Pad Characteristics

- Medium friction pad, highest effective temperature range in medium temperature pad group
- Smooth engagement, friction rises with increased temperature
- Medium wear rate at high temperature
- High performance street and track compound with increased friction and a wider temperature range over BP-10
- Baseline pad for track oriented street cars

Pad Applications

- Street use okay
- Street
- Autocross
- Track day
- Drag race
- Medium braking dirt and pavement race

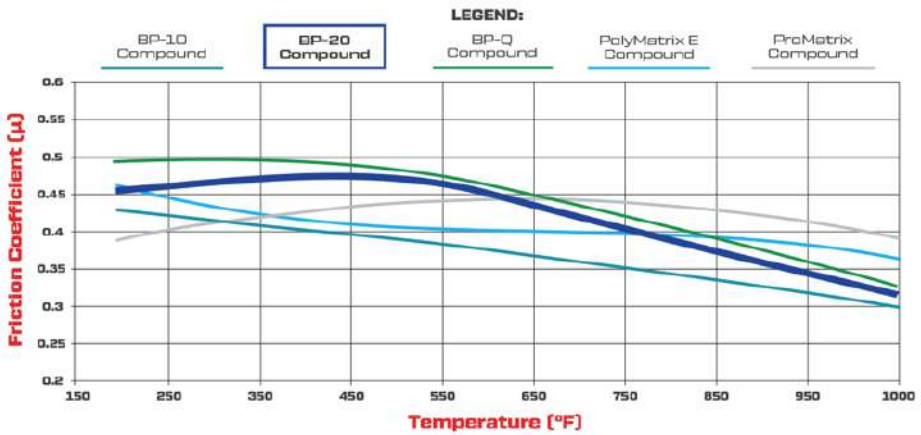
Rotor Material

- Steel
- Stainless Steel
- Iron

BP-20 Performance Stats

ZOOM

BP-20



BP-20 Friction Coefficient and Temperature Values

ZOOM

The above friction data (μ) was recorded through braking cycles from 95 mph to 40 mph at a 0.5g deceleration. Snubs were consecutively done until rotor temperature reached 1300°F. This graph represents average data and is for general trend visualisations only comparing Wilwood pads. Chart data should not be used in comparison with other manufacturer's data. Test conditions, variables, and environment can affect test results.

Temperature range and overall friction value are the primary considerations for pad selection. The pads must maintain the proper amount of friction for stopping power within the temperatures that will be realized on the track. Overall wear rate must also be considered. For most asphalt and road race applications, compounds in the high-temperature range over 1000°F are usually necessary. Dirt track, drag race, and street performance applications usually operate at temperatures between 500° and 1000°F. Keep in mind that these are general ranges and not absolute values. Many factors and unforeseen influences can affect brake temperatures. The best indicator for pad selection will always be on-track performance. If pad fade (friction loss) due to overheating occurs, improved cooling, a heavier rotor, or a higher temperature range pad may become necessary.

Pad Characteristics

- BP-28 compound pad has unique features that lend itself to a multitude of applications from high-temperature with medium-high friction use on titanium/stainless rotors to low-med temperature and medium friction on steel/iron rotors.
- Predictable, consistent pedal feel
- Steel/Iron/Stainless rotors medium-low pad wear
- Titanium rotors med-high pad wear
- Dirt oval (all)/Off-Road/Track day road course/Drag

