2025 RACING BRAKE BOOK

sbs
GO AHEAD

HI-TECH BRAKE SOLUTIONS
MADE IN EUROPE

WORLD CHAMPIONSHIP MOTO2

TEAM LIQUI MOLY Intact GP

DYNAVOLT

#18 Manuel González
&
#81 Senna Agius

NEW

BACKING PLATE TECHNOLOGY

HeRi backing plate technology

DS Dual Sinter – HeRidium

sbsbrakes.com

PARTNERS IN RACING

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GO AHEAD

#51 Michele Pirro
Barni Racing Team

SBK CHAMPION
SBK CHAMPION

CIV ITALIAN CHAMPIONSHIP 2024

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CONTENT

GO AHEAD

SBS
RACING HISTORY

Andrew Pitt
2-TIMES WORLD CHAMPION
SUPERSPORT

Dominique Aegerter
2-TIMES WORLD CHAMPION
SUPERSPORT

SBS racing history started back in the 80s with ceramic-based brake pads that were developed and complemented with sinter brake pads in the 90's in collaboration with Factory teams such as Yoshimura Suzuki, Ferracci Ducati, Muzzy Kawasaki, Erion Honda and first World Superbike Champion Fred Merkel and Team Rumi Honda.

In the mid-90s, SBS Racing Service became involved in the World Superbike series where the SBS RS Racing Sinter compound was developed in close cooperation between SBS R&D department and the top teams in the Championship.

In 2001, the first DC Dual Carbon version was launched after 5 years of intensive development and testing work.

After several World Champion titles with DC Dual Carbon, the first DS Dual Sinter version was introduced in 2007 after another 5 years of development and testing work.

For the 2019 season, DS-2 Dual Sinter was introduced after several years of R&D work and countless of bike tests performed in World & British Superbike.

In 2020, the newly developed RST compound for Road, Sport & Trackday replaced the RS Racing Sinter compound, extending it into a multi-purpose fitment.

During the 2024 season, several DS Dual Sinter pad references was implemented with new "HeRidium" technology for improved backing plate and overall pad stability.

Kenan Sofuoglu
5-TIMES WORLD CHAMPION
SUPERSPORT

SBS DEVELOPMENT OF RACING COMPOUNDS

The DC Dual Carbon and DS Dual Sinter performance has continuously been improved in line with the introduction of new high tech bikes for road racing.

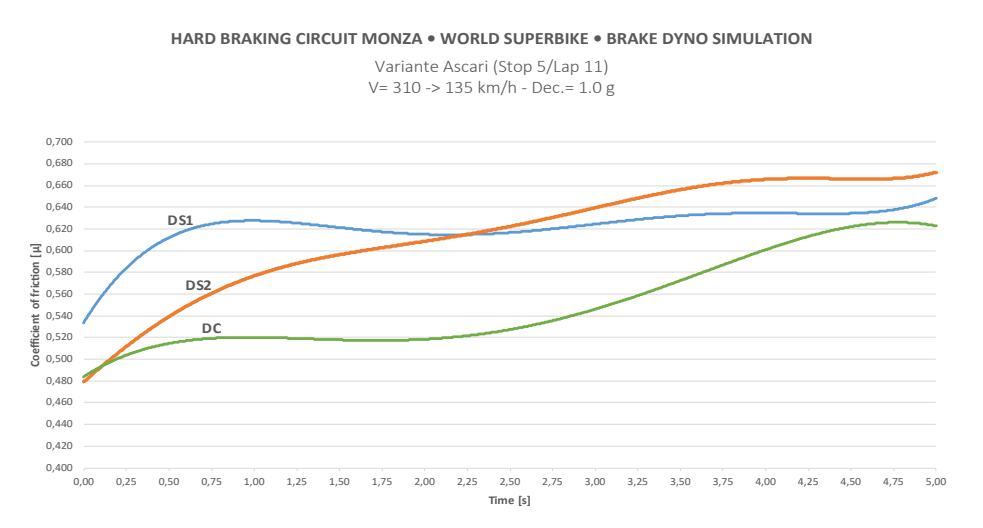
In particular, the Superstock 1000 class with standard braking system made higher demands for brake pad performance simultaneously with the development of engine performance, tire compounds, suspension components and not least electronic riding aids such as traction, wheelie, slide-control, engine-brake, ABS, etc. With these electronic riding aids, lap times dropped step by step, also for hobby and trackday riders.

SBS DC Dual Carbon and DS Dual Sinter have since the turn of the millennium enjoyed great popularity among top-level teams and riders in World Superbike, Moto 2 & 3 GP, World Endurance and TT road racing and for riders in National Championships and Track-day enthusiasts.

After several World Champion titles in collaboration with SBS 'Partners in Racing' teams, first with DC Dual Carbon and later followed by DS Dual Sinter, SBS launched for 2019 season the DS-2 compound to complement the well-known DS Dual Sinter compound.

RS Racing Sinter has been the recommended SBS Trackday brake compound since end of the 90's. As of 2020 RS has been fully replaced by the sintered RST Road, Sport & Track compound, which is now the recommended brake pad for Trackday use.

SBS RACING COMPOUNDS • CHARACTERISTICS

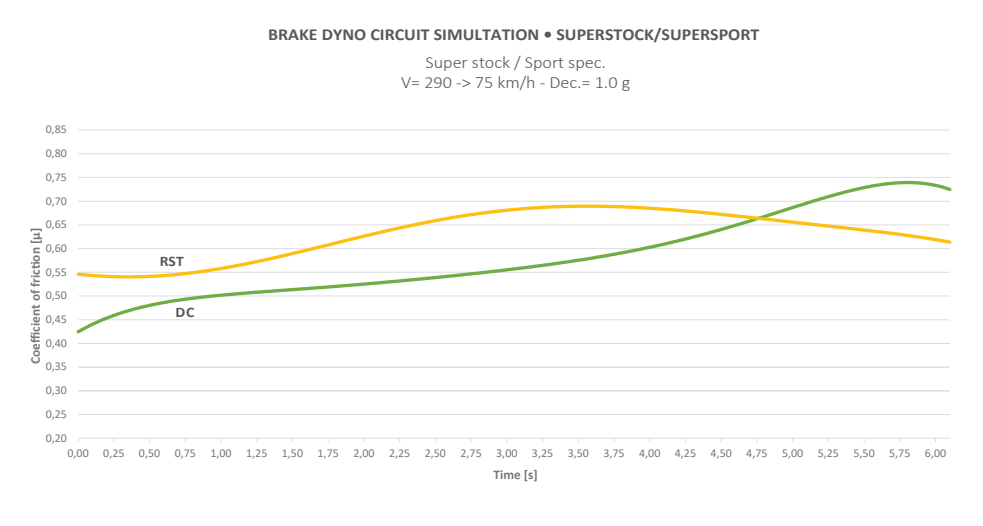


DS-1 Dual Sinter
- Strong initial bite
- Linear in-stop performance & brake feel

DS-2 Dual Sinter
- Medium initial bite
- Progressive in-stop performance & brake feel

DC Dual Carbon
- Smooth initial bite
- Controlable and increasing in-stop performance & brake feel

SBS TRACKDAY COMPOUNDS • CHARACTERISTICS



RST Sinter
- Medium initial bite
- Linear in-stop performance

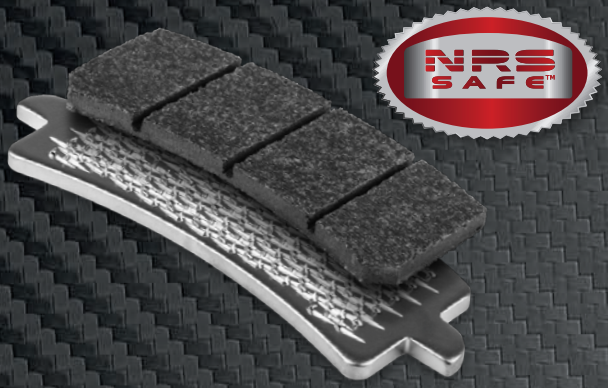
DC Dual Carbon
- Smooth initial bite
- Controlable and increasing in-stop performance & brake feel

SBS EXCLUSIVE
RACING TECH FEATURES

100% NRS SAFE - NUCAP RETENTION SYSTEM

As the only manufacturer of racing pads, SBS has since the introduction of DC Dual Carbon in 2001 and DS Dual Sinter in 2007 used NRS technology for both the carbon and the sinter-based compounds.

NRS NUCAP Retention System is an advanced mechanical friction material bonding technology, based on a matrix of steel hooks that are raised from the backing plate steel material. The NRS hooks mold into the friction material,creating an indestructible and corrosion safe mechanical bond without any use of adhesives.



NEW

HeRidium - BACKING PLATE TECHNOLOGY

For extreme racing conditions in World Superbike and especially in 24 Hours World Endurance Stock class category, regardless of brake brand used, a well-known brake issue for teams is backing plate stability.

To improve backing plate strength and stability, reduce deformation (bending) and compound taper wear, SBS introduces the **HeRidium** backing plate technology – an innovative new technology composed of high-tech steel with a specialized heat-treatment.

