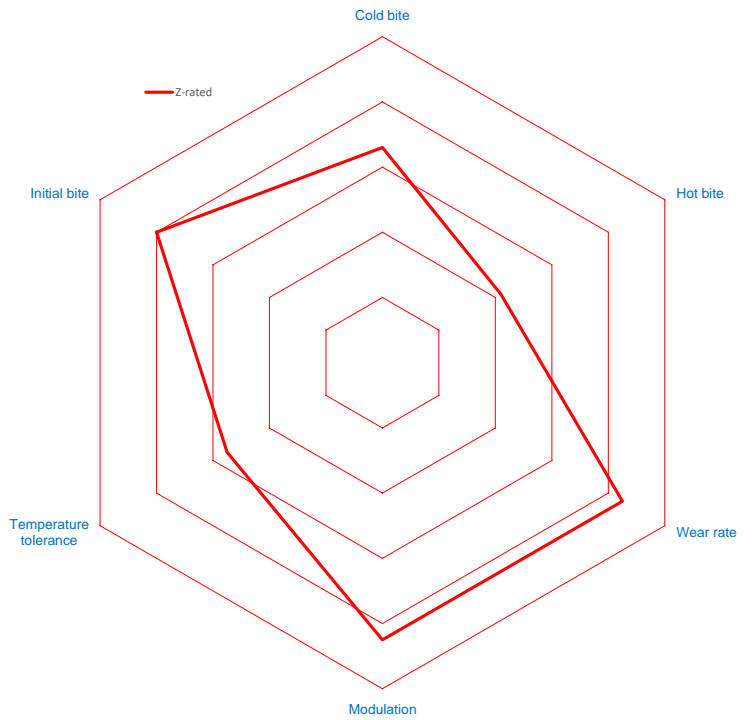
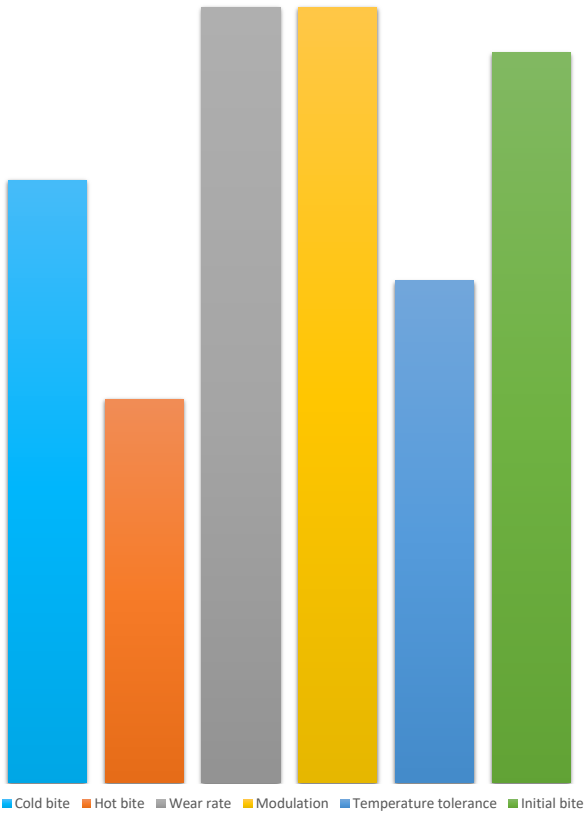
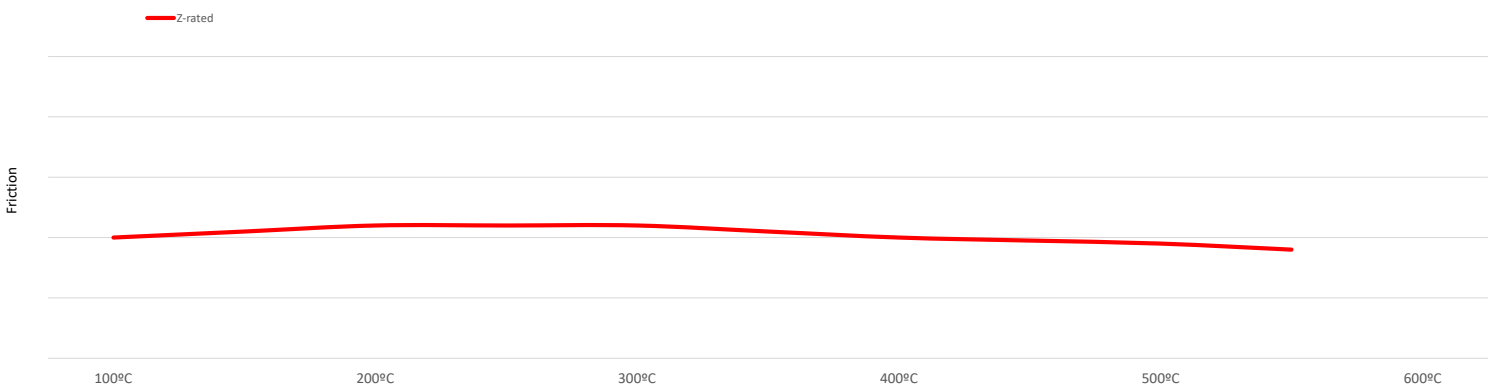


**Z-rated compound**



Friction vs temperature



Z-Rated compound has been developed for fast road / track day applications.

It provides more stopping power and increased fade resistance over the standard OE materials but retains the good qualities of the road pad i.e., low dusting and noise along with low wear rate.

- High performance compound, gained through competition pad developments
- Compound designed for low dusting qualities
- Several built in noise suppression technologies
- Excellent disc conditioning, giving even transfer layer on disc to reduce uneven pad deposits.

Typical applications: This compound can be used in OE calipers or aftermarket brake kits in applications where an increase in performance is required over the standard OE friction material.