Pad Applications

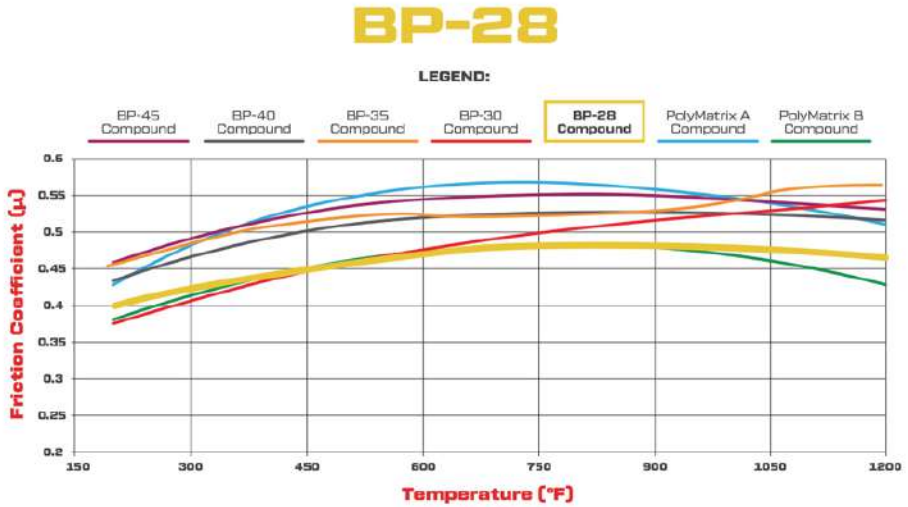
- Sprint/Midget
- Dirt Late Model
- Open Wheel Modified
- NE Dirt
- Lighter Road Race Vehicles
- Drag (stainless rotor)
- Track Day Vehicles
- Off-Road

Rotor Material

- Stainless Steel
- Super Alloy
- Steel
- Iron
- Titanium

BP-28 Performance Stats

ZOOM



BP-28 Friction Coefficient and Temperature Values

ZOOM

The above friction data (μ) was recorded through braking cycles from 95 mph to 40 mph at a 0.5g deceleration. Snubs were consecutively done until rotor temperature reached 1300°F. This graph represents average data and is for general trend visualisations only comparing Wilwood pads. Chart data should not be used in comparison with other manufacturer's data. Test conditions, variables, and environment can affect test results.

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Pad Characteristics

- High friction, medium initial response that increases with rotor temp
- Medium low temperature response
- Low wear rate during sustained high heat braking
- Predictable, linear response with excellent modulation
- Very high heat fade resistance
- For use with iron or steel rotors

Pad Applications

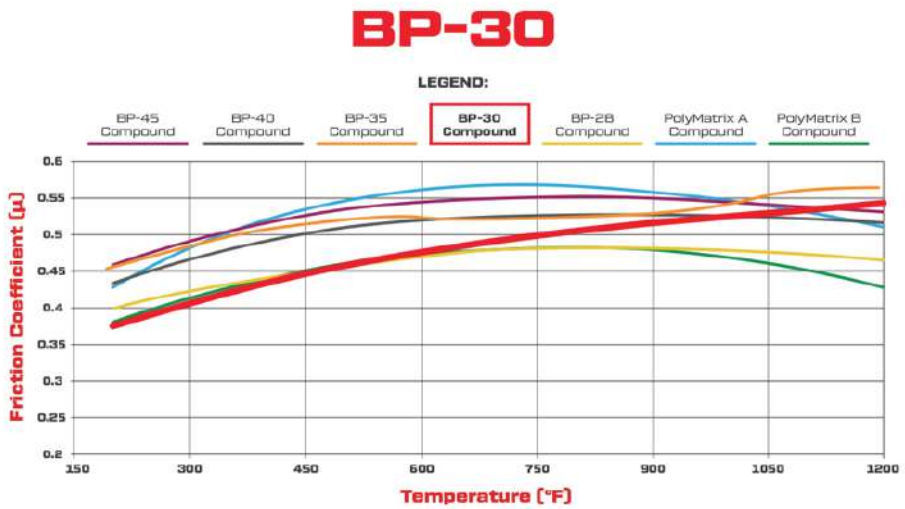
- Racing only - Not for street use
- Off-Road Racing
- Road course
- Pavement oval
- Drag racing - stainless steel
- Club sport racers
- Track cars with ABS
- Dirt Late Model
- Open Wheel Modified / Stock Car

Rotor Material

- Iron
- Steel

BP-30 Performance Stats

ZOOM



BP-30 Friction Coefficient and Temperature Values

ZOOM

The above friction data (μ) was recorded through braking cycles from 95 mph to 40 mph at a 0.5g deceleration. Snubs were consecutively done until rotor temperature reached 1300°F. This graph represents average data and is for general trend visualisations only comparing Wilwood pads. Chart data should not be used in comparison with other manufacturer's data. Test conditions, variables, and environment can affect test results.