HeRidium backing plate technology will be used for dedicated DS Dual Sinter brake pad references, see pad drawings page 64-66.

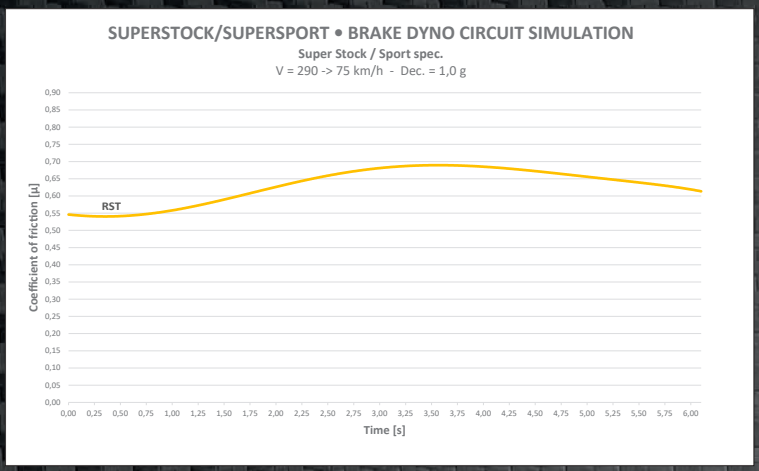
DS Dual Sinter pad references with **HeRidium** technology, will be labeled with the identifier "HeRi" after the brake pad part number on the backing plate and on packaging labels.

During 2025, DS «HeRi» pad references will additionally be laser engraved with an «H» in the backing plate.

DEST - DYNAMIC ENERGY SURFACE TREATMENT

DC Dual Carbon racing brake pads are DEST treated to ensure consistent fade-free performance when leaving from SBS production line. No thermal bedding-in is needed on the bike due to the DEST process which ensures degassing of the carbon based compound to eliminate a gaseous film being created between disc and pad surface to occur loss of brake power (fade).

TRACKDAY • SINTER
RST ROAD SPORT & TRACK



RST - SINTER

AFFORDABLE CHOICE FOR TRACK DAYS

For combined high-performance road and track bikes.

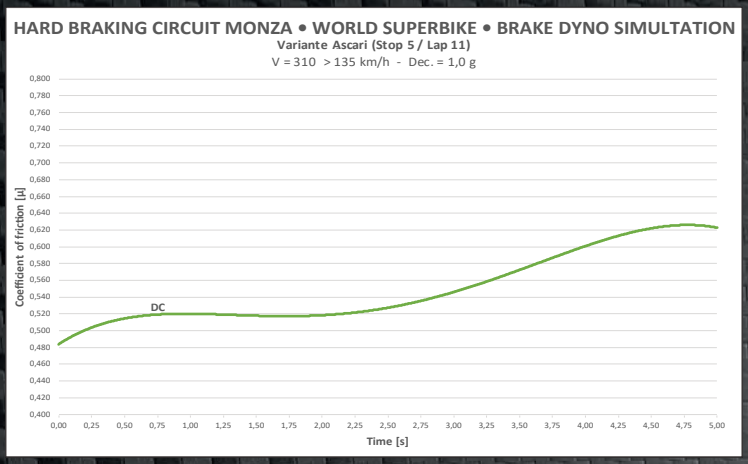
* State-of-the-art conductive sinter compound formulated for high-performance track use.
* Track Upgrade over high-performance standard brake pads.
* Available for all high-performance standard bike calipers used for Track day & racing.
* Medium initial bite, firm and consistent brake lever feel in cold and hot conditions.
* Linear in-stop performance & brake feel, easy control and modulation.
* NUCAP NRS technology secures a mechanical and indestructible bonding of the compound.

BEDDING-IN PROCEDURE

When changing to SBS RST from using another type of brake pad material - Follow this Bedding-in procedure very carefully:

1. If the brake discs have severe deposit from other brake pad materials than SBS RST, remove this friction material from the brake disc surface using for instance emery paper #150 or a special diamond file tool.
2. New brake pads need about 3-4 laps of gentle braking, until the pad surface is in full contact with the disc surface.
3. When full contact between disc and pad surface is obtained, the pads are ready to race.

DC DUAL CARBON
FRONT BRAKE PADS



DC - DUAL CARBON
FOR RACE USE ONLY

* The upgrade choice for Superbike, Supersport and Superstock racers in National Championship as well as for Track Day riders
* High-tech carbon compound developed for racing and standard brake systems used for race and sport bikes
* Low heat transfer rate protects brake system and brake fluid against extreme temperatures
* Smooth initial bite, progressive in-stop performance with excellent brake lever feel and modulation
* DEST technology used for pre-bedding of the compound to eliminate fade and secure consistent performance
* NUCAP NRS technology secures a mechanical and indestructible bonding of the compound

BEDDING-IN PROCEDURE

When changing to SBS DC from using another type of brake pad material - Follow this Bedding-in procedure very carefully:

1. Remove existing friction material deposit from brake discs - using eg. emery paper#150.
2. Do a series of gentle brakings until pad-surface is in full contact with discsurface.
3. After pad/disc contact is achieved - repeated short brakings building up heat i discs and pads until a very thin and uniform dull/black/darkblue layer of friction material (transfer film) is established on the brake disc.
4. Then a period to allow discs to cool again before proper use.
5. Then a few easy laps building up heat - ready for race use.

When bedding-in procedure IS needed
Always follow the bedding-in procedure - when changing for SBS DC for the first time OR when using new brake discs.

When bedding-in procedure is NOT needed
When brake discs are covered by SBS DC friction material (transfer film) - new pads only need about one/two laps to be in full contact with disc surface. Then the pads are race ready (thermal bedding-in as described in the bedding-in procedure in point 1. - 4. is not needed).

Cleaning of brake discs - NOT when using SBS DC
When brake discs are covered by SBS DC friction material (transfer film), do not clean/sand/grind the brake discs after each session.

DC DUAL CARBON
FEED-BACK FROM SBS "PARTNERS IN RACING"

SBS DC Dual Carbon is preferred by many riders due to it's very smooth initial bite and increasing in-stop performance & feel, to give rider excellent front end feeling with the bike.

World Champions with DC
Andrew Pitt, Chris Vermeulen, Karl Muggeridge, Sebastien Charpentier & Ana Carrasco.

World Superbike/Supersport Championship
Double World Champion in World Supersport 600 Sebastien Charpentier from Ten Kate Honda, swore to DC Dual Carbon, but always tried to improve his braking style by testing SBS DS Dual Sinter. He returned though always to DC Dual Carbon since DS Dual Sinter proved too aggressive for him. Sebastien's results speak for them-selves.

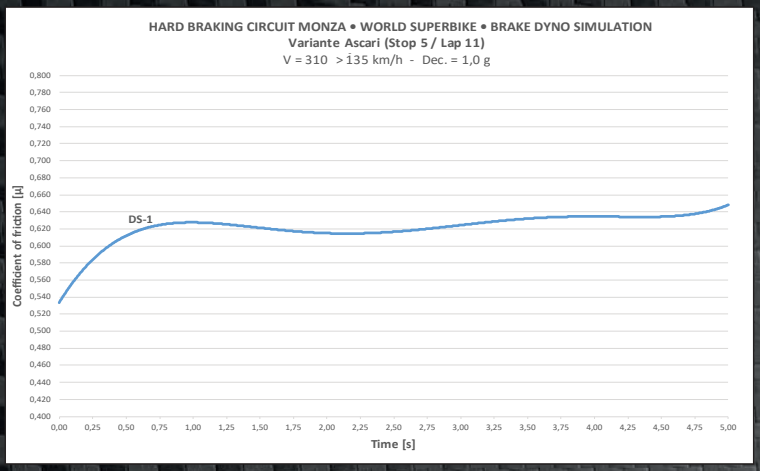
Ana Carrasco – World Champion
In 2018, Ana Carrasco became the first female World Champion ever in road racing at Kawasaki Provec's Kawasaki 400 Ninja in the World Supersport 300 class, with SBS 955 DC Dual Carbon.

Ana Carrasco has also tested DS-2 Dual Sinter, but prefers SBS DC Dual Carbon's soft and progressive braking performance to her very smooth riding style, which led Ana to her amazing results in 2018 and again in 2019.

Jeffrey Buis – 2023 World Champion
Same goes for 2020 & 2023 Supersport 300 World Champion MtM Kawasaki rider Jeffrey Buis, whom still prefer DC Dual Carbon with his new 2025 KTM RC 390 & Racing Team Freudenberg.

