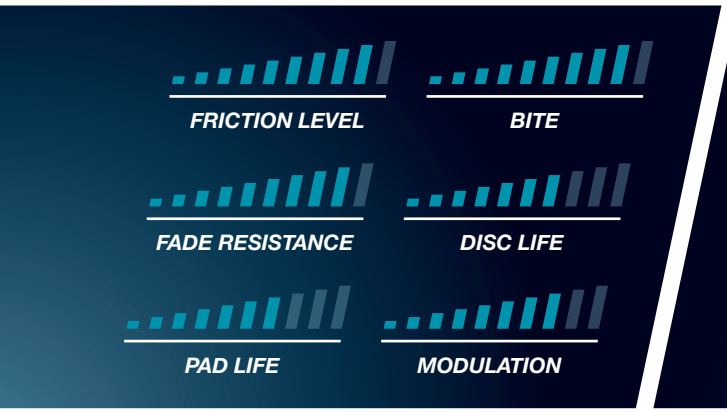


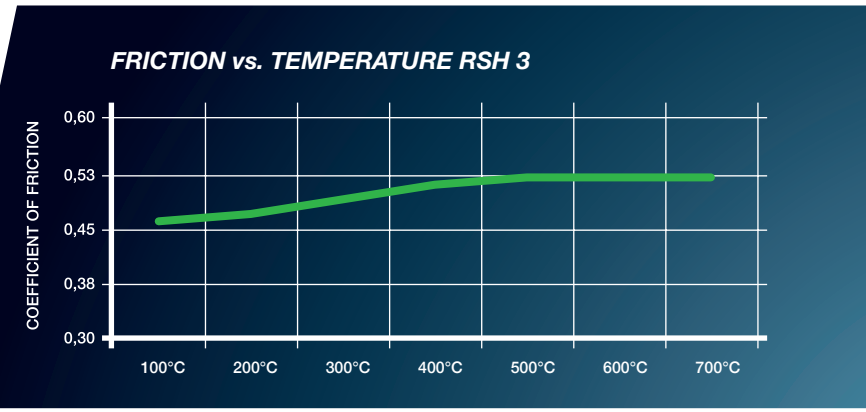
PAGID RSH

RACING BRAKE PADS FOR HISTORIC CARS

RSH3

- **HIGH FRICTION COEFFICIENT**
- **LOW THERMAL CONDUCTIVITY**
- **FADE RESISTANT UP TO 800°C**
- **CONSISTENTLY FIRM PEDAL AT ALL TEMPERATURES**





APPLICATION RANGE

Useable for Rally, GT and Touring cars for circuit racing and also for club racing.

DESCRIPTION

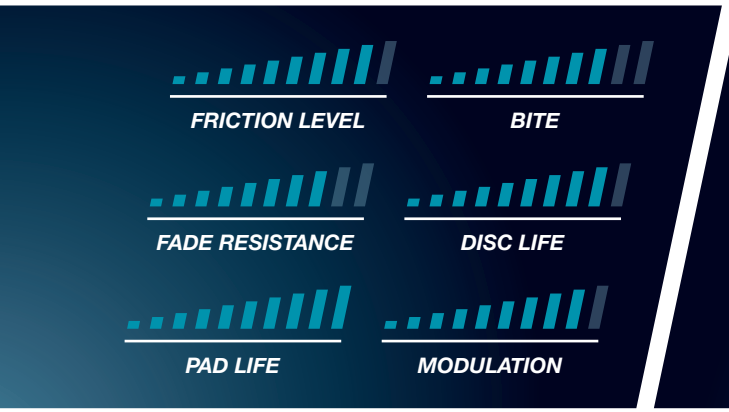
The RSH 3 is an organic compound optimized for sprint races with historic cars. Due to the perfect combination of the main characteristics we can offer a wide application range.
It captivates with its high initial bite and excellent modulation and release characteristics.

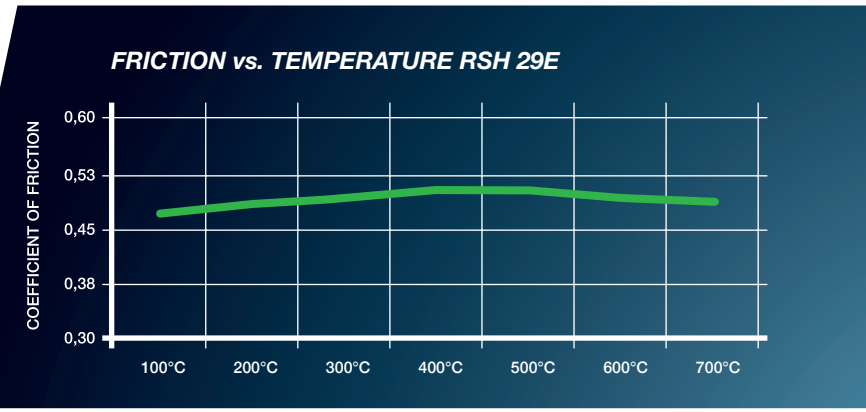
PAGID RSH

RACING BRAKE PADS FOR HISTORIC CARS

RSH29E

- MEDIUM TO HIGH FRICTION COEFFICIENT
- VERY GOOD THERMAL STABILITY
- LOW PEDAL EFFORT
- SLIGHTLY PROGRESSIVE IN-STOP BEHAVIOR AND GOOD MODULATION
- LONG PAD AND DISC LIFE