Temperature range and overall friction value are the primary considerations for pad selection. The pads must maintain the proper amount of friction for stopping power within the temperatures that will be realized on the track. Overall wear rate must also be considered. For most asphalt and road race applications, compounds in the high-temperature range over 1000°F are usually necessary. Dirt track, drag race, and street performance applications usually operate at temperatures between 500° and 1000°F. Keep in mind that these are general ranges and not absolute values. Many factors and unforeseen influences can affect brake temperatures. The best indicator for pad selection will always be on-track performance. If pad fade (friction loss) due to overheating occurs, improved cooling, a heavier rotor, or a higher temperature range pad may become necessary.

Pad Characteristics

- High friction, good low, medium response that increases with rotor temp
- Linear feeling pad with smooth response and excellent release characteristics
- Low-medium pad wear
- Predictable, consistent pedal feel
- For use with iron or steel rotors

Pad Applications

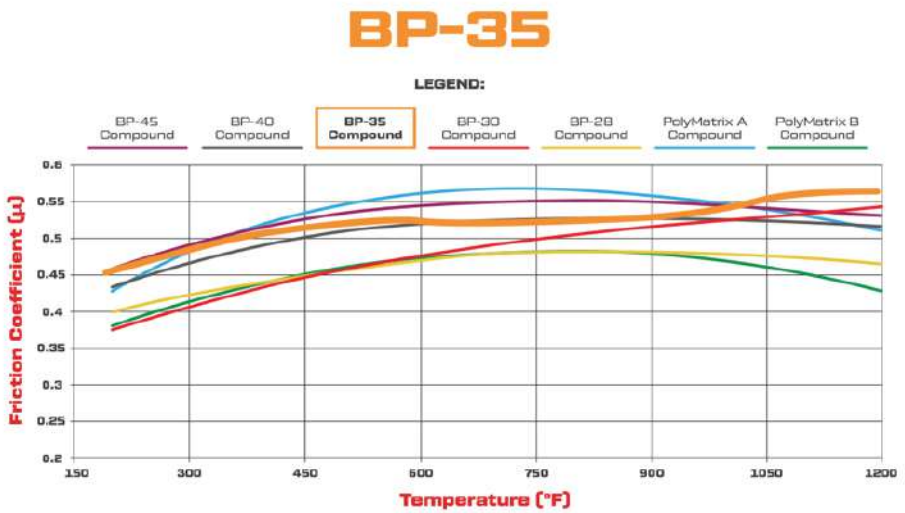
- Racing only - Not for street use
- Off-Road Racing
- Road course
- Pavement oval
- Dirt Late Model
- Open Wheel Modified / Stock Car
- Track cars with ABS

Rotor Material

- Iron
- Steel

BP-35 Performance Stats

ZOOM



BP-35 Friction Coefficient and Temperature Values

ZOOM

The above friction data (μ) was recorded through braking cycles from 95 mph to 40 mph at a 0.5g deceleration. Snubs were consecutively done until rotor temperature reached 1300°F. This graph represents average data and is for general trend visualisations only comparing Wilwood pads. Chart data should not be used in comparison with other manufacturer's data. Test conditions, variables, and environment can affect test results.