Ana Carrasco
TEAM KAWASAKI PROVEC RACING
"1st FEMALE World Champion ever"
2-TIMES WORLD CHAMPION WITH SBS

DS-1 DUAL SINTER
FRONT BRAKE PADS



FOR RACE USE ONLY

* The choice of numerous World Champions in Superbike, Supersport, Moto2 and Endurance
* DS-1 is also the preferred choice of most top riders at NW200 & Isle of Man TT
* High-tech sintered compound available for racing & standard brake systems used in racing
* Strong initial bite
* Linear in-stop performance & brake feel
* A combination (left and right) of DS-1 & DS-2 compounds makes fine tuning of braking performance possible, see more on page 14 in section “DRC - Dynamic Racing Concept”
* NUCAP NRS technology secures mechanical bonding

BEDDING-IN PROCEDURE

1. If the brake discs have severe deposit from other brake pad materials than SBS DS-1 or DS-2, remove this friction material from the brake disc surface using for instance emery paper #150 or a special diamond file tool.

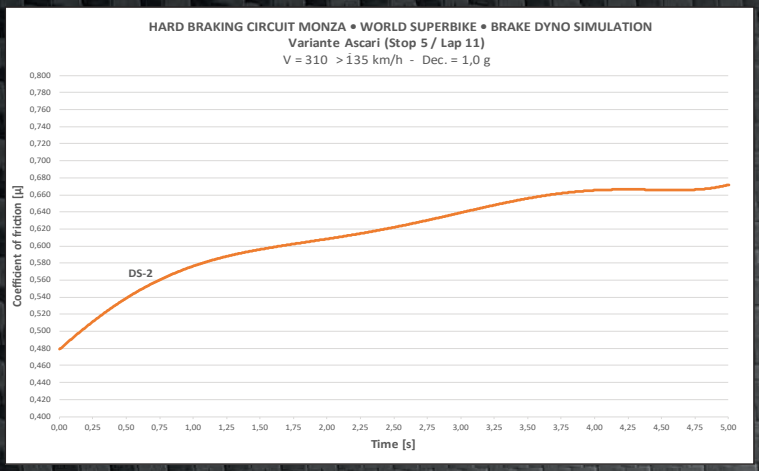
2. The new brake pads only need about one two laps of gentle brakings until the pad surface is in full contact with the disc surface.

3. When full contact between disc and pad surface is obtained, the pads are ready to race.

NEW

From 2024 season, several DS-1 Dual Sinter pad references are implemented with new “HeRidium” technology for improved backing plate and overall pad stability, see page 6.

DS-2 DUAL SINTER
FRONT BRAKE PADS



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3. When full contact between disc and pad surface is obtained, the pads are ready to race.

NEW

From 2024 season, several DS-2 Dual Sinter pad references are implemented with new “HeRidium” technology for improved backing plate and overall pad stability, see page 6.

DS-1 DUAL SINTER

FEED-BACK FROM SBS "PARTNERS IN RACING"

SBS DS-1 is preferred by many riders due to its sharp initial bite and linear brake feel.

World Champions with DS-1

Troy Corser, James Toseland, 5-time WSSP Champion Kenan Sofuoglu, Andrew Pitt, Carlos Checa, Michael van der Mark, Adrian Huertas, Álvaro Diaz & double WSSP Champion Dominique Aegerter.

World Superbike/Supersport Championship

At Kenan Sofuoglu's first titles in World Supersport, powerful initial bite was everything in relation to his riding style. Later, Kenan was involved in the development and testing of the DS-2 as his riding and braking style changed, with his change from Honda to Kawasaki.

In the smaller capacity classes, Scott Deroue who is a former teammate with Ana Carrasco in the MotoGP class Moto3, was very close in the battle for the World Supersport 300 title in 2018 and 2019. Scott is the type of rider who changes into new brake pads before a race, to achieve the absolute sharpest initial bite in the first laps of the race. Scott Deroue prefers the SBS DS-1 on his Kawasaki.

MotoGP Championship

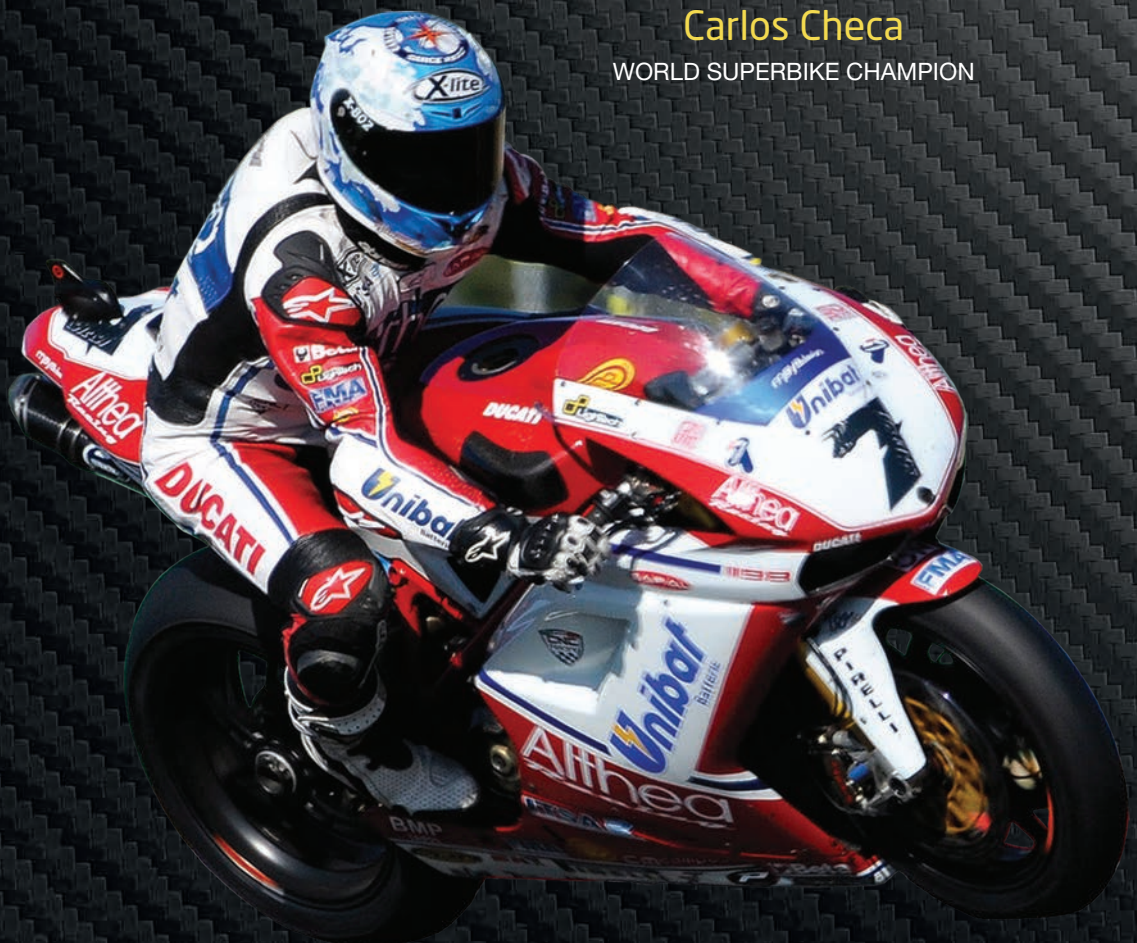
In the smallest capacity class Moto3 World Champion runner up Aron Canet and followed by Romano Fenati in KTM Moto3 and latest Husqvarna Intact GP Factory Team riders Ayumu Sasaki & Colin Veijer, all big fan´s of DS-1´s aggressive initial bite and linear & controllable in-stop brake power – when winning Moto3 races.

TT Road Racing

DS-1's powerful and precise initial bite has over the years made DS-1 the most preferred compound among most TT road racing teams and riders at the Isle of Man TT and North West 200 races. The victories and riders of TT road racing speak for themselves: John McGuinness, Ian Hutchinson, Michael Dunlop, Dean Harrison, Peter Hickman, Bruce Anstey, Lee Johnston, Ian Lougher, Conor Cummins, Davey Todd, Alastair Seeley and many more.

Carlos Checa

WORLD SUPERBIKE CHAMPION



DS-2 DUAL SINTER

FEED-BACK FROM SBS "PARTNERS IN RACING"

SBS DS-2 is the newest dedicated racing compound from SBS and was introduced entering into the 2019 season. DS-2 is preferred by many riders braking very late and with high pressure not to have a too aggressive initial bite, while at the same time having a good feel and strong build-up of braking power during the stop.

World Champions with DS-2

Kenan Sofuoglu became World Supersport Champion twice with DS-2 during the final development and tests of the compound and most recently young Manuel González became World Supersport 300 Champion, now a regular contender in Moto2 Championship.

World Superbike/Supersport Championship

World Champion Manuel González started the 2019 winter test season with DS-1, but couldn't really get familiar with the initial bite which did interfer with his bike set-up too much for his riding style. He also wanted more braking power and feel while braking deep into the turns. After testing the DS-2 on his Ninja 400, brake performance was exactly as it should be according to "Manu" - his 2019 championship speaks for itself!

MotoGP Championship

Moto2 team Intact Dynavolt´s previous top rider Tom Lüthi has been an important factor and test rider in the development of the DS-2. Top priority for him has been controllable braking performance from initial bite in start of braking to end of braking deep inside the corner. Tom used DS-2 Dual Sinter at the very top of the Moto2 championship on his Triumph 765 powered Kalex Moto2 racer.