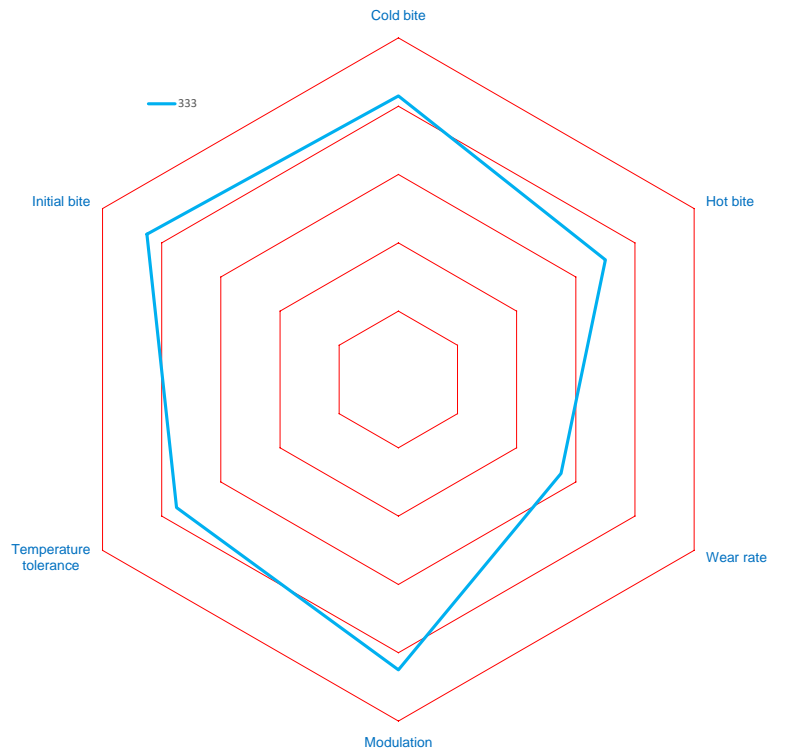
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PFC Brakes continues to be the market leader wherever drivers demand unrivalled performance and quality – No Compromises™.

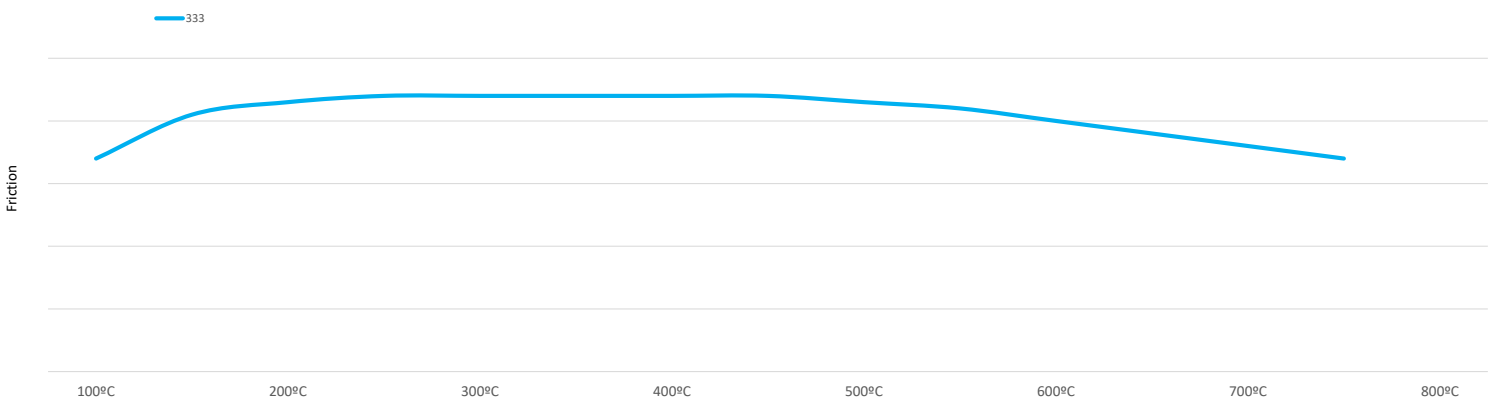
Our brake calipers, discs and pads outperform the competition in all markets, from professional racing to commercial fleets.



**333** compound



Friction vs temperature



The 333 has a strong initial bite with an emphasis on consistent friction levels throughout a stop.

With less torque rise with temperature as compared to some of our previous compounds.

The 333 will allow for the highest yet smoothest bite, torque and release.

Applications: GT3, GT4 front, TCR, Rally Tarmac, Rallycross

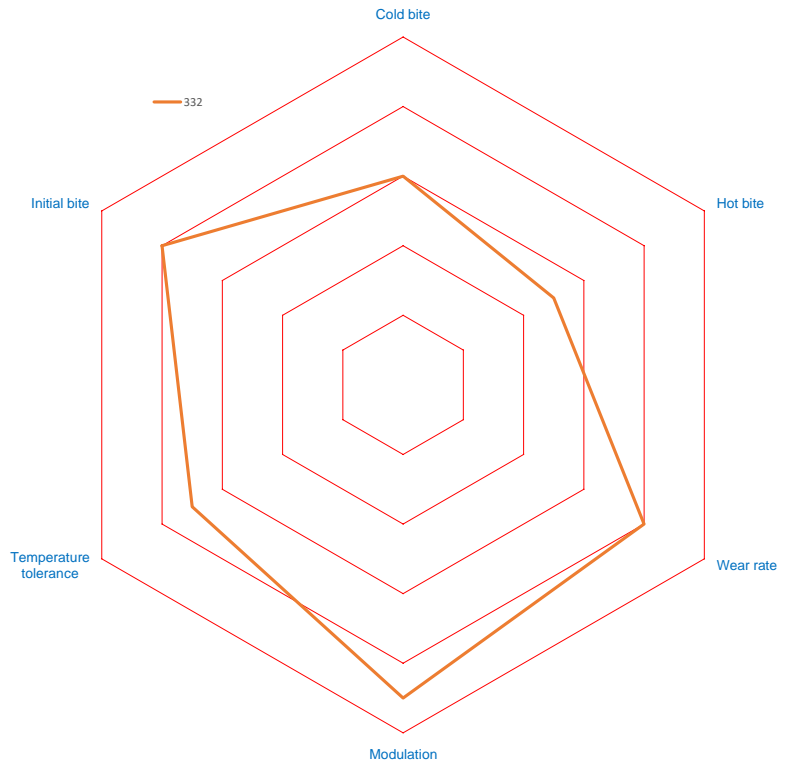
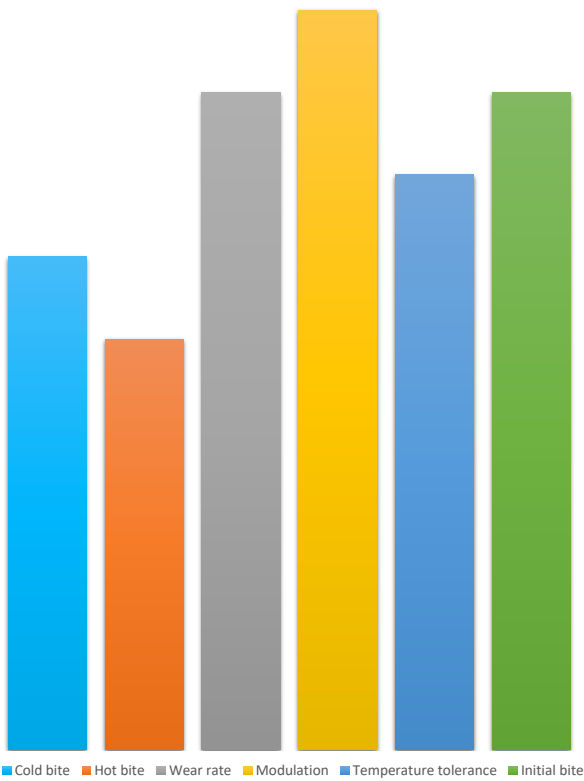
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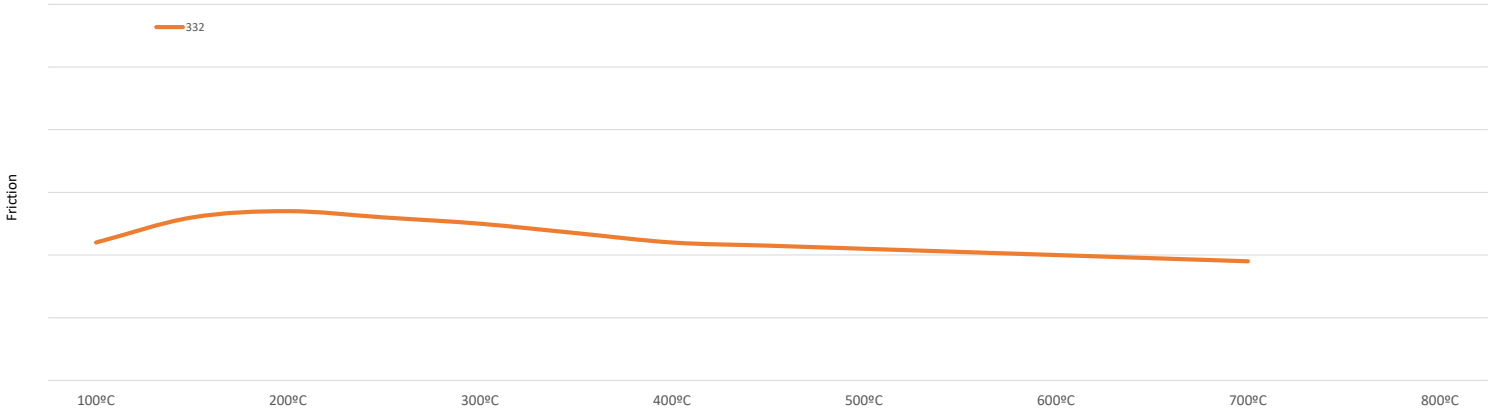
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**332** compound