Temperature range and overall friction value are the primary considerations for pad selection. The pads must maintain the proper amount of friction for stopping power within the temperatures that will be realized on the track. Overall wear rate must also be considered. For most asphalt and road race applications, compounds in the high-temperature range over 1000°F are usually necessary. Dirt track, drag race, and street performance applications usually operate at temperatures between 500° and 1000°F. Keep in mind that these are general ranges and not absolute values. Many factors and unforeseen influences can affect brake temperatures. The best indicator for pad selection will always be on-track performance. If pad fade (friction loss) due to overheating occurs, improved cooling, a heavier rotor, or a higher temperature range pad may become necessary.

Pad Characteristics

- High friction pad with aggressive initial response
- Good low temperature response
- Low wear rate during sustained high heat braking
- Predictable and linear response with excellent modulation
- High heat fade resistance

Pad Applications

- Racing only - Not for street use
- Road course
- Oval pavement
- Dirt all classes
- Off road

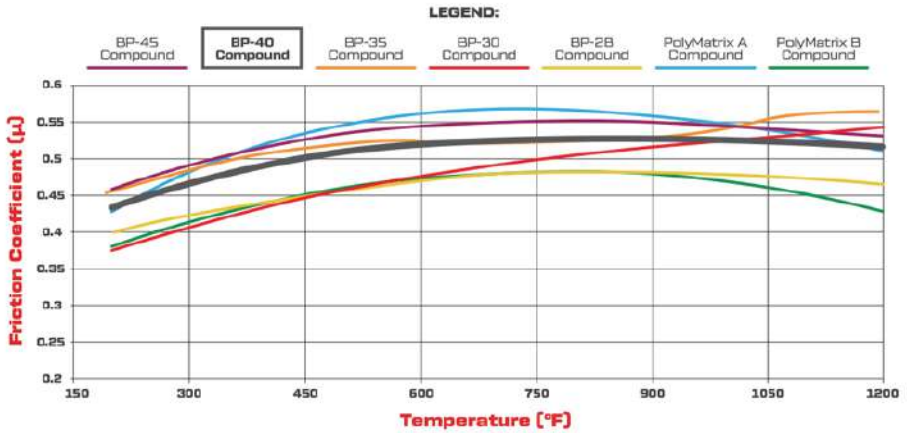
Rotor Material

- Steel
- Stainless Steel
- Iron
- Super Alloy
- Titanium

BP-40 Performance Stats

ZOOM

BP-40



BP-40 Friction Coefficient and Temperature Values

ZOOM

The above friction data (μ) was recorded through braking cycles from 95 mph to 40 mph at a 0.5g deceleration. Snubs were consecutively done until rotor temperature reached 1300°F. This graph represents average data and is for general trend visualisations only comparing Wilwood pads. Chart data should not be used in comparison with other manufacturer's data. Test conditions, variables, and environment can affect test results.

Temperature range and overall friction value are the primary considerations for pad selection. The pads must maintain the proper amount of friction for stopping power within the temperatures that will be realized on the track. Overall wear rate must also be considered. For most asphalt and road race applications, compounds in the high-temperature range over 1000°F are usually necessary. Dirt track, drag race, and street performance applications usually operate at temperatures between 500° and 1000°F. Keep in mind that these are general ranges and not absolute values. Many factors and unforeseen influences can affect brake temperatures. The best indicator for pad selection will always be on-track performance. If pad fade (friction loss) due to overheating occurs, improved cooling, a heavier rotor, or a higher temperature range pad may become necessary.

Pad Characteristics

- Great low temperature friction
- Smooth friction increase as rotor temperature rises
- High-friction compound for all types of racing
- Consistent pedal feel
- For use with iron or steel rotors