APPLICATION RANGE

Typical purposes are GT and Touring cars in endurance races. Due to its friction level you can also use it in sprint races as well.

DESCRIPTION

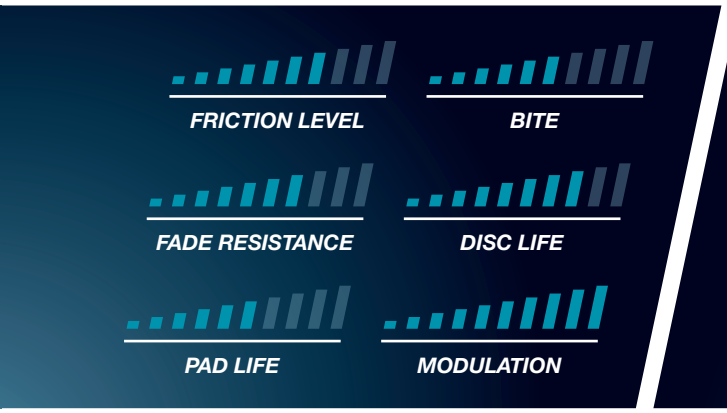
The RSH 29E is excellent for endurance racing with historic cars. It convinces with its long pad and disc life and requires less pedal effort during the race. A further advantage is the constant friction level over a wide range of temperatures.

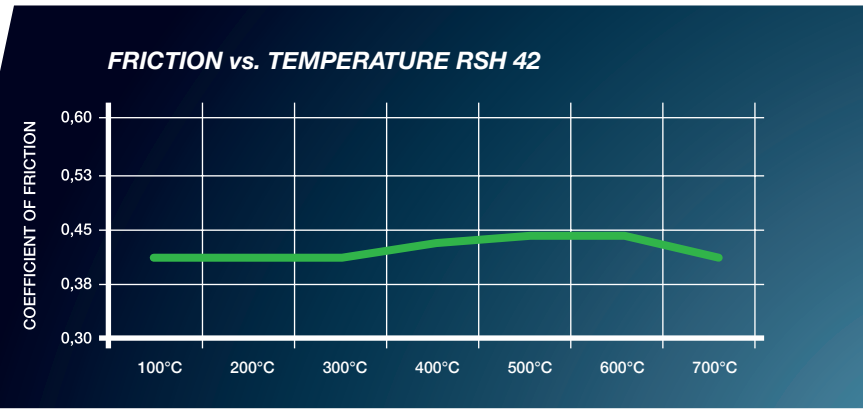
PAGID RSH

RACING BRAKE PADS FOR HISTORIC CARS

RSH42

- LOW TO MEDIUM FRICTION COEFFICIENT
- GOOD COLD FRICTION
- IMMEDIATE LOW TEMPERATURE RESPONSE
- VERY EASY BEDDING PROCESS





APPLICATION RANGE

An excellent classic rally pad which is also very popular in small formula cars.

DESCRIPTION

The characteristics of RSH 42 make this material appropriate for small formula cars. Furthermore, you can use it as rear axle compound in combination with the RSH 29E on the front axle.

PAGID RBD

RACING BRAKE DISCS

- **MINIMUM WEIGHT**
- **OPTIMIZED WEAR CHARACTERISTICS**
- **CRACK RESISTANCE**
- **COOLING PERFORMANCE**
- **IDEAL MOUNTING BELL**
- **ADAPTED TO PURPOSE APPROPRIATE NUMBERS OF GROOVES**

CREATING SYNERGY DESERVES AN OPTIMIZED PARTNERSHIP

An uncompromising and highly efficient partnership between brake pad and brake disc – this was the development criteria for our PAGID Racing brake disc.
Under this aspect the full characteristics were developed and set up for the intended purpose.

Strict quality controls during a long development process result in a high performance racing brake disc, optimized for weight, cooling performance and crack resistance.
In conjunction with our brake pads our products create a highly efficient “brake team“.

