

PRODUCT PORTFOLIO

The logo for PAGID RSL, featuring a stylized blue and white icon to the left of the text "PAGID RSL" in a bold, sans-serif font, with "RSL" in yellow.

Long distance/endurance racing brake pads

The logo for PAGID RST, featuring a stylized blue and white icon to the left of the text "PAGID RST" in a bold, sans-serif font, with "RST" in red.

Rally, sprint and stock car racing brake pads

The logo for PAGID RS, featuring a stylized blue and white icon to the left of the text "PAGID RS" in a bold, sans-serif font, with "RS" in blue.

Premium organic based compound racing brake pads

The logo for PAGID RSC, featuring a stylized blue and white icon to the left of the text "PAGID RSC" in a bold, sans-serif font, with "RSC" in grey.

Racing brake pads for ceramic composite discs

The logo for PAGID RSH, featuring a stylized blue and white icon to the left of the text "PAGID RSH" in a bold, sans-serif font, with "RSH" in teal.

Racing brake pads for historic cars

The logo for PAGID RBF, featuring a stylized blue and white icon to the left of the text "PAGID RBF" in a bold, sans-serif font, with "RBF" in blue.

Racing brake fluid

The logo for PAGID RBD, featuring a stylized blue and white icon to the left of the text "PAGID RBD" in a bold, sans-serif font, with "RBD" in blue.

Racing brake disc



4

PAGID RSL - long distance/endurance racing brake pads

Excellent pad wear rate under endurance conditions, excellent disc life, less aggressive than RST giving best possible brake balance, modulation and consistency of friction under endurance conditions.

RSL compounds are developed to comply with latest requirements in endurance racing and in accordance with current ecological standards of the automotive industry.

RSL 1 :

Long distance/endurance compound with very good pad and disc wear, as well as friction stability vs temperature. Low pedal effort, slightly progressive in-stop behavior but still good modulation.

RSL 2 :

Newly developed endurance compound based on the RSL1. The friction level bridges the gap between RSL1 and RS29 but with improved pad and disc wear, as well as excellent friction stability vs. temperature. The base characteristics of low pedal effort, slightly progressive in-stop behavior with good modulation have been retained.



PAGID RST - rally, sprint and stock car racing brake pads

High average friction, aggressive in-stop behavior with instant pedal response and release, consistently firm pedal at all temperatures, fade resistant at highest disc temperatures.

RST 1:

High friction compound with very good initial bite and a progressive torque curve. Very fade resistant. Suitable for applications with high downforce and / or very high grip.

RST 2:

Medium to high friction and fade resistant compound with a mild progressive torque curve and good pedal feel. Recommended for GT and Touring Car racing on tracks where higher temperatures are an issue.

RST3:

Medium to high friction metal-ceramic type compound with good initial bite and still excellent modulation and release characteristics. Medium torque, fade resistant up to 800°C. Lowest heat conductivity in the RST range.

RST 4:

Medium friction, high heat tolerance with consistent repeatability. Also used for rear axle applications FWD cars and on long oval racing where more aggressive materials would disturb the vehicle set up. Recommended for formula and open wheel racing.



6

PAGID RS - premium organic based compound racing brake pads

Medium average friction, consistent in-stop behavior with good pedal feed back, favourable release characteristics reducing drag, good disc life, low heat conductivity.

RS 14:

Medium to high friction ceramic type compound with good initial bite, excellent release characteristic, very good modulation and controllability. Low wear rate and fade resistant up to 650°C. Newer compounds have replaced RS14 in some applications.

RS 19:

Low pad wear, very disc friendly, wide temperature range , yet most used pad in endurance racing. Due to excellent release characteristics and controllability also often used in shorter sprint races.

RS 29:

Combines the outstanding wear rate of the RS19 with a slightly higher initial bite and torque.

RS 42:

Medium friction compound with immediate low temperature response. Very easy bedding process. Classic Rally pad and also very popular in small formula cars. Newer compounds have replaced RS42 in some applications.

RS 44:

Medium friction compound with medium initial bite. Very good rear pad for RWD front engine and FWD cars. Newer compounds have replaced RS44 in some applications.



PAGID RSC - racing brake pads for ceramic composite discs

Race compounds specifically engineered for a variety of ceramic disc applications. The only available materials specifically developed for ceramic composite brake discs.

RSC 1:

Sprint race and track day compound for all known types of ceramic brake discs. This friction material features an ideal combination of cold friction, fade resistance and low thermal oxidation of the disc surface fibres.

RSC 2:

Special race compound for ceramic discs with a high fibre-content in the friction surface. Excellent fading stability, high friction level and low pad wear.

RSC 3:

Special race compound for ceramic discs with low fibre-content in the friction surface. Excellent fading stability, high friction level and low pad wear.