Pad Applications

- All race vehicles

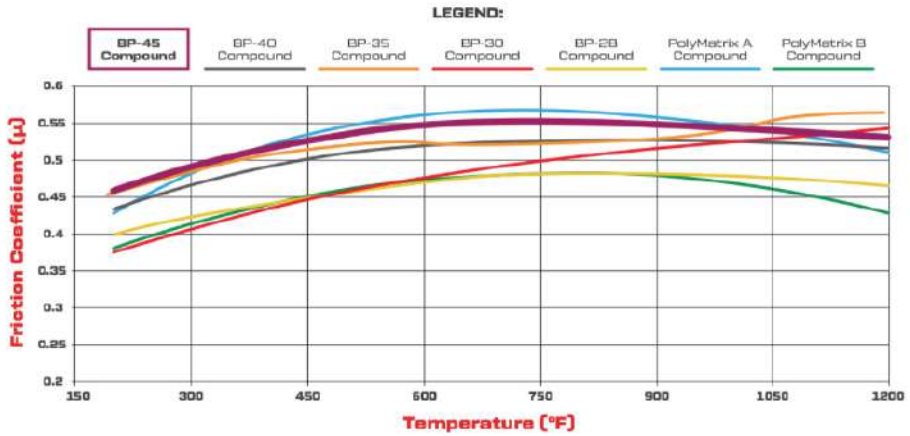
Rotor Material

- Iron
- Steel

BP-45 Performance Stats

ZOOM

BP-45



BP-45 Friction Coefficient and Temperature Values

ZOOM

The above friction data (μ) was recorded through braking cycles from 95 mph to 40 mph at a 0.5g deceleration. Snubs were consecutively done until rotor temperature reached 1300°F. This graph represents average data and is for general trend visualisations only comparing Wilwood pads. Chart data should not be used in comparison with other manufacturer's data. Test conditions, variables, and environment can affect test results.

Temperature range and overall friction value are the primary considerations for pad selection. The pads must maintain the proper amount of friction for stopping power within the temperatures that will be realized on the track. Overall wear rate must also be considered. For most asphalt and road race applications, compounds in the high-temperature range over 1000°F are usually necessary. Dirt track, drag race, and street performance applications usually operate at temperatures between 500° and 1000°F. Keep in mind that these are general ranges and not absolute values. Many factors and unforeseen influences can affect brake temperatures. The best indicator for pad selection will always be on-track performance. If pad fade (friction loss) due to overheating occurs, improved cooling, a heavier rotor, or a higher temperature range pad may become necessary.

Pad Characteristics

- Medium friction pad
- Gradual response, low wear rate on iron rotors
- Low to medium wear rate at low temperatures
- Low dust and noise
- High performance street compound with improved friction, lower wear and lower dust levels than standard replacement pads

Pad Applications

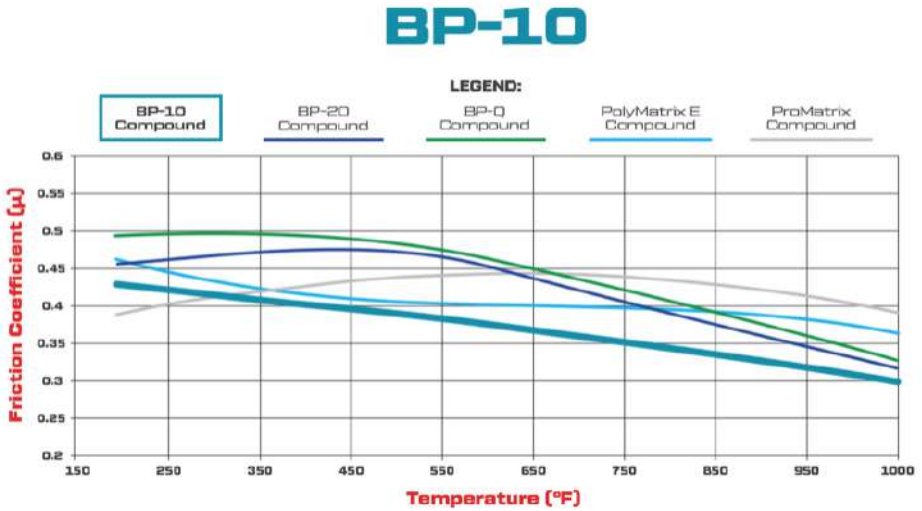
- Street use okay
- Street
- Muscle cars
- Drag race
- Light to medium braking on dirt including late models and modified