World Endurance Championship

Throughout the compound test period and the debut season and the years following, DS-2 has also received great popularity among World Endurance teams, with BMW's Factory Team finishing on the podium at the 2020 season's first 24-hour race at Bol dÓr with the BMW S1000RR, while also ended 2021 season as vice champions with the all new BMW M1000RR, always equipped with SBS DS-2 Dual Sinter.

Kenan Sofuoglu

5-TIMES WORLD CHAMPION
SUPERSPORT

DYNAMIC RACING CONCEPT

UNIQUE COMBINATION - DUAL SINTER DS-1 & DS-2

During the test work for the 2018 racing season, the idea for the SBS DRC Dynamic Racing Concept came up.

With 2 available Dual Sinter compounds with different performance, but with similar wear and temperature characteristics, it became possible to fine-tune and adapt the brake characteristics to the individual rider by combining the DS-1 and DS-2 compounds on the same motorcycle.

Testing in IDM German Superbike

Example of racing tests with IDM German Superbike Champion Ilya Mikhalchik, who from his time racing in the Superstock 600 was really pleased with the SBS DC Dual Carbon and its “smooth” initial bite and progressive brake feel.

When switching to a heavier, and much faster Superstock 1000 with standard braking system, Ilya did not feel he had sufficient braking power with DC Dual Carbon. It was therefore obvious to switch the Superstock 1000er directly to the DS Dual Sinter DS-2 which has the same characteristics as the DC Dual Carbon, but at a higher level. Ilya was immediately happy with the DS-2 and was able to recognize the feel of DC Dual Carbon. But after many laps and further optimization on suspension and engine / electronics, Ilya mentioned that he was now missing a bit more “bite” at the start of braking, which in the race language is called “initial bite”. To obtain the desired initial bite, the Dual Sinter DS-1, which has very powerful initial bite, was tested. After a few laps, Ilya came in and announced that “it is too powerful, it affects the fork and bike set-up too much”, then DS-1 in the right brake caliber was replaced with DS-2 and Ilya was sent out to try the combination with DS-1 on the left brake disc and DS-2 on the right brake disc.

Only when the session was over did Ilya come in with the comment “this is exactly how I want the brakes to work”, a combination of DS-1 and DS-2 and thus a fine-tuning of brake performance by combining performance characteristics of the two DS Dual Sinter compounds. This is how SBS DRC Dynamic Racing concept was born.

DS-1 & DS-2 = DRC

As a result of intensive test work, SBS is presently the only brake pad supplier that offers a dynamic concept, where complimentary compounds (DS-1 and DS-2) can be used individually with different performance characteristics or used in combination DS-1/DS-2 on left/right brake disc, with the purpose of fine-tuning brake performance according to the rider’s individual brake preference.

Ilya Mikhalchik

4-TIMES IDM GERMAN SBK CHAMPION

DS-1 / LEFT DISC
DS-2 / RIGHT DISC

BRITISH SUPERBIKE CHAMPION 2024

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#77 Kyle Ryde
OMG Racing

FRONT
SBS 889 DS-1
Dual Sinter

REAR
SBS 941 RST
Sinter

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REAR BRAKE PADS

RQ • CARBON TECH & LS • SINTER

RQ - CARBON TECH

* Rear brake carbon compound with high brake performance
* Excellent feel and control to use rear brake steering into turns and handle the bike out of turns

LS - SINTER

* Rear brake sintered compound with medium brake performance and long pad life
* Recommended for riders using the rear brake occasionally or only slightly entering the turns

Barni Racing Team

WORLD SUPERBIKE

ISLE OF MAN TT

2024 WINNER

CONGRATULATIONS

Michael Dunlop

ISLE OF MAN TT - "KING OF THE MOUNTAIN"

29 TT WINS

Unmatched & greatest of All Time

2024 TT Superbike lap record of
135.970mph – 218.912 kmh

Michael Dunlop Racing

SBS 889 DS-1
DUAL SINTER

sbs
GO AHEAD

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TIPS & TRICKS

SERVICE & MAINTENANCE

SBS Racing receives many questions on how to service the brake system on race bikes.

To achieve perfect braking performance, point 1 is that the braking system must be 100% free of air. Spend the necessary and preferably a little extra time on a serious bleeding of calipers, brake hoses, banjo-bolts & couplings, brake press sensors and master cylinder.

Additionally, keep all parts, especially the brake caliper parts, clean. Use a water/soap solution and a soft brush to keep caliper brake pad slots and pistons clean and tidy from brake pad dust and deposit. Do not use aggressive pressurized brake cleaner products for cleaning brake system internals and seals. After cleaning & drying, add with a soft brush a thin layer of brake grease (ie ATE) to the piston walls and push pistons in/out until all are moving smoothly in/out in the caliper seals.

Brake disc surface should be kept free of too much brake pad material deposit. In case of buildup of deposit particles, surface can be cleaned with a special diamond file as shown in photo.

Bobbins/shims/washers/clips in the floating system of the brake discs should be kept clean from brake dust. Use pressurized air eventually brake cleaner product to prevent brake dust and particles to build up and preventing movement of the connecting parts between outer brake disc rotor and inner mounting-hub.

Brake fluid should be interchanged regularly. To avoid fluid related problems like spongy and inconsistent brake lever, flush fresh fluid after every race event. At hard braking circuits, flush fresh fluid after each day.

Always check brake fluid level and the thickness of brake pads before going out on track for a new session.

Diamond file for cleaning brake disc surface.

BEDDING-IN PROCEDURE

Bedding-in of brake pads and discs is very important to obtain the best and correct performance, without damaging or destroying any of the parts.

In short, it is about achieving 100% mechanical contact between the brake disc and the brake pad without adding too much thermal and mechanical load to the brake components. This is best done by riding 2-4 slow laps on the track with the sole purpose of braking as easily as possible, as many times as possible without generating heat in the braking system. Even professional riders are often seen braking-in the brake pads in pit lane while entering the track, by repeatedly pulling the brake lever with high pressure all the way out on the track. By doing so, there is a great risk of destroying the brake pads, as some areas of the brake pads will glaze-up and become hard and damaged. This is NOT how SBS recommend to perform a good bedding-in of brake pads.

For SBS Racing brake pads, it is important to follow the described bedding-in procedures for each individual compound. RST, DS-1 and DS-2 are quite simple to bed-in if given the above mentioned 2-4 slow and easy laps.

The same applies to DC, but if discs are new or previous used pads are from another compound or type of brand, attention must be given to establish a so-called DC Transfer film on the discs, see bedding-in details for DC Dual Carbon at page 8.

FRONT WHEEL DRAG

A known issue with the use of sintered brake pads for racing is that the front wheel/discs drag in the calipers. This problem is generated by the sinter material's good heat transfer properties, which ensures that the heat generated between the brake disc and the brake pad is transferred directly through the friction material to the steel backing plate, after which the heat is distributed to the caliper pistons, brake fluid and the caliper body.

Although brake calipers for race use are one-piece monoblocs the caliper body will expand and flex during use at high temperatures and mechanical load from brake pressure. When the bike is raced on the track and the braking system is hot and constantly exposed to various brake pressures, movement and vibrations from the bike and suspension, there is usually no front wheel/discs drag – this can be inspected quickly when the bike returns to the pit lane by lifting the front wheel of the ground and check that the wheel spins freely.

When the motorcycle and brake system is cooling, it is often seen on hard brake circuits that the front wheel starts to drag more and more. When completely cooled to ambient temperature it is sometimes seen that the front wheel can be difficult to spin.

Before the bike goes out on the track again, it is recommended to "zero" the brake system by pressing the brake pads and thus the pistons back, by moving the floating discs and pads in/out – until the wheel is turning completely free. Then pump the brake lever until there is again contact between the brake pads and disc, and the brake lever feels firm/hard.

Always a good procedure to "zero" the brake system before going out on track for a new session.

WARPED BRAKE PADS

On circuits (ie GP circuit RedBull Ring) with many subsequent sectors of long hard braking's from high speed, seeing high temperature and mechanical load to the brake pads. Mechanical stress and tension can occur between the steel backing plate and the friction material which can cause a deformation of the brake pad.

Extensive testing within GP and World Superbike of special samples with thicker backing plates or backing plates with special strength properties, special hardening or annealing of backing plate steel has not improved the properties to obtain the perfect and ideal overall mechanical stability of the brake pad.

Experience from 24-hour World Endurance on hard braking LeMans, has shown that thinner steel backplates with more friction material are more resistant to internal mechanical stress and thus backplate deflection.

SBS R&D has worked intensively for years and numerously of race dyno-testing has been carried out on various types of backing plate steel qualities and heat treatment combinations.

During 2022 and 23 season the best options from internal testing has been track-tested with top running teams in World Superbike, World Endurance and in the extreme conditions at Asian Superbike Championship circuits as Sepang, Chang and Motegi circuits. Based on the good results with backing plate stability from testing in these championships, SBS implemented in 2024 new backing plate technology named "HeRidium" for DS Dual Sinter pad references found at the pad drawing page 64-66.

