

# The RC5

**Average friction coefficient  $\mu=0,4$ .**

Our last out coming material in our range is made for light car applications, endurance races thanks to its low wear rate, for low grip race conditions (Gravel, wet, standard tires...).

Fitted in rear axle, it helps to get the right brake balance when the brake bias adjustment is not possible.

Easy to use for a track day thanks to its low noise level, moderate and very stable friction level, effective from cold and gentle with OEM brake discs.

# The RC8

**Average friction coefficient  $\mu=0,6$ .**

Since 2 years, this material gives an answer to all the most demanding high class race cars. (WRC, Nascar, WTCC, ZA V8, AWD GrpN...)

Very high and stable friction level which will shorten your

brake distances without locking the wheels.

This compound is to use only with other C.L. friction material.

The RC8 is also available with the grooved backing plate option.

# The RC6

**Average friction coefficient  $\mu=0,5$ .**

The first out coming friction material was made 7 years ago to match a very large application range, in rally and circuit.

It can be used in almost every type of race car and provide a high and stable friction level.

The incompressible material gives a stiffer pedal and a better brake modulation.

Can be used front and/or rear combined with the RC5 and RC8.

The discs life is increased because no materials transfer.

# -R option

Designed to provide a radiator effect, the contact area with the calliper is reduced and the heat better evacuated.

This patented shape is to use in case of brake liquid temperature issues and with ventilated brake system. (airducts).

# The RC6 Endurance

**Average friction coefficient  $\mu=0,46$**

New for 2008, the RC6 Endurance offers a fair level of grip combined with a very low disks/pads wear rate.

It makes you win pads changing during 6 to 24 hours races.

Like the entire product range, the bedding in process is easy and the performance very stable from cold to high temperature.

**No specific process necessary.**  
With new discs: progressively warming up the brake system.

With bedded discs: a couple of middle brakings.  
To be used with High quality brake fluid.

Bleed the brakes often.

# Bedding in procedure

**Full metallic friction compound.**  
**Thermal resistant components:** graphite, ceramic, iron, copper and bronze.  
**Environment friendly:** no lead, no asbestos and no nickel (NoNiTech Technology).