Rotor Material

- Steel
- Iron

BP-10 Performance Stats

ZOOM



BP-10 Friction Coefficient and Temperature Values

ZOOM

The above friction data (μ) was recorded through braking cycles from 95 mph to 40 mph at a 0.5g deceleration. Snubs were consecutively done until rotor temperature reached 1300°F. This graph represents average data and is for general trend visualisations only comparing Wilwood pads. Chart data should not be used in comparison with other manufacturer's data. Test conditions, variables, and environment can affect test results.

Temperature range and overall friction value are the primary considerations for pad selection. The pads must maintain the proper amount of friction for stopping power within the temperatures that will be realized on the track. Overall wear rate must also be considered. For most asphalt and road race applications, compounds in the high-temperature range over 1000°F are usually necessary. Dirt track, drag race, and street performance applications usually operate at temperatures between 500° and 1000°F. Keep in mind that these are general ranges and not absolute values. Many factors and unforeseen influences can affect brake temperatures. The best indicator for pad selection will always be on-track performance. If pad fade (friction loss) due to overheating occurs, improved cooling, a heavier rotor, or a higher temperature range pad may become necessary.

Pad Characteristics

- Medium friction pad with a smooth initial response
- Low wear rate at low temperatures
- High performance ceramic based formula
- Lowest dust and noise

Pad Applications

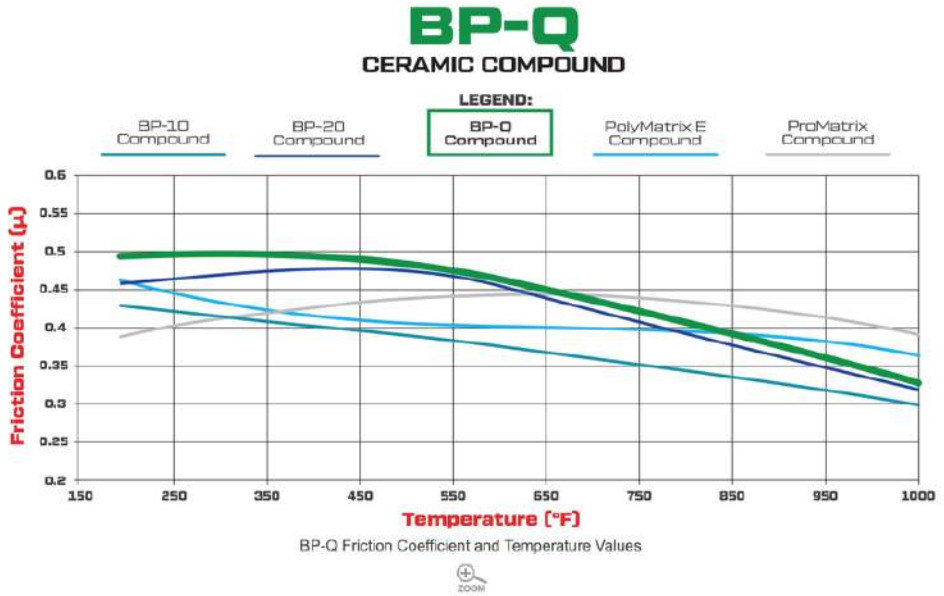
- Street use okay
- Custom show cars
- Street rods
- Muscle cars
- Truck and SUV Kits

Rotor Material

- Steel
- Iron

BP-Q Performance Stats

ZOOM



BP-Q Friction Coefficient and Temperature Values

ZOOM

The above friction data (μ) was recorded through braking cycles from 95 mph to 40 mph at a 0.5g deceleration. Snubs were consecutively done until rotor temperature reached 1300°F. This graph represents average data and is for general trend visualisations only comparing Wilwood pads. Chart data should not be used in comparison with other manufacturer's data. Test conditions, variables, and environment can affect test results.