MINIMUM BRAKE PAD THICKNESS

For normal use of SBS Racing brake pads, it is recommended for all references to change for new brake pads when approximately 2.0 mm of the friction material remains.

On circuits with heavy mechanical and thermal load on the brake system and brake pads, it may be an advantage to replace the brake pads earlier to reduce the above described bad habits such as front wheel drag and warped backing plates.

On extreme hard braking circuits, we have with great success tested the following minimum thicknesses for brake pads in Racing & High-Performance brake systems:

GP MOTO2 / RED BULL RING / BREMBO:
SBS 845 th = 9.6 mm new, change at 7.0 mm,
min friction material th = 3.0 mm

WORLD SBK & BSB / IMOLA & DONINGTON / BREMBO:
SBS 889 th = 9.5 mm new, change at 7.5 mm,
min friction material th = 2.5 mm

WORLD SBK / IMOLA & DONINGTON / NISSIN:
SBS 950 th = 10.9 mm new, change at 8.0 mm,
min friction material th = 3.0 mm

IDM GERMAN SBK / RED BULL RING / OE STANDARD NISSIN:
SBS 985 th = 7.8 mm new, change at 6.5 mm,
min friction material th = 2.5 mm

EU & BSB SUPERSTOCK 1000 / IMOLA & DONINGTON / OE STANDARD BREMBO:
SBS 841 th = 8.1 mm new, change at 6.5 mm,
min friction material th = 2.5 mm

BSB BRITISH SSP / DONINGTON / OE STANDARD BREMBO:
SBS 900 th = 8.0 mm new, change at 6.5 mm,
min friction material th = 2.5 mm

BRAKE SYSTEM TEMPERATURES

To be able to identify brake problems or issues experienced from brake performance, it can be a good idea to know in which pressure and temperature range the brake system works on the various circuits.

Data logging is used in many championships, in which logging of brake pressure front and rear is becoming standard. Temperature measurement of brake discs, brake pads and calipers with IR or thermocouple sensors, as well as position and travel of brake lever with potentiometer sensor is possible, but not as commonly used as logging of pressure due to class technical rules limiting the number of channels.

Many teams use so-called temperature sensitive paint on the outer diameter of the brake discs to indicate in which temperature range the brake pads and brake discs work.

Thermal paint kit is available with the following temperature rate:
GREEN > change to WHITE at 430°C
ORANGE > change to YELLOW at 560°C
RED > change to WHITE at 610°C

To indicate the temperature range of the brake caliper and brake fluid, self-adhesive temperature stickers can be used on the brake calipers. The most used sticker range is: 88-127°C and 132-171°C.

At LeMans and BoldÓr 24 Hours, SBS Racing Service has used 204-260°C for OEM standard calipers while testing new compounds in Superstock category.

Brake disc prepared with Thermal Paint GREEN (430°C) and ORANGE (560°C).

Brake caliper prepared with temperature stickers.

BRAKE PAD SHIMS & SPECIAL PISTONS

In connection with above described font wheel drag issues generated by heat transfer from the brake disc and brake pads, it is possible to reduce the heat that causes brake caliper flex and thus inconsistent brake lever, by using so-called brake pad shims or specially designed brake pistons.

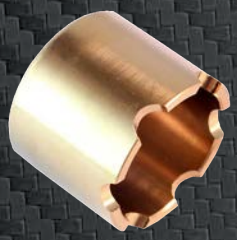
Brake pad shims in stainless steel are available and supplied with some OEM standard brake pads. These shims can be used to advantage on the SBS racing brake pads.

For race use, brake pad shims are offered by several manufacturers for most types of standard brake calipers in different designs with the main purpose to reduce contact area and allow a slight air-stream between pistons/steel backing plate and thereby reduce heat transfer into brake caliper and brake fluid.

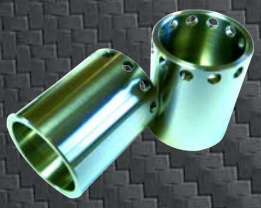
There are also specially made pistons for standard OEM calipers for race use. Standard OEM calipers with ie aluminum pistons can be advantageously equipped with pistons in stainless steel or titanium to reduce heat transfer. Also available are piston kits with optimized cooling achieved by special design of cooling holes or a so-called "castellated" contact surface again to reduce the contact area between piston and the brake pad.

Standard OEM pad shim.

SBS stainless steel ceramic coated shim.



Castellated titanium piston.



Drilled pistons.

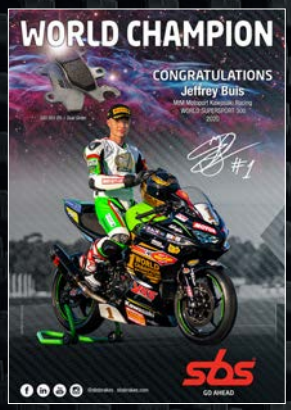
BRAKE CALIPER AIR DUCTS

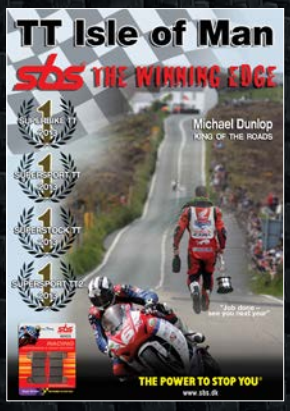
Another or additional solution for reducing temperature in the brake caliper and brake fluid is to use so-called brake caliper air ducts, which have gradually become standard with many World Superbike teams. Again, there are many different designs to optimize airflow into the brake caliper around the brake pads.

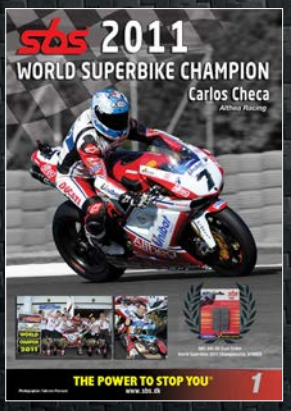
Brake caliper air ducts are manufactured for the most used standard sportbikes for racing. Most used material is carbon to keep unsprung weight to an absolute minimum.

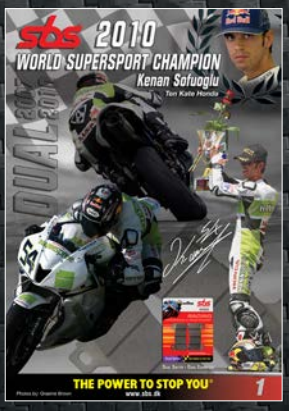
Brake caliper air duct.

