



APRILIA

RSV1000 Mille
RSV/4

YEAR	FRONT	REAR
01-	FDB2215	FDB2074
09-	FDB2218	FDB2074

BMW

S1000RR
HP4

YEAR	FRONT	REAR
11-	FDB2255	FDB2005
12-	FDB2218	FDB2005

KTM

RC390
RC8 1190

YEAR	FRONT	REAR
15-	FDB2266	FDB2005
08-	FDB2218	FDB2074

MV Agusta

F3 675 Triple
F3 675 Oro
F3 800 Triple
F4-S / Senna (6-pot)
F4-S / F4-R / 312R (4-pad)
F4 312R / F4 rr / 1078

YEAR	FRONT	REAR
12-	FDB2042	FDB2074
13-	FDB2218	FDB2074
14-	FDB2218	FDB2074
04-06	FDB2036	FDB2198
06-07	FDB2215	FDB2198
08-	FDB2218	FDB2198

TRIUMPH

675 Daytona
675 Daytona
675 Daytona
675 Daytona R
675 Daytona R

YEAR	FRONT	REAR
06-08	FDB605	FDB531
09-12	FDB2252	FDB531
13-	FDB2252	FDB2005
11-12	FDB2218	FDB531
13-	FDB2218	FDB2005

RACE CALIPERS

BREMBO Goldline, Single-Pin 30/32	FRP408
BREMBO Goldline, Twin-Pin 30/34	FDB2042
BREMBO Goldline 34/34 (Cast 4-pad)	FDB2120/2215
BREMBO Billet HP, Rear (2 Pot)	FDB2074
BREMBO Billet HP, Front (4 Pot, Twin-Pin)	FDB2042
BREMBO Billet GP 32/36 (4 Pot, Narrow Track – 8mm)	FDB2007
BREMBO Billet GP 32/36 (4 Pot, Monobloc – 10mm)	FDB2123
BREMBO Billet GP 34/34 (4 Pot, Monobloc. 4-pad)	FDB2166
BREMBO Billet GP 36/38 (4 Pot, Monobloc. 2-pad, pinless)	FDB2228
BREMBO Billet GP4-RR 32/36 (4 Pot, Monobloc – 8mm)	FDB2007
BREMBO Billet GP4-RX Pinless (4 Pot, Monobloc)	FDB2218
BREMBO M4 Pinless (4 Pot, Monobloc)	FDB2218

FERODO RACE COMPOUNDS:

SinterGrip XRAC

Ferodo Racing has updated the well renowned SinterGrip XRAC with an all-new formulation. Over a year in development, this new sintered metal race compound features a higher peak coefficient of friction than its predecessor while providing even more feel and modulation at the lever for greater control entering tricky corners under trail braking. A rising torque curve increases power when needed most in severe braking conditions. Improved thermal stability provides greater lap to lap consistency, allowing racers to hit the same brake marker with inspiring confidence. Also features the trademarked Array Cooling™ technology to reduce interface temperatures under severe thermal load conditions. This remarkable race compound is extremely powerful, but marries user-friendly torque characteristics that provide late braking consistency, lap after lap.

CP1 Carbon/ceramic – *New!*

The all-new CP1 organic series race pads replace the popular and long standing CP211 pads with an entirely new friction matrix composition technology called Carbon/ceramic. This is not a case of simply adding ceramic particulates (friction modifiers) to the mix but rather and a new and different approach how organic composition racing brake pads operate. This entirely new compound features much improved wear characteristics for nearly twice the life expectancy over the CP2.11 pads. Provides tremendous power and control at the brake lever with a consistent and predictably reassuring rising torque curve for that added power, deep into a corner – whenever you need it, time after time. Performs brilliantly on stainless and even better on our Ductile Iron brake rotors. Plus very low abrasion as well.

ZRAC Racing – New!

The all new Ferodo ZRAC race pad range does not replace the recently updated XRAC, but rather is a very focused and limited product range that features the trademarked *HIT™* (High Initial Torque) technology which simply translates into a higher initial coefficient of friction for more more initial bite than the XRAC. But it doesn't stop there, this is combined with an extremely high peak friction for an amazingly powerful brake system. The intent is to offer more performance options for Pro level racing as well as seasoned club racers who prefer the characteristics of a flatter torque curve. Feel and feedback at the lever is superb providing excellent control during late braking corner entrances while it's thermally stable friction characteristics maintain linear progression to peak power under maximum pressure. As with the XRAC stablemate, the all-new ZRAC also features the trademarked Array Cooling™ technology to reduce interface temperatures under severe thermal load conditions.

This new product range will be limited to late model Sportbikes and Billet GP type race calipers.

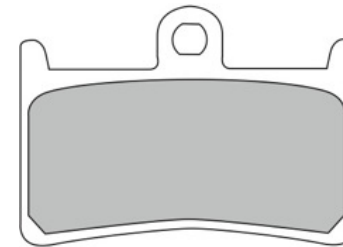
SUPERFORMULA - RACING BRAKE FLUID

FERODO Super Formula exceeds the performance of traditional brake fluids:

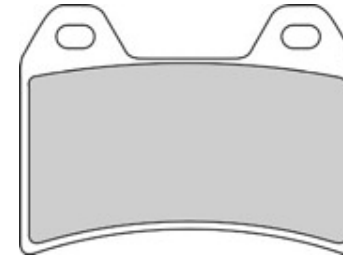
- Typical Dry Boiling Point 330° C. - higher than any other product on the market. (626° F)
- Far lower compressibility than silicone based products. Outstanding lubricity for smooth and efficient operation.
- Excellent viscosity index allows efficient operation at both high and low temperatures whilst remaining easy to bleed - unlike "high viscosity" competitor products.
- Fully meets the DOT 4 Specification – which is not the case with all products on the market. This allows the fluid to be used for races run on public roads.
- Last but definitely not least, the Ferodo brand and all that that implies about a product!

FSF050; Super Race Brake Fluid, 500ml, \$39.95 list

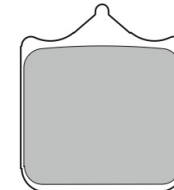
For more information on fitments or compounds,
Call: 951-471-3476 • www.braketechnology.com



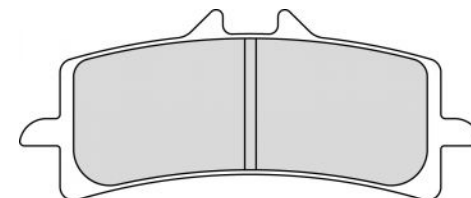
FDB605



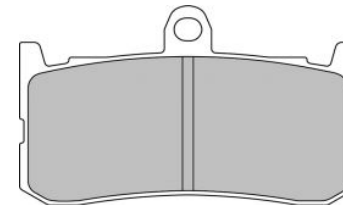
FDB2042



FDB2120 / 2215 / 2255



FDB2218 / 2260



FDB2252