

CL | BRAKES

HIGH PERFORMANCE
SINTERED
BRAKE PADS

RC5+

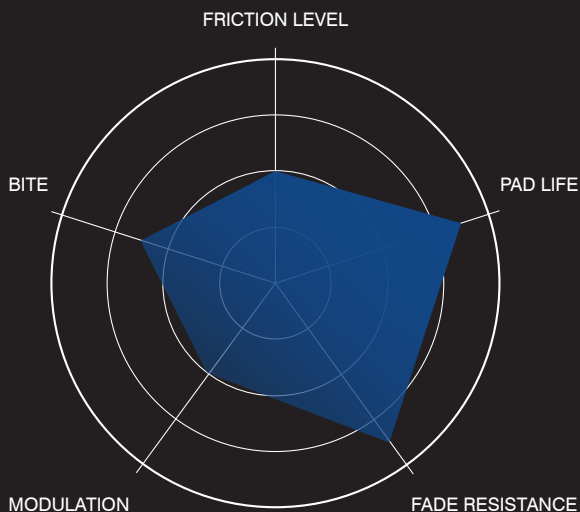
The **RC5+** has been developed for lightweight vehicles or racing in low grip conditions (street tires, gravel, mud, snow, water, etc.). Excellent for track day driver, it offers moderate friction levels, low noise, is easy on OEM discs, and has excellent cold stopping power.

Le **RC5+** convient parfaitement aux voitures légères (Formules monoplace) aux étriers avant et arrière avec une bonne répartition de freinage ou pour des conditions de course avec peu de grip au sol. Il offre des niveaux d'usure et de bruit très faible.

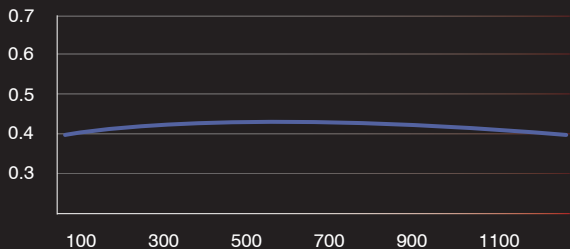
APPLICATION RANGE



SPECS



Friction of pads according to temperature (μ)



RC6

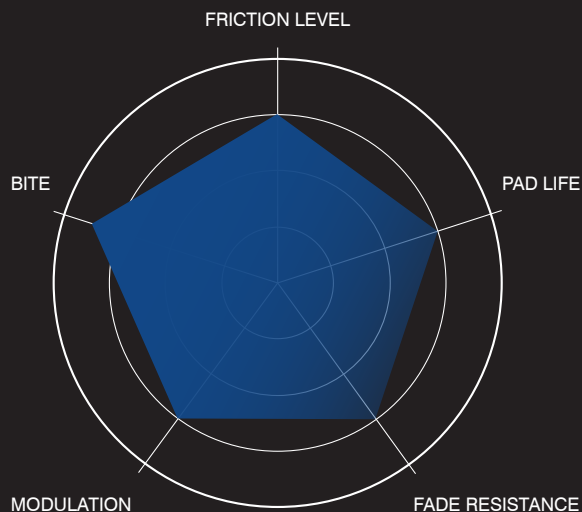
The **RC6** was designed to apply to a wide range of motorsports, from rally to circuit. Its high and very flat friction level can be used successfully in almost every type of race car.

Le **RC6** a un très large champ d'application possible, en rallye ou sur circuit. Son coefficient de friction élevé et sa stabilité en font un matériau parfait pour presque tout type de discipline.

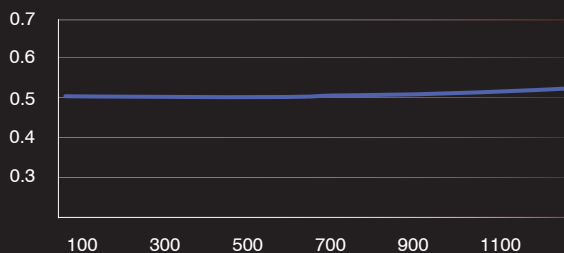
APPLICATION RANGE



SPECS



Friction of pads according to temperature (μ)



MOTORSPORT RANGE

CL BRAKES

HIGH PERFORMANCE
SINTERED
BRAKE PADS

RC6-E

The **RC6-E** has been 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 RC6-E.