Friction vs temperature



332 has been formulated with lower bite and torque for rear applications.

With smooth release, the 332 offers excellent stability and control.

The 332 has been designed to work with ABS applications, and has exceptionally low wear rates.

Applications: specially designed rear axle pad for ABS cars

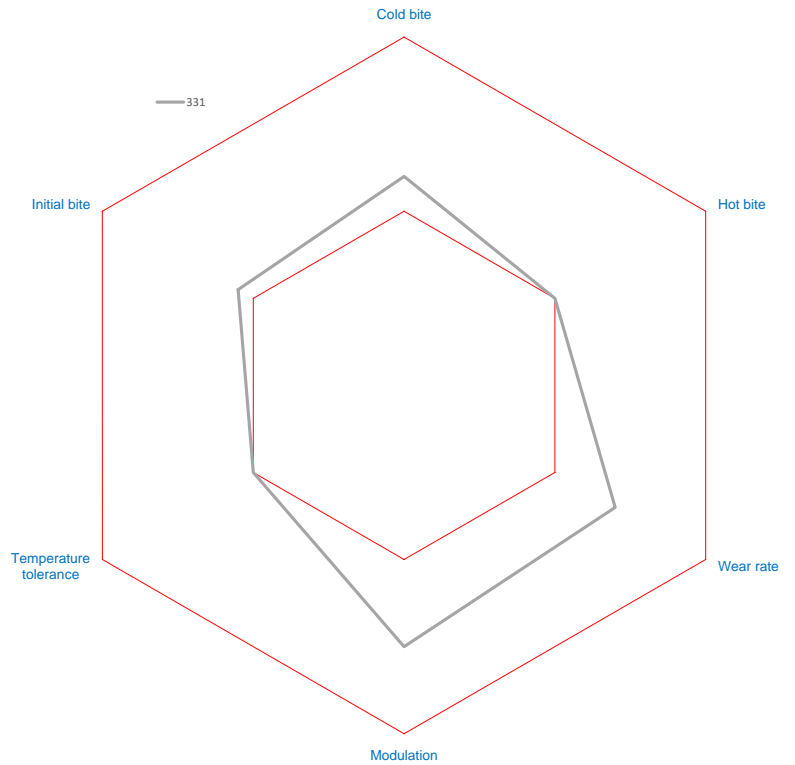
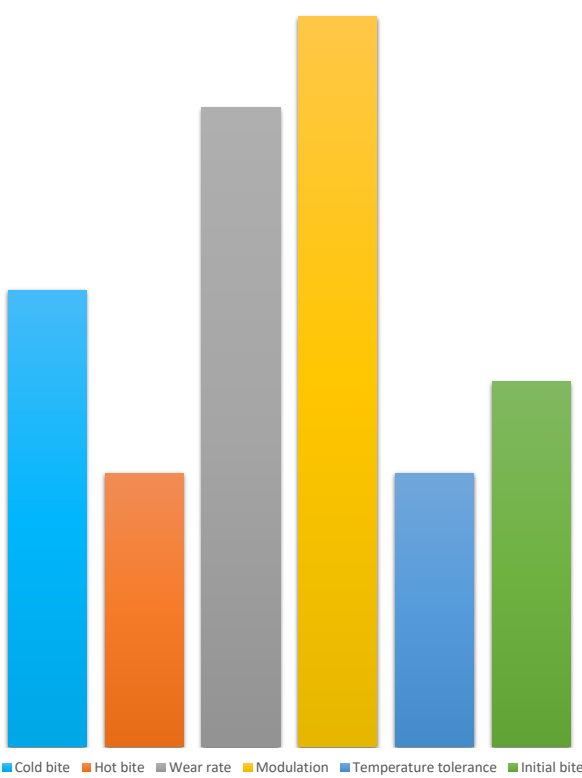
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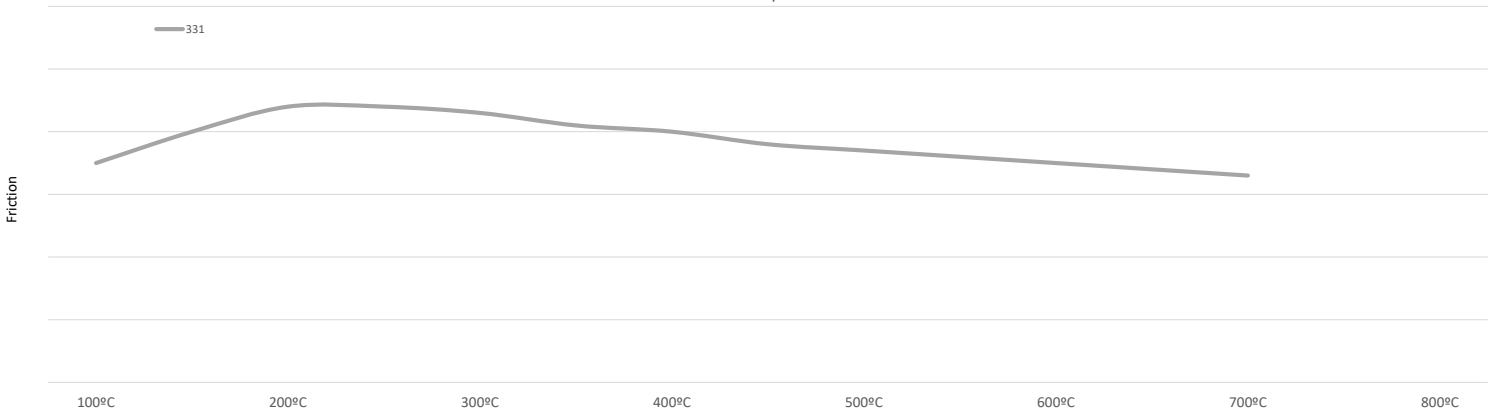
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**331** compound