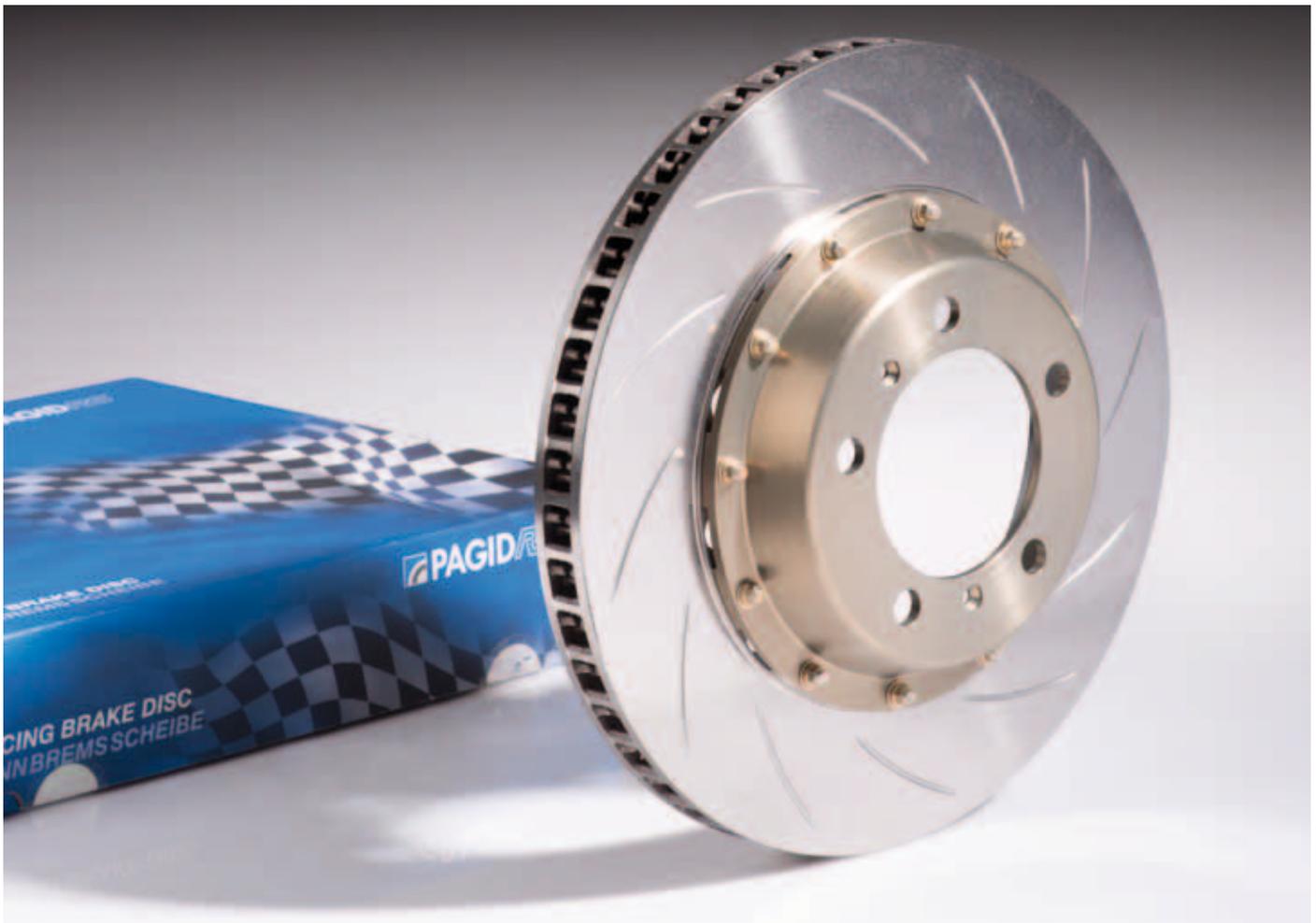


8

PAGID RBF - racing brake fluid

PAGIDRACING's High Performance Racing Brake Fluid has been specially formulated for racing applications, where braking 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.

In addition to guarding against Vapor Lock, Pagid RS High Performance Racing Brake Fluid maintains its excellent viscosity, lubricity and compressibility performance at extreme temperatures, helping to maintain braking system reliability and performance.



PAGID RBD - racing brake disc

High performance racing brake disc, two versions optimized for weight, cooling performance and crack resistance for either sprint or long endurance races.

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

DESIGN FEATURES

- The floating connection is between the bobbin and disc thus minimizing wear on the hat
- Hard anodized aluminium hats for increased surface hardness and wear resistance
- Hard anodized and minimal wear extends the usable life of the hat
- Careful attention has been paid to the airflow into the ventilation chamber and onto the outside friction face through the openings in the connection flange to the disc
- The ventilation chamber is specially designed to improve heat transfer from the disc to the cooling airflow
- The surface finish (groove pattern) has been developed in combination with Pagid *Racing* brake pads for optimal system performance and wear characteristics.