

CarbonMetallic® Race Pad Descriptions

NEW 14 Compound

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

NEW 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 par with PFC's legendary 01 compound. Virtually zero taper wear when raced in a properly designed race caliper.

NEW 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 is 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's wear is at its optimum when disc temperature paints show 450-500c operating temperatures but will operate at higher temperatures if called too. Virtually zero taper wear when raced in a properly designed race caliper.

NEW 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 par with PFC's legendary 01 compound. Will operate at higher temperatures if called too as .13 has a very high threshold for fade resistance. .13 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.

07 Compound

PFC's high bite and torque compound and has gained immediate favor in the NASCAR, Sportscar, and Open Wheel racing due to its consistent performance. 07 have higher initial bite and higher average torque than PFC

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www.pfcbrakes.com

05 compound. 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. Despite its considerable performance, 07 will have slightly better wear than 05. 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.

07 Recommended Applications:

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

NASCAR Short Track and Road Course

Indycars

F-Nippon

Indy Lites

Professional GT

Daytona Prototype

05 Compound

05 compounds have gained immediate favor in the NASCAR, Sportscar, and Open Wheel racing due to its performance in applications where smooth initial bite is a must especially where coil bind type front setups are used such as in NASCAR. 05 have virtually no friction rise with temperature, with excellent release and modulation characteristics. 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. 05 will be replaced with 13 compound.

05 Recommended Applications:

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

NASCAR Short Track and Road Course

IndyCar

F-Nippon

Indy Lites

Professional GT

Daytona Prototype

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 isn't available, 11 will replace 01.

01 Recommended Application:

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

NASCAR Short Track and Road Course

NASCAR Speedway and Intermediate

All Oval Track Race series

IndyCar

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*Professional GT
Daytona Prototype
SCCA Racing
Porsche/BMW/Corvette/Viper Club Racing*

06 compound

06 compound pads are very similar to PFC 01 for both bite and torque, within 4% of those values. Excellent release and control with very low wear. Very low abraded disc wear with a “powdery type” transfer layer. 06 pads are an excellent alternative to other brands of endurance compounds but with much higher performance. Excellent for club racing type shapes as well in OE brake calipers where ABS is used. 06 will be replaced with either 08 or 12 compound depending on temperature demand.

*06 Recommended Applications:
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*

08 Compound

08 compounds are one of PFC newest and have gained immediate favor in Endurance Sportscar, and GT racing due to its performance in applications where smooth initial bite is a must. 08 have a slight friction rise with temperature, 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. If temperature isn't an issue, 08 can be replaced with 12 compound.

*08 Recommended Applications:
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*

97 Compound

This compound has been a favorite of sportscar endurance racing since its debut. 97 Compound has won races in CART, ALMS, Grand Am, and ASA, and Club Racing, and is a preferred pad for touring car and rally. 97 Compound has less initial bite and average torque than 01. It has great modulation, a very flat torque curve, and enhanced release characteristics. 97 are recommended as a general-purpose pad for Club Racing and Track Day events as well as a rear pad for less locking. Both 11 or 12 compound will be an excellent replacement for 97.

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97 Recommended Applications:

Recommended for applications that demand excellent wear and modulation.

NASCAR Short Track and Road Course Rear

NASCAR Speedway and Intermediate Rear

All Oval Track Race series Rear

Endurance GT

SCCA Racing

Porsche/BMW Club Racing

Track Day and Driver Education events

81 Compound

81 Compound is the bench mark for “cold bite” applications such as dirt oval. 81 have excellent release and control. Very low abraded disc wear. Used for dirt or time attack type venues were cold bite is the preferred feature.

81 Recommended Applications:

High Performance Street

Time Attack

Auto Cross

Club racing

Late Model

Oval Dirt Racing

Classic/legacy Performance Friction Race Compounds-Special Order only

Performance Friction has policies and rules based structure for special orders. In some cases, some raw materials are no longer available. The descriptions listed are to help those who have acquired the “classic” PFC pad compounds. Check with your PFC distributor or contact Performance Friction Brakes, INC for further details.