Friction vs temperature



331 is the next generation of PFC endurance material.

The 331 Carbon Metallic® compound has been developed with higher initial bite than PFC's renowned 08 endurance compound.

The 331 has improved release, and continues to offer exceptional control & feel.

It boasts low wear rate & exceptional disc conditioning.

Applications: Endurance pad for front axle with ABS, GT3, GT4, Touring car and Trackday

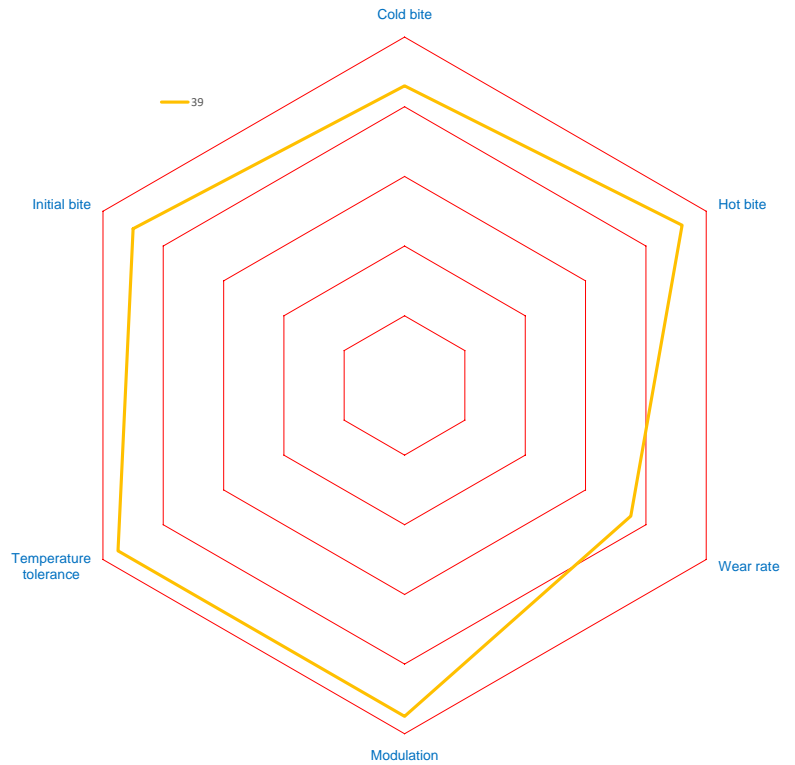
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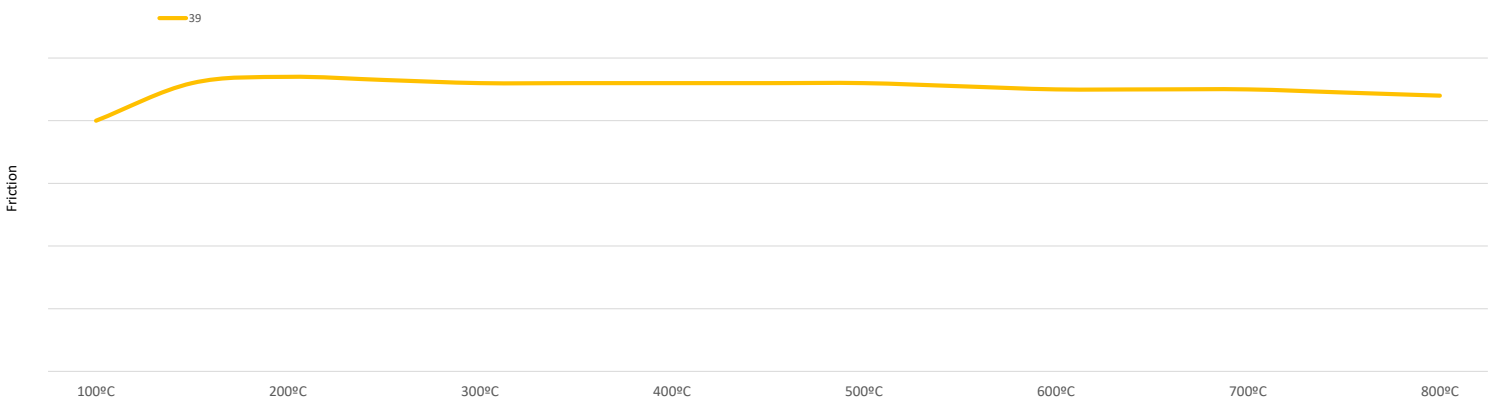
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**39** compound



Friction vs temperature



39 compound is our newest choice for sprint and semi-endurance races in GT, TCR, NASCAR or rally tarmac/gravel. 39 has a high initial bite and the highest average torque of any PFC compound. Recommended for high downforce and severe environments. Very good retardation. Release and modulation characteristics are its best qualities, providing excellent control to the drivers, and avoiding lock-up. There is virtually no torque rise with temperature. A very positive and firm pedal when braking is another of its advantages. 39 offers excellent wear, better than 13, 15 or 333. 39 is designed to handle the most severe applications. The winner's choice!

Applications: GT3, GT4 front, TCR, WRC and ALL Rally, RX, NASCAR front pad. LMP3. Sprint and semi-endurance.