CHOICE OF CHAMPIONS



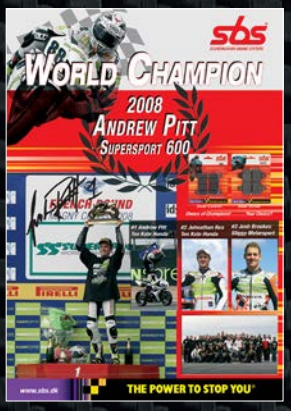


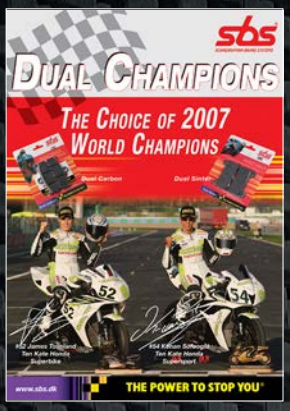




SINCE 2001

sbs
GO AHEAD





TRUST, FEEL & PERFORMANCE

25 YEARS OF SUCCESS

Adrian Fernandez • Adrian Huertas • Adrian Nestrovic • Aiden Wagner • Akira Yanagawa • Alan Techer • Alastair Seeley • Alessandro Delbianco • Alessandro Polita • Alessio Corradi • Alex Baldolini • Alex Barros • Alex De Angelis • Alex Gobert • Alex Gramigni • Alex Hoffmann • Alex Olsen • Alex Schacht • Alexander Lundh • Alonzo Lopez • Álvaro Diaz • Alvaro Molina • Ana Carrasco • Anders "Petjo" Lilja • Andi Notman • Andrea Antonelli • Andrew Irwin • Andrew Pitt • Andy Verdoia • Angelo Licciardi • Anthony Gobert • Anthony West • Aoyama Hiroshi • Arie Voss • Arne Tode • Aron Gobert • Aron Slight • Aston Yates • August Kroon • Avalon Biddle • Axel Maurin • Axel Pons • Ayrton Badovini • Ayumu Sasaki • Barry Baltus • Barry Veneman • Bastien Chesaux • Bastien Mackels • Beau Beaton • Blake Davis • Bo Bendsneyder • Brad Binder • Bradley Ray • Brandon Paasch • Brian McCormack • Britt Turkington • Broc Parkes • Bruno Bonhuil • Bryan Schouten • Cameron Beabier • Can Öncü • Carl Forgarty • Carlos Checa • Caroline Olsen • Chase Black • Chaz Davies • Chris Leesch • Chris Peris • Chris Taylor • Chris Walker • Christer Lindholm • Christer Miniin • Christian Iddon • Christian Kellner • Christian Zaiser • Christoffer Bergman • Claudio Corti • Cody Wyman • Colin Edvards • Connor Cummins • Corey Alexander • Craig Coxhell • Dag Steinar Sundby • Daley Mathison • Damian Cudlin • Dan Linfoot • Dani Valle • Daniel Mogeda • Danny Buchan • Danny de Boer • Danny Webb • Darry Binder • David Checa • David De Gea • David Jeffries • David McFadden • David Morillon • David Salom • David Todd • Davide Checa • Davide Giugliano • Dean Berta Viñales • Dean Ellison • Dean Harrison • Dino Iozzo • Dirk Brand • Dominique Aegerter • Dorren Loureiro • Doug Chandler • Doug Polen • Eddi La Marra • Edoardo Rovelli • Eemdi Lahthi • Erwan Nigon • Eugene Laverty • Fabien Foret • Fabio Massei • Fabio Menghi • Farbizio Pirovano • Federico Caricasulo • Federico Fuligni • Fenton Seabright • Filip Altendorfer • Filip 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Mercado • Lee Jackson • Lee Johnston • Leon Camier • Leon Haslam • Leonardo Taccini • Liam MacDonald • Livio Loi • Lorenzo Alfonsi • Lorenzo Zanetti • Loris Baz • Loris Cresson • Lorrenzo Baldassarri • Luca Marconi • Luca Scassa • Luca Verdini • Lucas Mahias • Lucas Ockelfelt • Lucy Glöckner • Luis Salom • Lukas Tulovic • Lukas Wimmer • Luke Stapleford • Manuel Gonzalez • Marc Alcoba • Marc Garcia • Marc García • Marc Moser • Marcel Brenner • Marcel Kellenberger • Marcel Schrötter • Marco Gaggi • Marco Melandri • Marco Tapia • Marcos Ramirez • Maria Herrera • Mark Aitchinson • Markus Reiterberger • Martin Jessop • Marvin Fritz • Marvin Siebdrath • Massimo Roccoli • Mathew Scholtz • Mathias Poulsen • Mathieu Gines • Matt Truelove • Matteo Baiocco • Matthieu Gines • Matthieu Lagrive • Mauro Sanchini • Max Biaggi • Max Neukircher • Maxime Berger • Maximillian Kofler • Meikon Kawakami • Melissa Paris • Michael Barnes • Michael Canducci • Michael Dunlop • Michael Laverty • Michael Rutter • Michael Schulten • Michael vd Mark • Michel Fabrizio • Michele Pirro • Michelle Malatesta • Miguel Duhamel • Miguel Praia • Mika Perez • Mike de Meglio • Mike Edwards • Mike Hale • Mike Jensen • Mike Jones • Mike Smith • Nacho Calero • Neil Hodgson • Nial McKenzie • Niccoló Canepa • Nick Kalinin • Nicky Hayden • Nico Terol • Nicolai Sørensen • Nigel Walraven • Niki Tuuli • Ole Bjørn Plassen • Oli Bayliss • Patric Muff • Paul Young • Pepijn Bijsterbosch • Pere Riba • Peter Goddard • Peter Hickman • Peter Linden • Peter Sebestyen • Peter Öttl • Philipp Hafeneger • Philipp Öttl • Pier Francesco Chili • Piergiorgio Bontempi • PJ Jacobsen • Raffaele De Rosa • Randy Krummenacher • Randy Pagaud • Raymond Roche • Remy Gardner • Rene Prang • Rene Rasmussen • Ricard Hubin • Ricardo Chiarello • Riccardo Russo • Rico Löve • Rob Hartog • Rob McElnae • Robbin Harms • Robert Schotman • Robert Ulm • Roberto Rolfo • RobertoTamburini • Robin Mulhauser • Roger Lee Hayden • Roman Stamm • Romano Fenati • Rory Skinner • Roy Ten Napel • Ruben Bijman • Ruben Xaus • Ryan Vickers • Ryo Mizuno • Ryuichi Kiyonari • Sam Lowes • Sandro Cortese • Santiago Barragan • Scott Deroue • Scott Redding • Scott Russell • Sean Dylan Kelly • Sean Emmet • Sebasten LeGrelle • Sebastian Scarnato • Sébastien Gimbert • Sebastien Suchet • Shane Byrne • Sheridan Morais • Shinichi Nakatomi • Shinya Nakano • Simon Crafar • Simon Jespersen • Simon Tirsgaard • Simone Corzi • Simone Sanna • Stefan Bradl • Stefan Hill • Stefan Kerschbaumer • Stefan Nebel • Stefano Manzi • Stefano Mesa • Stephane Chambon • Stephane Mertens • Steve Hislop • Steve Martin • Steve Plater • Steve Rapp • Steven Odendaal • Steven Tirsgaard • Stuart Easton • Sylvain Barrier • Sylvain Guintoli • Søren Hole • Tage Solberg • Takumi Takahashi • Tarran Mackenzie • Tatsuki Suzuki • Tatu Lauslehto • Terry Rymer • Thomas Stevens • Tim Neave • Tito Rabat • Tom Booth-Amos • Tom Bramich • Tom Edwards • Tom Kipp • Tom Lüthi • Tom Neave • Tom Sykes • Tom Tunstall • Tommy Bridewell • Tommy Hayden • Tommy Hill • Ton Kawakami • Toni Finsterbusch • Tony Arbolino • Tony Covena • Toprak Razgatlioglu • Travis Wyman • Trevor Standish • Troy Bayliss • Tyler O´Hara • Unai Orradre • Vesa Kallio • Victor Steeman • Vincent Haskovec • Vittorio Iannuzzo • Vladimir Ivanov • Walter Tortoroglio • Warwick Nowland • Wayne Tessels • Werner Daemen • William De Angelis • William Dunlop • Xavi Fores • Xavier Simeon • Yari Montella • Yoann Tiberio • Yonny Hernandez • Yukio Kagayama • Yuta Okaya • Zach Schumaker • Zonta van den Goorbergh • Zulfami Khairuddin • Aaron Canet • Aaron Yates • Joe Roberts • Senna Agius • Danilo Petrucci • Beñat Ferdandez • Loris Veneman • Carter Thompson • Petr Svoboda • Mirko Gennai • Oliver Svendsen • Troy Herfoss • Davey Todd • Richie Escalante • Tyler Scott • Max Van • Sean Dylan Kelly • Jose "Pepe" Osuma • Phillip Tonn • Corentin Perolari • Dan Linfoot • Hugo Clere • Martin Renaudin • Nico Thöne • Pedro Nuno Romero • Alex Toledo Romero ... and many more.

KAWASAKI EX 400 NINJA & ZX-4RR

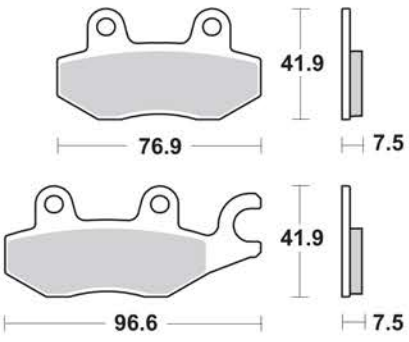
806DS-1 & 806DS-2 955DS-1 & 955DS-2

DUAL SINTER DUAL SINTER

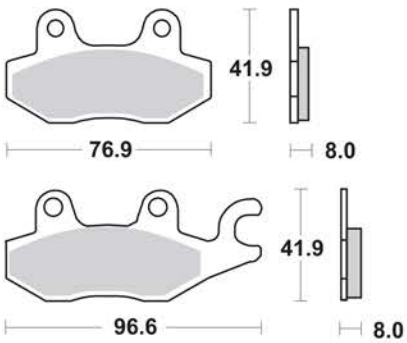
				COMPOUND CHOICE					COMPOUND CHOICE		
KAWASAKI					DS-1	DS-2	DC	RST		RQ	LS
EX	400	Ninja	18 - 23	955	△	△	△	△	638	△	△
EX	400	Ninja SE	18 - 23	955	△	△	△	△	638	△	△
ZX-4RR	400		23 - 25	806	△	△	△	△	657	△	△