03 Compound

03 Compound has shown to have higher bite and higher average torque than 01 Compound. 03 have 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. Requires finesse so as not to over slow or overwhelm the car’s set-up in some venues. 03 can be replaced with 05, 07 or 13 compounds.

03 Recommended Applications:

Recommended for high grip and high downforce applications.

NASCAR Short Track and Road Course

Champcar

Professional GT

Daytona Prototype

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93 Compound

This compound has higher bite, higher average torque than 99 compound and is one of the more popular of the PFC compounds. 93 Compound is easy on the discs with long wear. This compound has been a favorite of CART, ALMS, Grand Am, Japanese GT, and NASCAR throughout its history. There is a slight torque rise with temperature to handle the most extreme conditions. Requires finesse so as to not over slow the car, or overwhelm the car's setup. This compound has been replaced in PFC's lineup by 01, 03 and 05, but is still popular and available in limited applications. 93 can be replaced with 05, 07 or 13 compounds.

93 Recommended Applications:

Recommended for high grip and high downforce applications.

Champcar

Professional GT

GT Prototype

SCCA Formula Car Racing

Recommended for high grip and high downforce applications.

83 Compound

This is the compound that has won more championships since its debut than all others. It is a perennial workhorse in NASCAR. When it comes to slowing down under the most severe conditions, 83 Compound has a tremendous history of success. Higher bite than 80 Compound, with a rising torque curve to handle the most extreme conditions, along with low wear. 01, 03 and 05 Compounds are steadily replacing 83 Compound in most applications. It is still available in many applications and remains a viable choice nearly 20 years after being released. 83 can be replaced with 05, 07 or 13 compounds.

83 Recommended Applications:

Recommended for high grip and severe duty applications.

NASCAR Short Track and Road Course

NASCAR Speedway and Intermediate

All Oval Track Race series

Recommended for severe duty applications.

99 Compound

This compound has won in CART Champ Cars, and the 24hrs of Daytona. 99 Compound has slightly higher bite, and higher torque than 97 Compound with excellent release. It has improved modulation throughout its range, and a very flat torque curve compared with 83. 99 Compound is very easy on the discs, and has very low wear. 99 has been a favorite for street circuits where the track conditions are at their worst, and lock up is a problem. It has been replaced in PFC's lineup by 01 Compound, but there is still limited availability in some pad shapes. 99 can be replaced with 05, 07 or 13 compounds.

99 Recommended Applications:

Recommended for applications that demand excellent wear and modulation.

Champcar

Endurance GT

SCCA Racing

Porsche/BMW Club Racing

90 Compound

This compound has been a favorite of race driving schools because of its modulation characteristics. Used exclusively at race schools such as Bob Bondurant, Derek Daly, and Jim Russell because of its forgiving nature. 90 Compound is very easy on the discs, yet has higher cold bite than 83 compound along with less torque rise for improved modulation. 90 Compound has been replaced by 97 in most applications, but is still available in a limited number of applications. 90 compound can be replaced with 11 compound.

90 Recommended Applications

Recommended for applications that demand good wear and modulation.

GT

SCCA Racing

Porsche/BMW Club Racing

80 Compound

80 Compound has the longest race winning history in PFC's arsenal. Newer compounds have replaced 80 in most applications. 80 Compound is a traditional favorite in the dirt and late model markets. It is the lowest torque race compound in PFC's lineup. This compound has won in every venue that it has raced in, from NASCAR at Martinsville, VA, to sportscars at the 24hrs of Daytona. 80 compound can be replaced with either 97 or 11 compounds.

80 Recommended Applications

NASCAR Short Track and Road Course Rear

NASCAR Speedway and Intermediate Rear

All Oval Track Race series Rear

Late Model

Oval Dirt Racing