BRAKE PADS FOR COMPETITION

Each brake pad is designed to provide consistent and precise braking response, minimizing brake disc wear. We develop tailor-made products to meet the specific needs of each vehicle and racing condition, ensuring optimal performance in every competitive environment. Our brake pads, designed with Made in Italy excellence, provide outstanding cold and hot performance, ensuring maximum control and safety in every race.





metelligroup
AUTOMOTIVE PASSION

www.metelligroup.it

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Competition ITALY

PRODUCT OVERVIEW

COMPETITION AND HIGH PERFORMANCE BRAKES



COMPETITION COMPOUNDS FOR CUSTOMIZED PERFORMANCE

The Competition department by Fri.Tech. R&D, in cooperation with Racing Teams and Tuning Companies, have developed new friction materials for high performance: **R30, R40, R60, R80**. The materials are made by mixture of fibres and specific raw materials (f.e., carbon and ceramic materials), developed and produced with modern technology to meet the increasing demand of racers and sportsmen. The experience gained along many years, turns now into a wide range of high performance brake pads that Fri.Tech. Competition offers to those who want to be protagonists in the racing world.

R30

- **Average friction coefficient 0,55**
- Good cold performance
- High initial bite
- Excellent for all cars with rear brake shoes and for Hand-Brake



R40

- **Average friction coefficient 0,49**
- Good cold performance
- Medium/High initial bite
- Very controllable torque output
- Long Life
- Applications: Formula, GT, Touring Car, Historic Cars, Tuning



Most of our Fri.Tech. Competition brake pads use dual retention systems, with an adhesive bond and an innovative mechanical system. The mechanical system consists of metalnet welded directly to the backplate to ensure a very high resistance to the most extreme stresses between pad compound and backplate.

R60

- **Average friction coefficient 0,54**
- High friction coefficient
- High initial bite
- Very controllable torque output
- Excellent even at low temperatures
- Low operating temperature of pads and fluid
- Applications: Rally Gravel, Historic Car, Track day

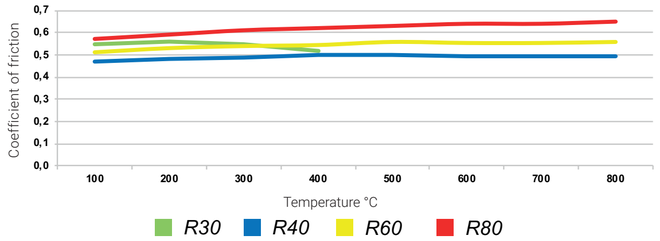


R80

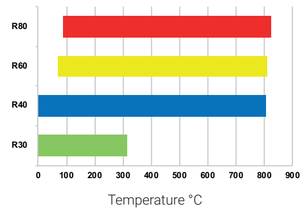
- **Average friction coefficient 0,62**
- Extremely High friction coefficient
- High initial bite
- Developed for the most extreme competitions
- Low operating temperature of pads and fluid
- Applications: Rally Tarmac, Circuit



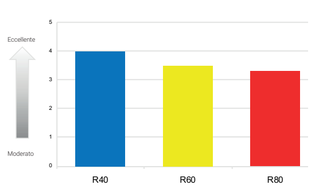
Coefficient of Friction / Temperature



Optimal operating temperature



Pad and Disc LifeTime



ADVICES FOR OPTIMAL RESULTS

To get the best performances from your brake system it is necessary to strictly follow these instructions:

CHECKING OF BRAKE CALIPER AND PISTONS

Before fitting new pads, you should verify the integrity of pistons and their gaskets / o-rings; if they are damaged or worn you will have to provide for their revision.

CHECKING OF BRAKE DISCS

The discs are of course of big importance and it is therefore necessary to verify that there are no clear carves, cracks, damages on the disc surfaces.

TYPE OF BRAKE FLUID AND CLEANING

It is recommended the use of brake fluid with a high boiling point. At the end of the brake pad assembling, it recommended to clean the circuit from any air bubble could have remained in, whose presence must be carefully prevented. It is besides advisable to change the brake fluid before each race and insert only brake fluid from new and sealed can.

BRAKE PADS BEDDING

The reach of optimal performance and long life of brake pads, passes through a correct running-in, according to the following modality:

Running-in of pads on racing cars:

Perform about 20 braking of low / medium intensity, than further 10 stronger braking, to progressively increase the temperature of brake pads. Then let the braking system cool down, and after make few braking of low intensity to clean-up the surface of the disks and the surface of brake pads . The possible presence of smoke during the running-in time is normal and not sign of malfunction.