Le **RC6-E** offre un niveau de friction élevé combiné à un niveau d'usure disque / plaquettes exceptionnellement faible. Il permet d'économiser des changements de plaquettes lors de courses de 6 à 24H.

APPLICATION RANGE

ENDURANCE GT

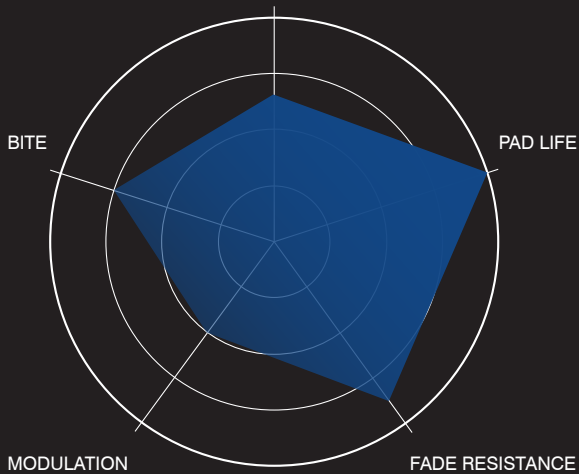
LMS

WTCR

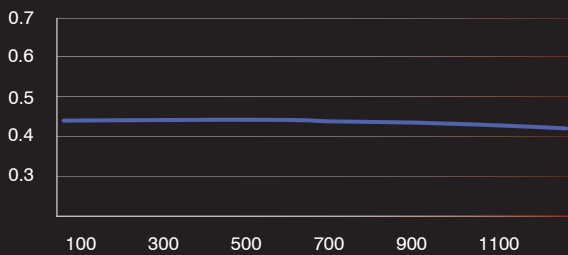
HILLCLIMB

SPECS

FRICITION LEVEL



Friction of pads according to temperature (μ)



RC8

The **RC8** compound boasts CL Brakes' highest friction level and is used in top-level motorsports such as WRC, WTCR, NASCAR etc. Extremely high friction levels allow shorter stopping distances and the flat torque curve provides excellent modulation to prevent wheel lockup.

Le **RC6-E** répond aux conditions de courses les plus exigeantes. On le retrouve sur des voitures de compétition de haut niveau (WRC, WTCR, NASCAR).

APPLICATION RANGE

WRC

WTCR

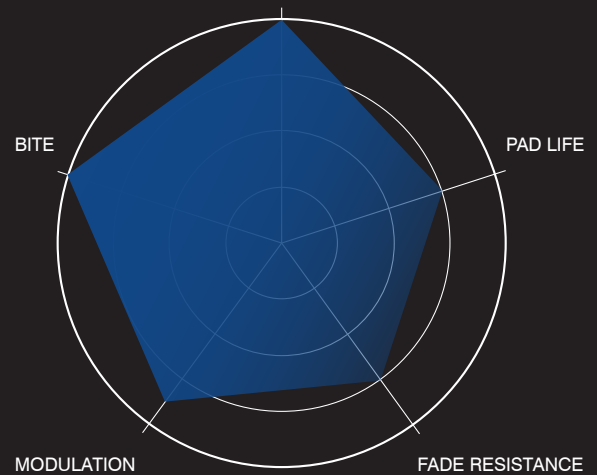
GT

WRX

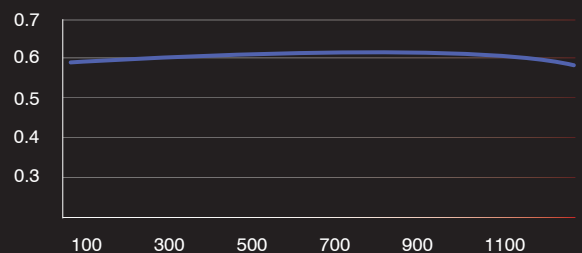
NASCAR

SPECS

FRICITION LEVEL



Friction of pads according to temperature (μ)



RC8-R

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

Utilisant le même matériau que le RC8, la gamme RC8-R est équipée d'un système de radiateur sous forme de rainures. La chaleur est ainsi mieux évacuée et la surface de contact avec l'étrier est réduite. Ce principe breveté est utile avec un système bien ventilé ou en cas de problème d'ébullition du liquide de frein.