Temperature range and overall friction value are the primary considerations for pad selection. The pads must maintain the proper amount of friction for stopping power within the temperatures that will be realized on the track. Overall wear rate must also be considered. For most asphalt and road race applications, compounds in the high-temperature range over 1000°F are usually necessary. Dirt track, drag race, and street performance applications usually operate at temperatures between 500° and 1000°F. Keep in mind that these are general ranges and not absolute values. Many factors and unforeseen influences can affect brake temperatures. The best indicator for pad selection will always be on-track performance. If pad fade (friction loss) due to overheating occurs, improved cooling, a heavier rotor, or a higher temperature range pad may become necessary.

Pad Characteristics

- Medium-high friction pad - low temperature response with flat torque from 100°F-1200°F
- Smooth predictable pedal feel
- Medium-low pad wear
- High-performance Armored Vehicle pad

Pad Applications

- Armored Vehicle
- Off Road

Rotor Material

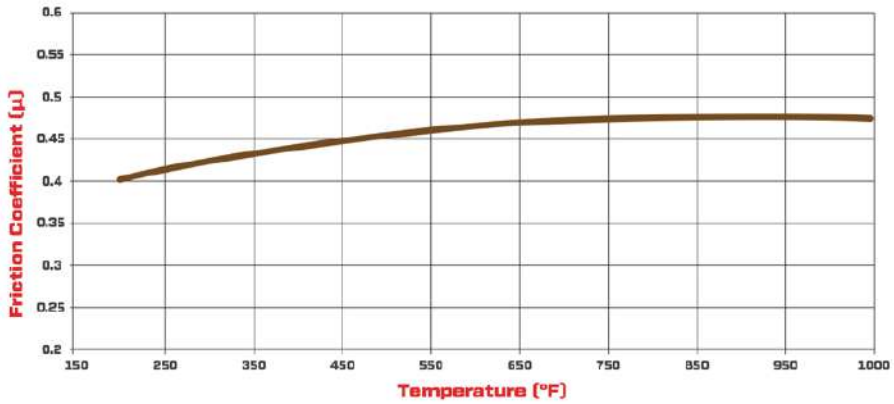
- Iron / Steel

TX1 Performance Stats

ZOOM

TX1

TACTICAL XTREME



TX1 Friction Coefficient and Temperature Values

ZOOM

The above friction data (μ) was recorded through braking cycles from 95 mph to 40 mph at a 0.5g deceleration. Snubs were consecutively done until rotor temperature reached 1300°F. This graph represents average data and is for general trend visualisations only comparing Wilwood pads. Chart data should not be used in comparison with other manufacturer's data. Test conditions, variables, and environment can affect test results.

Temperature range and overall friction value are the primary considerations for pad selection. The pads must maintain the proper amount of friction for stopping power within the temperatures that will be realized on the track. Overall wear rate must also be considered. For most asphalt and road race applications, compounds in the high-temperature range over 1000°F are usually necessary. Dirt track, drag race, and street performance applications usually operate at temperatures between 500° and 1000°F. Keep in mind that these are general ranges and not absolute values. Many factors and unforeseen influences can affect brake temperatures. The best indicator for pad selection will always be on-track performance. If pad fade (friction loss) due to overheating occurs, improved cooling, a heavier rotor, or a higher temperature range pad may become necessary.

Pad Characteristics

- Very aggressive initial response
- Ultimate high friction pad
- Immediate low temperature response
- Medium-low wear rate during sustained high heat braking
- High heat fade resistance

Pad Applications

- Racing only - Not for street use
- Road course
- Oval pavement
- Dirt all classes