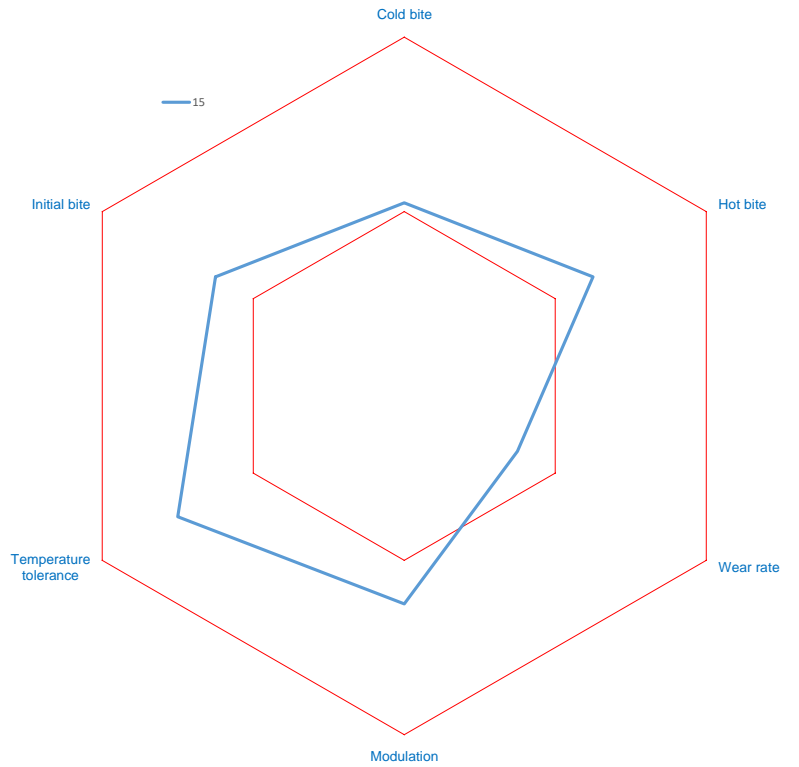
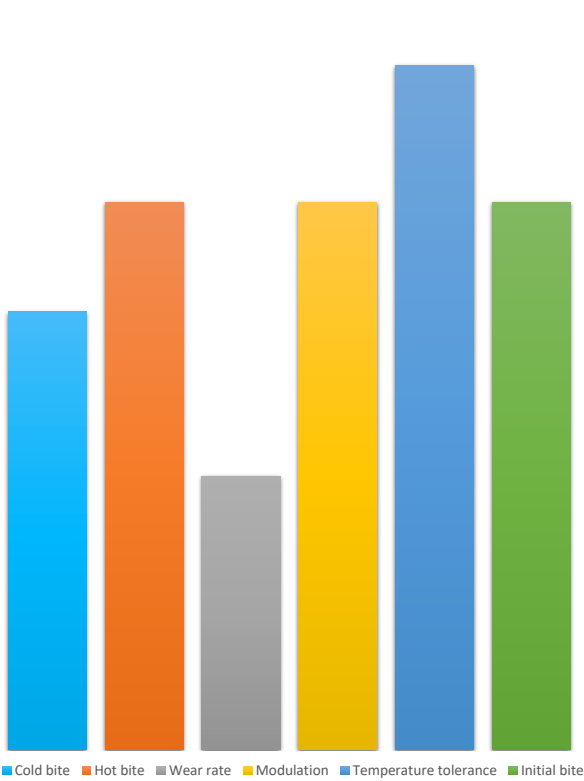
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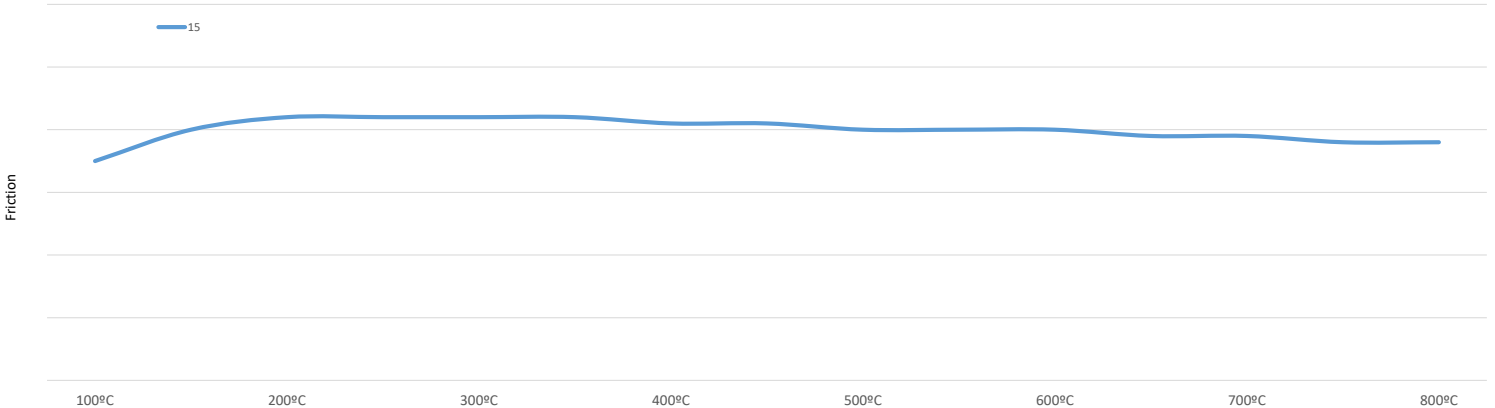
# CarbonMetallic®

15 ALL-ROUND RACE / ABS BRAKE PADS

# 15 compound



Friction vs temperature



The new generation 15 compound is becoming very popular due to its excellent braking characteristics. Very good in all conditions and excellent when running at high temperatures. Its easy control and release are appreciated by engineers and drivers. Gentle on discs and low wear rate are other excellent virtues. 15 is a great compound winner in different GT3/GT4 races or open wheel categories such as US F3, F3 and Indy Lights. It has better cold bite than 11 or 13. The 15 is one of the most complete PFC compounds. 15 works very well with modern racing ABS.