△ = Available compounds

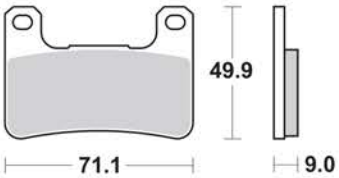
SBS 955 DS-1 • DS-2 • DC • RST



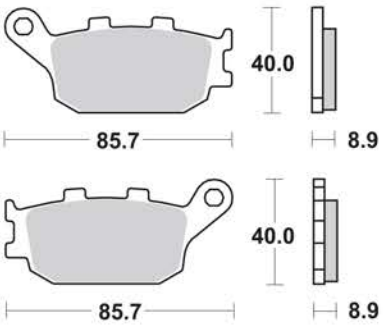
SBS 638 RQ • LS



SBS 806 DS-1 • DS-2 • DC • RST



SBS 657 RQ • LS

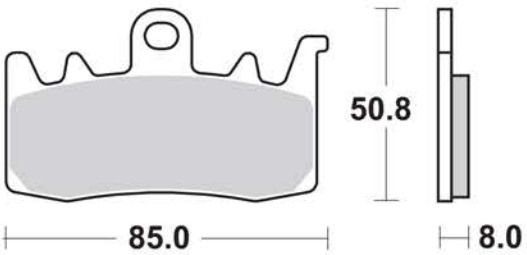


KOVE 321 RR

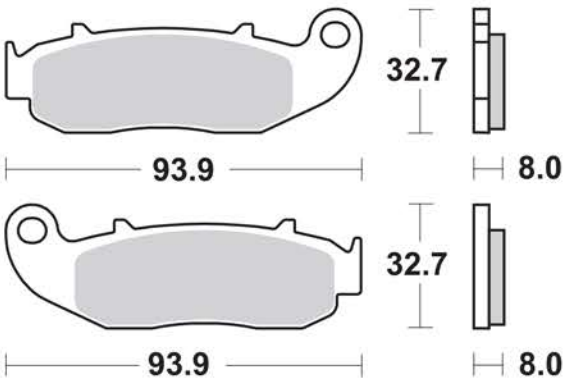
		COMPOUND CHOICE					COMPOUND CHOICE			
KOVE			DS-1	DS-2	DC	RST		RQ	LS	HF
321 RR	23 - 25	900*	△	△	△	△	926			△

* = 2 sets required / △ = Available compounds

SBS 900 **DS-1 HeRi • DS-2 HeRi • DC • RST**



SBS 926 **HF**

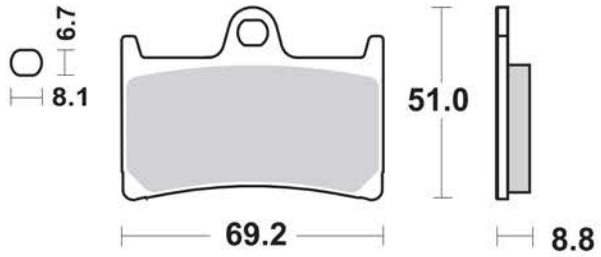


KTM RC 390 & Upgrade DS

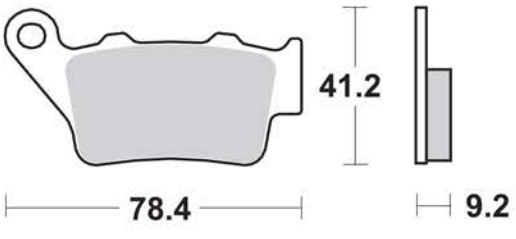
KTM			COMPOUND CHOICE					COMPOUND CHOICE		
				DS-1	DS-2	DC	RST		RQ	LS
RC	390	14 - 25	877			△	△	675	△	△
RC	390 Upgrade DS	14 - 25	634	△	△	△	△	675	△	△

* = 2 sets required / △ = Available compounds

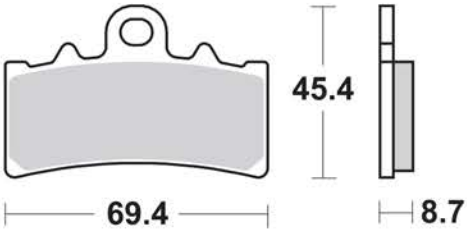
SBS 634 DS-1 HeRi • DS-2 HeRi • DC • RST

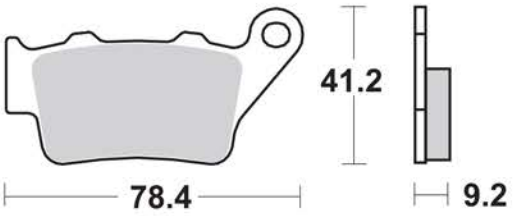


SBS 675 RQ • LS



SBS 877 DC • RST





YAMAHA R3

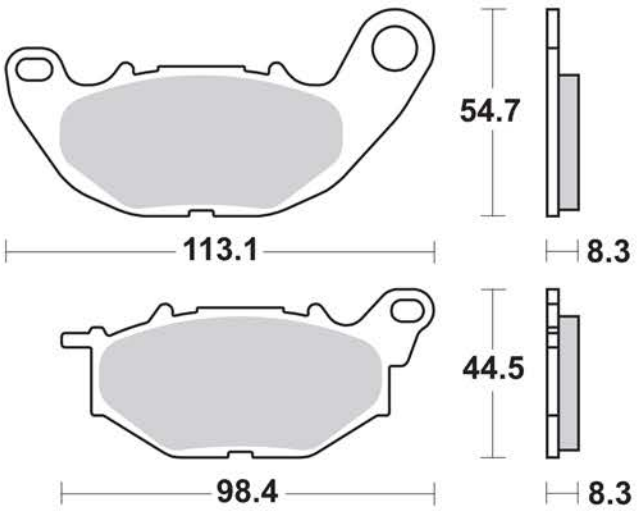
931DS-1 & 931DS-2

DUAL SINTER

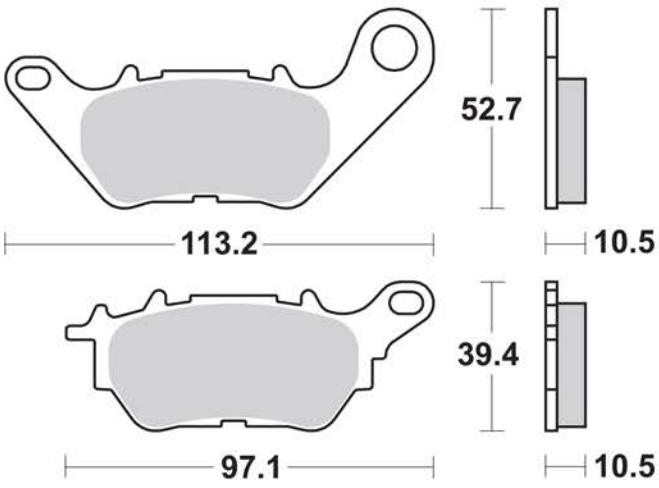
			COMPOUND CHOICE					COMPOUND CHOICE	
YAMAHA				DS-1	DS-2	DC	RST	RQ	LS
YZF	321 R3	15 - 25	931	△	△	△	△	932	△	

* = 2 sets required / △ = Available compounds

SBS 931 DS-1 • DS-2 • DC • RST



SBS 932 RQ



sbs
GO AHEAD

REAR
SBS 657 RQ
CARBON TECH

#22 Ana Carrasso
2-TIMES WORLD CHAMPION
WITH SBS

WORLD CHAMPION 2024

FRONT
SBS 634 RST
ROAD SPORT & TRACK

WOMEN'S CIRCUIT RACING WORLD CHAMPIONSHIP

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CF MOTO 675 SR-R

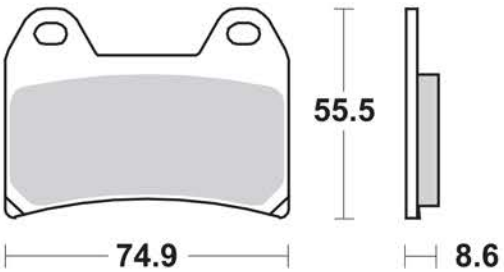
706 DS-1 & 706 DS-2

DUAL SINTER

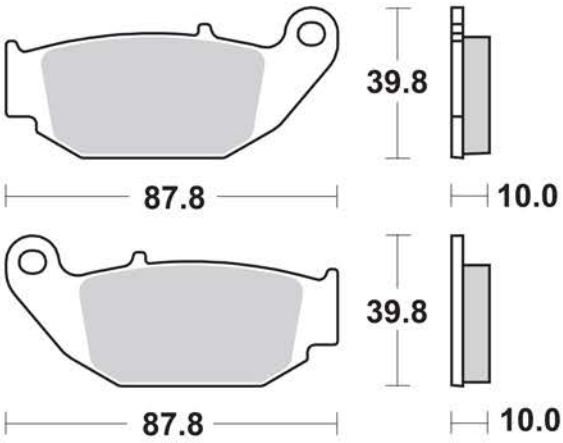
		COMPOUND CHOICE					COMPOUND CHOICE		
CF MOTO			DS-1	DS-2	DC	RST		RQ	LS
675 SR-R	25 - 25	706	△	△	△	△	915	△	