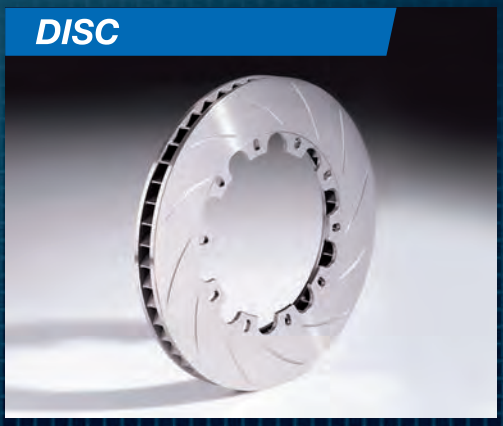
The modular design allows in most cases the use of either the lightweight version (for sprint races or rally), or the endurance version with the same hat (bell) for the specific vehicle applications.

DESIGN FEATURES

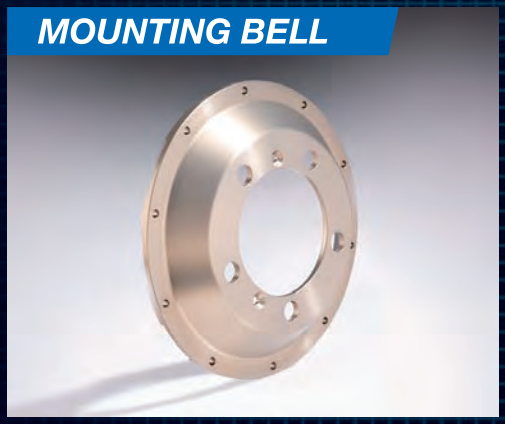
- Floating connection between bobbin and disc eliminates wear on the hard anodized hat and makes it re-usable multiple times.
- Airflow onto the outside friction face is achieved through the proper sized openings in the connection flange to the disc.
- Specially designed ventilation chamber to optimize the thermal exchange rate between disc and cooling airflow.
- The surface finish (groove pattern) has been developed in combination with PAGID Racing brake pads for best system performance and wear characteristics.

THE PAGID RACING BRAKE DISC CONSISTS OF 3 PERFECTLY MATCHED PARTS

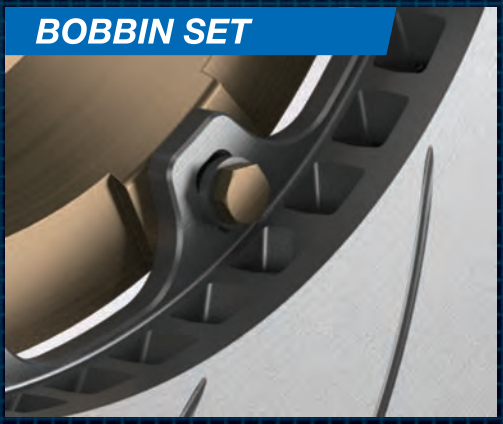
DISC



MOUNTING BELL



BOBBIN SET



PAGID RBF

RACING BRAKE FLUID

- **APPROVED IN A WIDE VEHICLE RANGE**
- **LOW HYGROSCOPIC CHARACTERISTICS**
- **EXTREME HIGH DRY BOILING POINT**
- **HEAT STABILITY**
- **EXCELLENT VISCOSITY**
- **PERFECTLY USABLE FOR ABS**

DESCRIPTION

One of the biggest challenges developing a brake fluid is to reach a boiling point as high as possible. PAGID Racing Brake Fluid has been specially formulated for racing applications, where brake systems consistently operate at very high temperatures.

The typical dry boiling point of 330°C (626°F) is extremely high and guarantees maximum safety against vapor lock.

PAGID Racing Brake Fluid also maintains its excellent viscosity, lubricity and compressibility performance at extreme temperatures, maintaining the brake system reliability and performance.

USAGE

- Follow vehicle manufacturers‘ recommendations when adding brake fluid
- Keep brake fluid clean and dry
- Store brake fluid only in its original container
- Dispose of used brake fluid responsibly

ATTENTION!
For best results bleed the system with fresh PAGID Racing brake fluid before each race, especially if the brakes are excessively hot and/or the conditions are humid.

PAGID RBF
RACING BRAKE FLUID

Overview Boiling Point	Category	Information
Typical Dry Boiling Point: **626 °F / 330 °C**	Size	0,5L / 16.9 fl. oz.
	ERBP Dry [°C] / [°F]	330 / 626
	ERBP Wet [°C] / [°F]	200 / 392
	Viscosity at -40 °C [cSt]	2200
	Viscosity at -100 °C [cSt]	2.31
	pH	6.90
	Fluidity [°C]	-50
	Compatibility [°C]	-40 to +60
	Colour	Straw yellow
Typical Wet Boiling Point: **392 °F / 200 °C**	Water content [%]	< 0.20
	Density at 20 °C [g/ml]	1.080
	Vapour density	N.E.
	Vapour pressure at 20 °C [mBar] °C [mBar]	< 2


TURNER
96