Applications: GT3, GT4 front, Touring cars, Formula 3, F3R, Indy series

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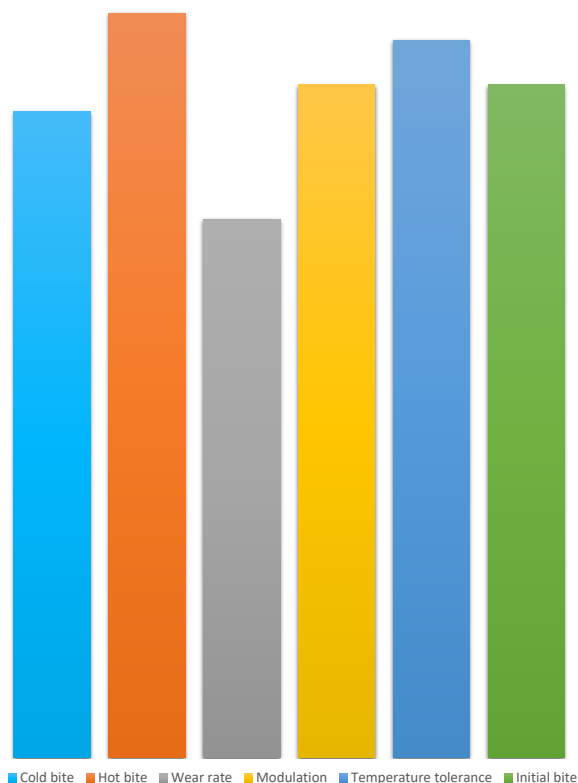




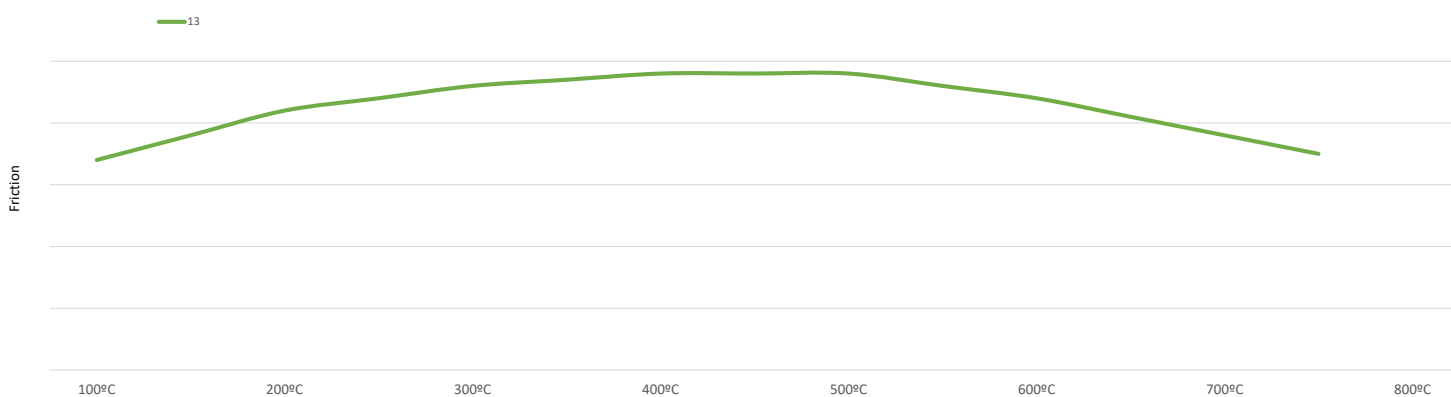
# CarbonMetallic®

13 HIGH BITE / HIGH TORQUE RACE BRAKE PADS

# 13 compound



Friction vs temperature



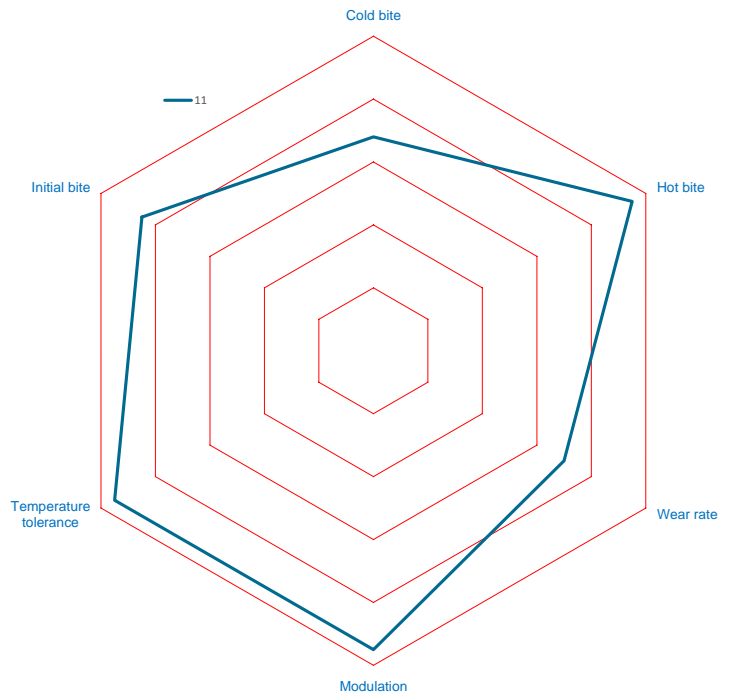
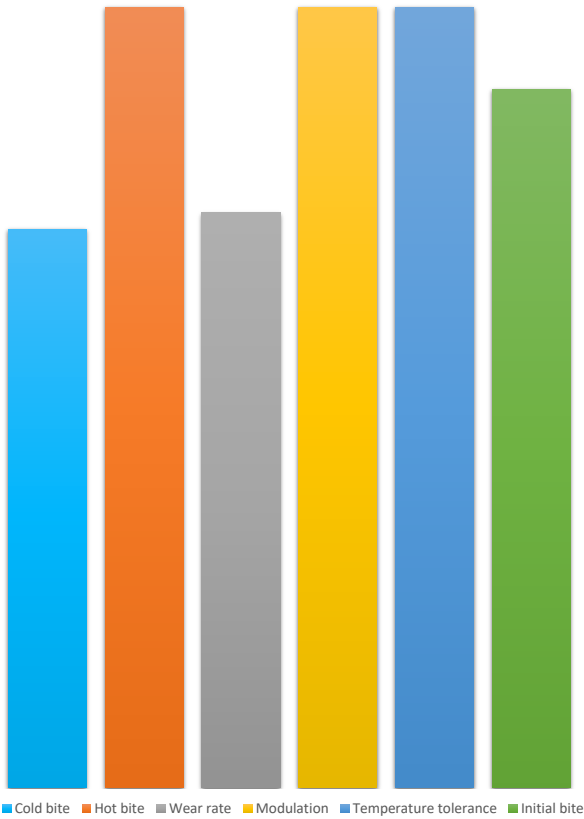
13 compound is a new generation of ultimate high bite-high friction. 13 compound has been developed with increased bite, modulation, with superior disc conditioning and release characteristics for exceptional control. Ultra-smooth and great for tracks with high grip or high downforce cars. It is the ultimate combination of high bite and infinite control. Typical applications: Ideal use for sprint and severe applications, heavy, high speed applications or high downforce cars where high bite at the first 3rd of the stop is desired. 13's wear is on a par with PFC's legendary 01 compound and will operate at higher temperatures if called to as .13 has a very high threshold for fade resistance. Out of all the high bite, high torque pads in the market 13 has shown to have one of the lowest taper wear in a properly designed race caliper.

Applications: GT3, GT4 front, LMP3, Rally, Formula 3, F3R, Indy series, Touring car, one make series.

