

COMPOUNDS

RC5+

Average friction coefficient

$$\mu = 0.40$$

The newest compound in our range, the RC5+, was developed for lightweight vehicles or racing in low grip conditions (street tires, gravel, mud, snow, water, etc.). An excellent track-day compound, it offers moderate friction levels, low noise, is easy on OEM discs, and has excellent cold stopping power. Additionally, it can be used on the front or rear axle of vehicles to change the brake bias where standard bias adjustment is not possible.

RC6

Average friction coefficient

$$\mu = 0.50$$

Our original compound, RC6 was designed to apply to a wide range of motor sports, from rally to circuit. It has a high and very flat friction level and can be used successfully in almost every type of race car. Low compressibility provides a stiff pedal which greatly increases feedback and allows for easier modulation. It can also be used in the front or rear axle combined with the RC8 or RC5 to adjust bias.

RC6-E

Average friction coefficient

$$\mu = 0.46$$

New in 2008, the RC6 Endurance was designed to offer very low pad and disc wear rates without sacrificing friction levels. Need pads to last 6, 12 or even 24 hours? Look no further than the RC6E. The RC6E boasts the same easy bed-in and stable friction levels as all the other CL Brakes compounds.

RC8

Average friction coefficient

$$\mu = 0.60$$

Developed in 2006, the RC8 compound boasts CL Brakes' highest friction level and is used in top-level motor sports such as WRC, WTCC, NASCAR, ZA V8, AWD GrpN, etc. Extremely high friction levels allow shorter stopping distances and the flat torque curve provides excellent modulation to prevent wheel lockup.

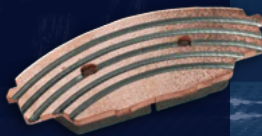
The RC8 was designed to be used only with other CL Brakes compounds.

RC8-R

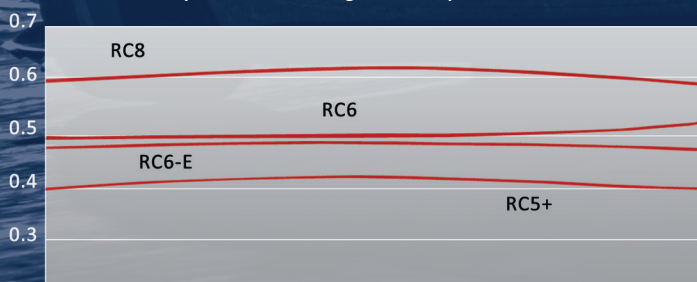
Average friction coefficient

$$\mu = 0.60$$

Using the same friction material as our standard RC8-R, we have grooved the backing plate to reduce the contact area with the piston and provide a radiator effect. This patented shape was created to reduce heat transfer through the piston and into the brake fluid.



Friction of pads according to temperature



100 200 300 400 500 600 700 800 900 1000 1100 °C
212 392 572 752 932 1112 1292 1472 1652 1832 2012 °F

Thermal resistant components

Graphite, ceramic, iron, copper and bronze

Environmentally friendly

No lead, no asbestos and no nickel

