



Eje 10 Sur 371, Sto. Domingo, Coyoacán. México, D.F.C.P. 04369, México
Tel. +52 55 5610 2554
www.performancefriction.com.mx

PFC Philosophy

It is the mission of Performance Friction and all of our employees to provide the correct pad compound for each application that we make. Instead of using the “shotgun” method of pad development, wherein every pad is made in every compound, PFC builds the *correct* pad to suit the venue and application it is designed for. This is the reason that in many applications, there are only one or two pad options. These options are what PFC recommends for those applications, and are arrived at only after very careful consideration and evaluation. Below you will find a description of the currently available PFC Race Pad Compounds.

Current Production Race Compounds

05 Compound

PFC’s newest compound, 05 has gained immediate favor in the NASCAR, Sportscar, and Open Wheel racing due to its unsurpassed performance. 05 has higher initial bite and higher average torque than any other PFC compound. 05 has virtually no torque rise with temperature, and the release and modulation characteristics are second to none. Despite it’s considerable performance, 05 has slightly better wear than 03. This compound demands the most from the vehicle setup and is designed to handle the most severe applications.

05 Recommended Applications:

High grip, high downforce, and severe duty applications.

NASCAR Short Track and Road Course

Champcar, Professional GT, Daytona Prototype

01 Compound

The standard by which all brake pads are now judged. It has good initial bite, with very little torque rise with temperature. At the end of the stop, 01 Compound has less torque scatter 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, winning more World and National Championships annually than any other brake pad on the market. *Look out for 05*

01 Recommended Applications:

All-purpose pad for a wide variety of applications.

NASCAR Short Track and Road Course

NASCAR Speedway and Intermediate

All Oval Track Race series

Champcar, Professional GT, Daytona Prototype

SCCA / NASA / BMWCCA / PCA Racing

03 Compound

03 Compound has shown to have higher bite and higher average torque than 01 Compound. 03 has 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.

03 Recommended Applications:

High grip and high downforce applications.

NASCAR Short Track and Road Course

Champcar, Professional GT, Daytona Prototype, Rally

97 Compound

A favorite of sportscar endurance and NASCAR racing since its debut, winning races in CART, ALMS, Grand Am, ASA, and Club Racing, 97 Compound has less initial bite and average torque than 01. It has great modulation, a very flat torque curve, and enhanced release characteristics. With the lowest wear of any PFC Compound, 97 is considered PFC “Endurance Compound” with the lowest wear of any PFC Compound and is also highly recommended as a general-purpose pad for Club Racing and Track Day events.

97 Recommended Applications:

Applications that demand excellent wear and modulation.

NASCAR Short Track and Road Course Rear

NASCAR Speedway and Intermediate

Endurance GT, SCCA / NASA / BMWCCA / PCA Racing

Track Day and Driver Education events

Limited Production and Special Order Compounds

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.

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 Compounds 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.

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.