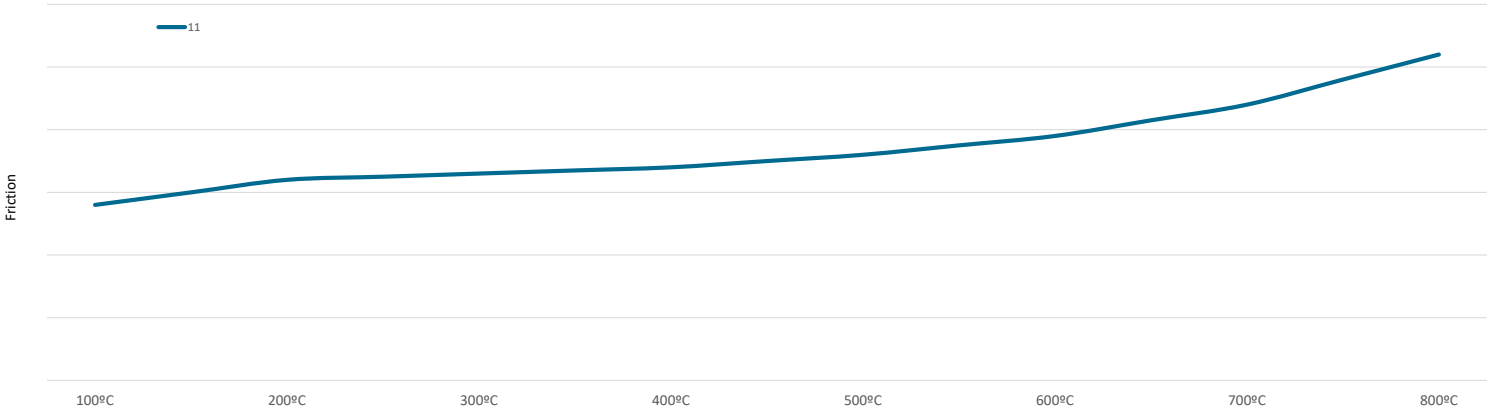
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# 11 compound



Friction vs temperature



11 compound is a new generation sprint and medium distance friction providing the ultimate in control, with superior disc conditioning.

11 compound was 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.

For many applications, 11 will replace the venerable 01 compound.

Applications: GT, All Formula, Rally and Rally Raid, Historic Racing, Trackday, when pedal feel is needed.  
Preferred compound choice for one make series.

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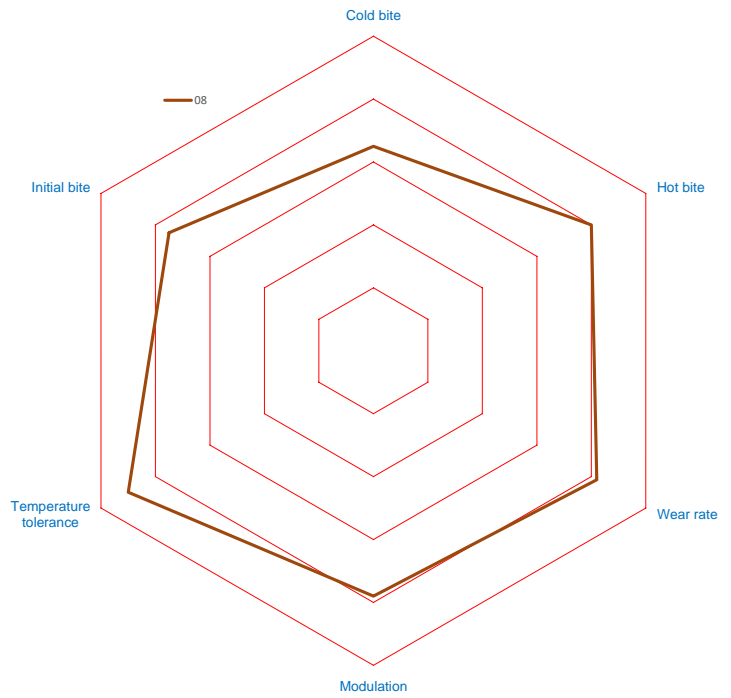
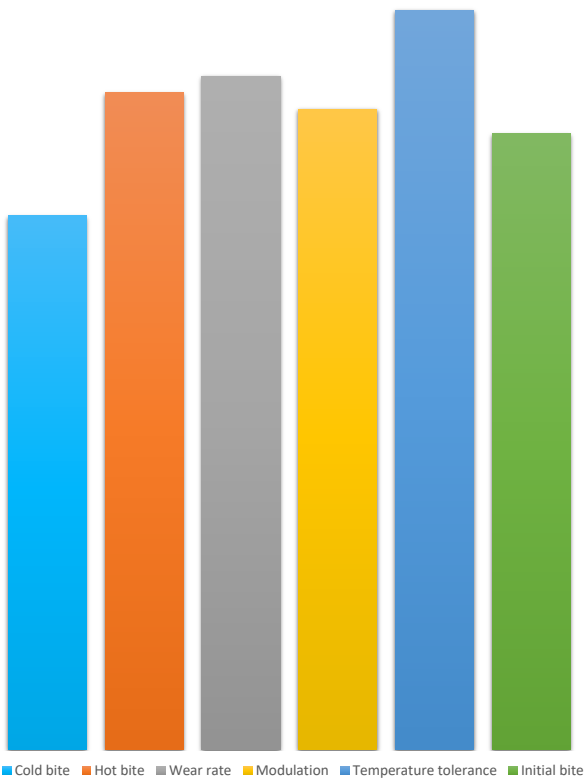




