



Pad Part Numbering System

WWW.XX

FMSI/
Pad
Shape

.10/11 = CarbonMetallic®
Sports Car Specific
.20/21 = CarbonMetallic®
.12/13 = Anti-Corrosion
Coating

Disc Part Numbering System

WWW.XX.YYYY.Z₁Z₂

Outside
Diameter
(mm)

Thickness
(mm)

Pad Swept
Depth
(mm)

0 = Slotted
1 = Smooth
2 = Dimpled
3 = Dyno Bedded
4 = V2/V3
5 = Long Tab for
HD Bobbin

Attachments:
1 = LH Direct Bolt
2 = RH Direct Bolt
3 = LH OE
4 = RH OE
7 = LH Direct Drive
8 = RH Direct Drive

Brake Pad Line

All Performance Friction Carbon Metallic® Brake Pads use the following Multi-Layer Technology™:

- Exclusive Multi-Layer Technology™ isolates, dampens, and eliminates noise.
- Vehicle specific formulation for exceptional stopping power over a longer performance life.
- Patented Ionic Fusion™ friction bonding technology for the strongest bond to the backing plate.
- Statistically controlled quality steel plates ensure proper fit with every pad.
- Patented Powder Coating prevents corrosion and extends caliper life.
- NO Asbestos, NO Lead, NO Cadmium, NO Chromium, NO Potassium Titanate, NO Fillers - Environmentally Friendly.
- Meets or EXCEEDS OE and FMVSS Safety Standards.

Carbon Metallic® It's Quieter, Stops Quicker, and Lasts Longer.™

DENOTED WITH A .20 OR .21 (EXAMPLE: 0502.20)

State of the art brake technology that outperforms "ceramic" and traditional semi-metallic pads in all categories verified by independent lab results. The secret is... At Performance Friction® we don't just copy OE, we make it better. Denoted with an ending part number of .20 example: **0786.20**

Carbon Metallic® Vehicle specific formulated friction material for maximum performance

DENOTED WITH A .10 OR .11 (EXAMPLE: 0502.10)

Truck and Fleet specific Carbon Metallic® formulation offers upgraded durability, increased longevity, and quieter operation for fleet, towing, and medium duty applications. Lower cost per mile.

Sportscar- From the track to the street, our sportscar specific Carbon Metallic® formulation offers more stopping power and increased fade resistance for the high performance driver that demands the most from their BMW, Porsche, Mustang, Corvette or Import. Denoted with an ending part number of .10 example: **0786.10**

Carbon Metallic® PFC Corrosion Resistant Protective Coating (select medium duty part #'s)

DENOTED WITH A .12 OR .13 (EXAMPLE: 0786.12 or 0786.13)

PFC's Corrosion Resistant Protective Coating is a technology unlike any of the competitors. PFC's quality, high-temperature strength technology prevents rust, peeling, and corrosion for strong protection on all surfaces of the brake pad. Denoted with an ending part number of .12 or .13 example: **0786.12** or **0786.13**.

Brake Rotor Line

All Performance Friction Discs adhere to the following specifications:

- High Carbon Alloy with copper and molybdenum for high temperature strength and durability.
- Vanes turned OD and ID for balance to reduce thermal warping and vibration.
- Thickness variation less than .0003 inches and Run out less than .001 inches reduces Pulsation and Vibration.
- 47 or more vanes for superior thermal capacity.
- Aircraft quality heat treatment for micro structure alignment and durability.
- Surface finish less than .7 microns.
- 100% measured and inspected to meet strict tolerance specifications.

One-Piece (smooth surface) The highest quality direct replacement discs on the market, our one-piece discs are exceptionally popular with fleet and police vehicles for unrivaled durability, thermal stability, and Lowest Cost Per Mile.

Two-Piece Direct Drive™ and V2 (smooth or dimpled surface) With Performance Friction's two-piece floating Direct Drive™ or V2 Disc, the disc flange floats in the bobbin structure allowing radial and axial expansion of the disc without being constrained by the hub or hat. Eliminates Vibration and Pulsation, Reuseable hat/hub assembly, Reduces drag for increased fuel mileage and reduced pad wear. Lowest Cost Per Mile.

Two-Piece V3 Disc Design (smooth or dimpled surface) With Performance Friction's two-piece V3 advanced design features a retention ring that holds the hat and disc together. The retaining ring is held in a groove in the hat that overlaps the rotor flanges—effectively locking the rotor to the hat. The ring means no need for torque wrenches, and no hassle. The ability to change a disc quickly and efficiently saves time and effort. The new V3 disc and hat system is also much lighter than previous designs.