Rotor Material

- Steel
- Iron

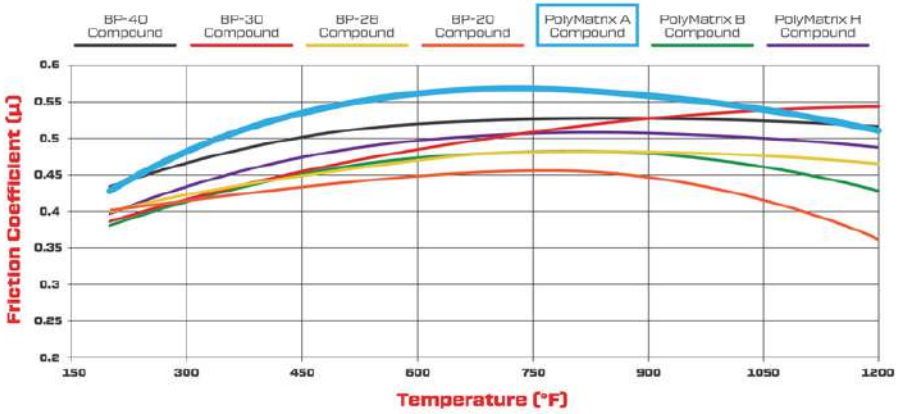
1 = Moderate / 10 = Excellent

AVERAGE FRICTION	10/10
INITIAL BITE	8/10
PAD WEAR RATE	6/10
ROTOR WEAR RATE	7/10
MODULATION	7/10
RELEASE	8/10
HIGH TEMPERATURE BRAKE FADE RESISTENCE	8/10

PolyMatrix A Performance Stats

ZOOM

PolyMatrix® A
DISC BRAKE PADS



PolyMatrix A Friction Coefficient and Temperature Values

ZOOM

The above friction data (μ) was recorded through braking cycles from 95 mph to 40 mph at a 0.5g deceleration. Snubs were consecutively done until rotor temperature reached 1300°F. This graph represents average data and is for general trend visualisations only comparing Wilwood pads. Chart data should not be used in comparison with other manufacturer's data. Test conditions, variables, and environment can affect test results.

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Pad Characteristics

- Medium to medium-high friction compound

Pad Applications

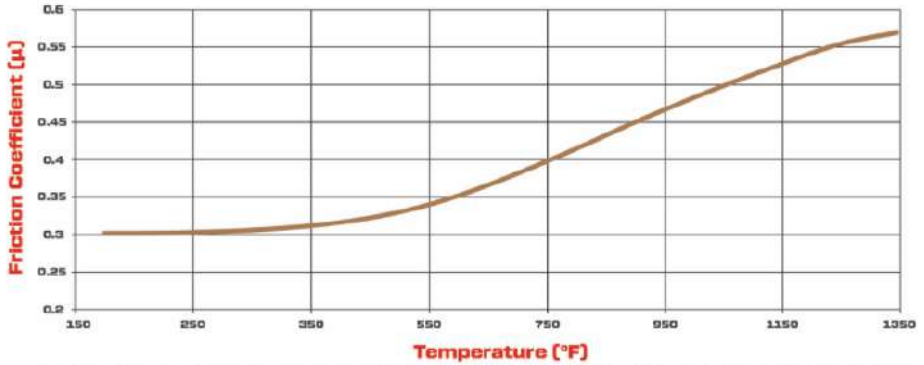
- High performance street / strip, drag race, and track day categories using vented Carbon-Ceramic rotors.

Rotor Material

PCM Performance Stats

ZOOM

POLY-CARBON MATRIX PCM



The above friction data (μ) was recorder through braking cycles from 95 mph to 40 mph at 0.5 g decel. Snubs were consecutively done until rotor temperature reached 1,350 F. These graphs represent average data and are for general trend visualization only.

PCM Friction Coefficient and Temperature Values

ZOOM

The above friction data (μ) was recorded through braking cycles from 95 mph to 40 mph at a 0.5g deceleration. Snubs were consecutively done until rotor temperature reached 1300°F. This graph represents average data and is for general trend visualisations only comparing Wilwood pads. Chart data should not be used in comparison with other manufacturer's data. Test conditions, variables, and environment can affect test results.

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