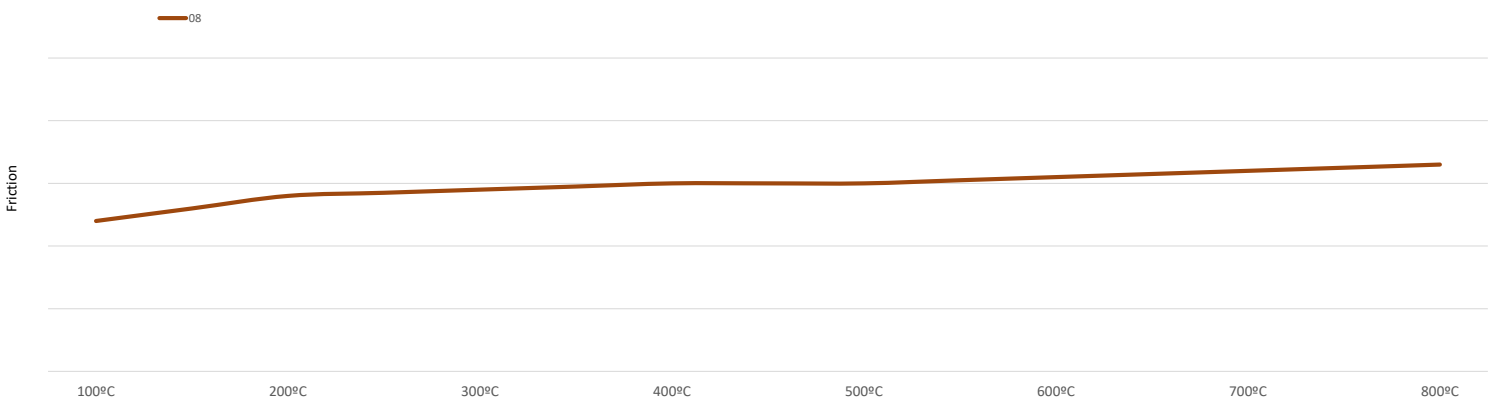
# CarbonMetallic®

08 ENDURANCE BRAKE PADS

# 08 compound



Friction vs temperature



08 compound has gained immediate favour in Endurance Sportscar and GT racing and also in endurance production car racing due to its performance in applications where smooth initial bite is a must. 08 has a slight friction rise with temperature with excellent release and modulation characteristics. Very low abraded disc wear with a fine grey slate like disc finish, similar to 01. Despite its considerable performance, 08 wears the longest of all PFC pads and easily matches wear of the other competitors with much higher bite. Typical applications: Endurance, GT and endurance production car racing, trackday.

Applications: Endurance pad for high temperature applications, GT, Touring car, Driving school, Trackday, Rally Raid.

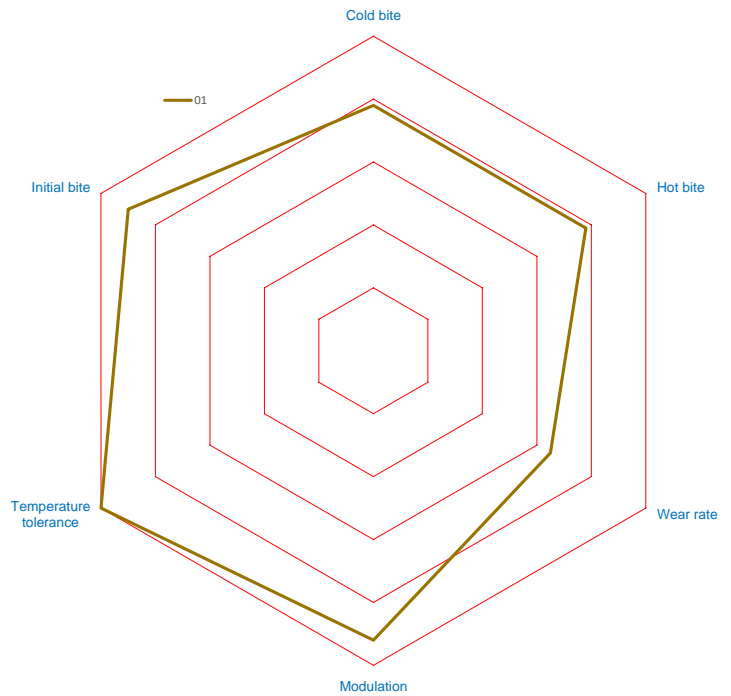
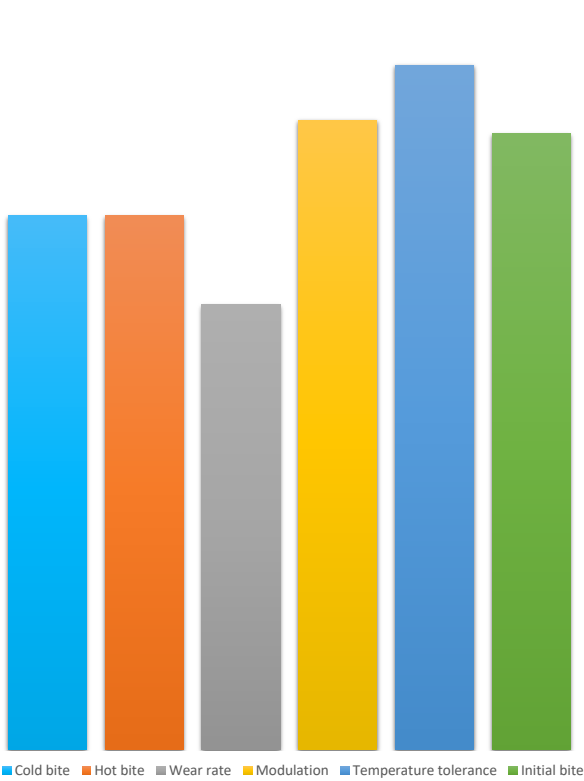
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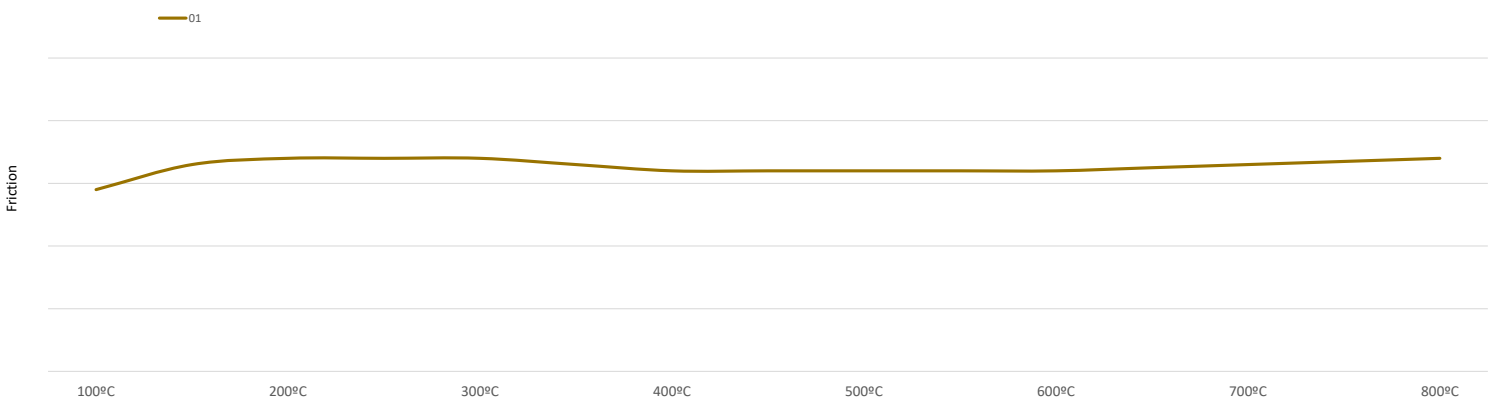
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**01** compound



Friction vs temperature



01 race compound is one of the most accepted 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 isn't available, 11 will replace it.

Applications: Touring car, TCR, NASCAR, Formula, Rally, Trackday. First choice for a fade-resistant pad.

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