* = 2 sets required / △ = Available compounds

SBS 706 DS-1 • DS-2 • DC • RST



SBS 915 RQ

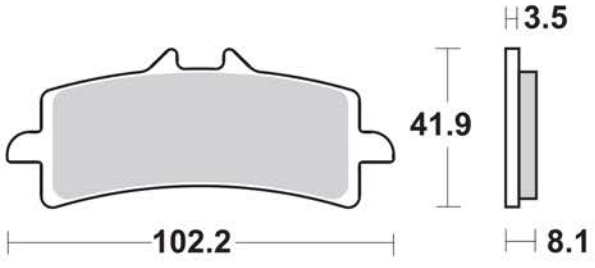


DUCATI 890 & 955 Panigale V2

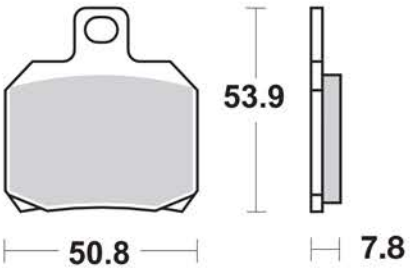
DUCATI		COMPOUND CHOICE	DS-1	DS-2	DC	RST	COMPOUND CHOICE	RQ	LS
890 Panigale V2	25 - 25	841*	△	△	△	△	730	△	△
890 Panigale V2 S	25 - 25	841*	△	△	△	△	730	△	△
955 Panigale V2	20 - 24	900*	△	△	△	△	730	△	△
955 Panigale V2 Bayliss	22 - 24	900*	△	△	△	△	730	△	△

* = 2 sets required / △ = Available compounds

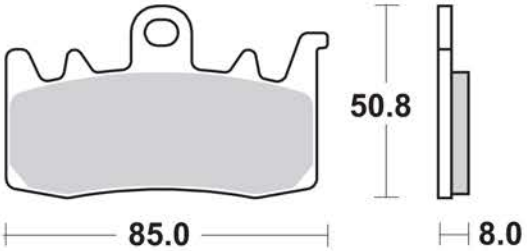
SBS 841 DS-1 HeRi • DS-2 HeRi • DC • RST



SBS 730 RQ • LS



SBS 900 DS-1 HeRi • DS-2 HeRi • DC • RST



HONDA CBR 600

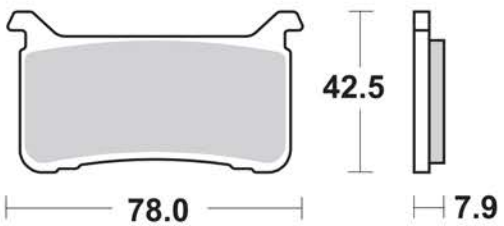
947DS-1 & 947DS-2

DUAL SINTER

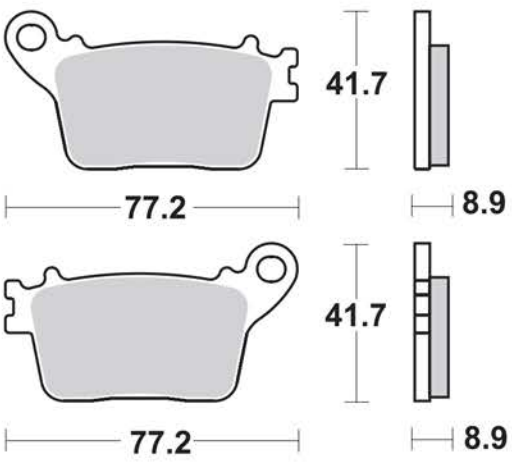
			COMPOUND CHOICE					COMPOUND CHOICE		
HONDA				DS-1	DS-2	DC	RST		RQ	LS
CBR	600 RR	18 - 25	947*	△	△	△	△	834	△	△

* = 2 sets required / △ = Available compounds

SBS 947 DS-1 • DS-2 • DC • RST



SBS 834 RQ • LS



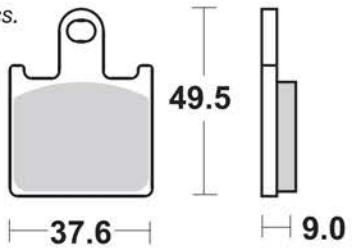
KAWASAKI ZX-6R 600 NINJA

KAWASAKI				COMPOUND CHOICE					COMPOUND CHOICE	
				DS-1	DS-2	DC	RST		RQ	LS
ZX-6R	600 Ninja	07 - 17	838*	△	△	△	△	687	△	△

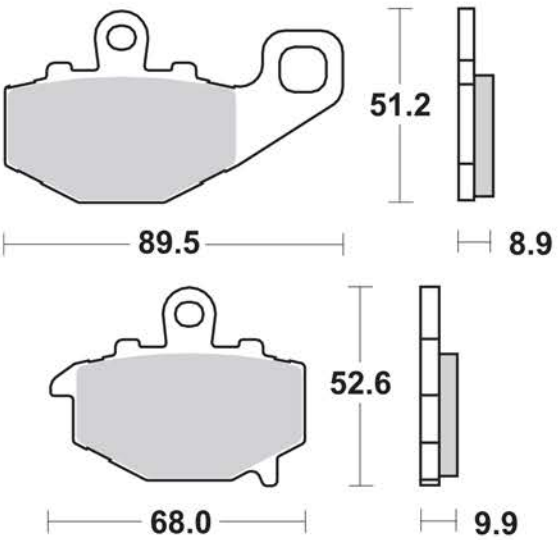
* = 2 sets required / △ = Available compounds

SBS 838 DS-1 • DS-2 • DC • RST

1 set = 4 pcs.



SBS 687 RQ • LS

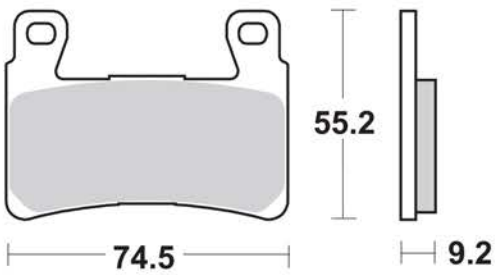


KAWASAKI ZX-6R 636 Ninja & Upgrade DS

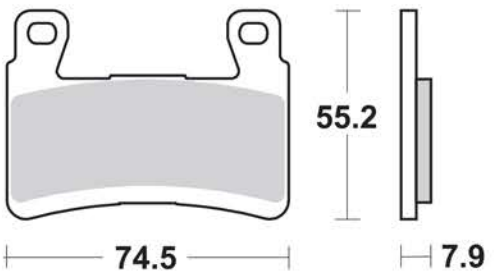
			COMPOUND CHOICE					COMPOUND CHOICE		
KAWASAKI				DS-1	DS-2	DC	RST		RQ	LS
ZX-6R	636 Ninja	13 - 18	894*			△	△	834	△	△
ZX-6R	636 Ninja Upgrade DS	13 - 18	894*			△	△	834	△	△
ZX-6R	636 Ninja ABS	13 - 25	894*			△	△	834	△	△
ZX-6R	636 Ninja ABS Upgrade DS	13 - 25	860*	△	△			834	△	△

* = 2 sets required / △ = Available compounds

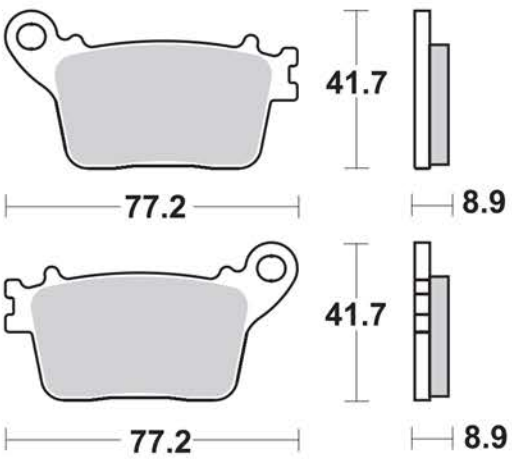
SBS 860 DS-1 • DS-2



SBS 894 DC • RST



SBS 834 RQ • LS



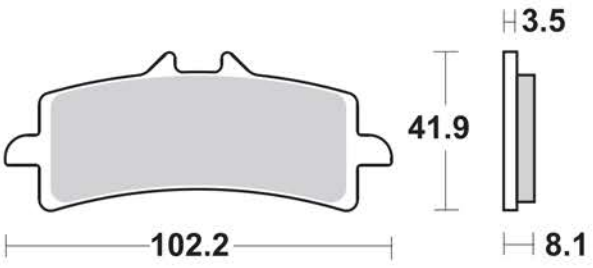
MV AGUSTA F3 800 RR

841DS-1 & 841DS-2

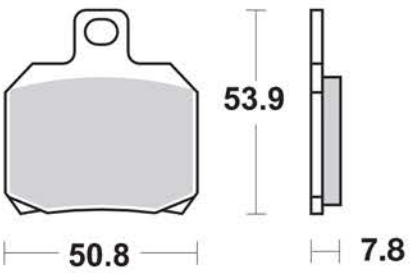
			COMPOUND CHOICE					COMPOUND CHOICE	
MV AGUSTA				DS-1	DS-2	DC	RST	RQ	LS
F3	800 RR	21 - 25	841*	△	△	△	△	730	△	△

* = 2 sets required / △ = Available compounds

SBS 841 **DS-1 HeRi • DS-2 HeRi • DC • RST**



SBS 730 **RQ • LS**

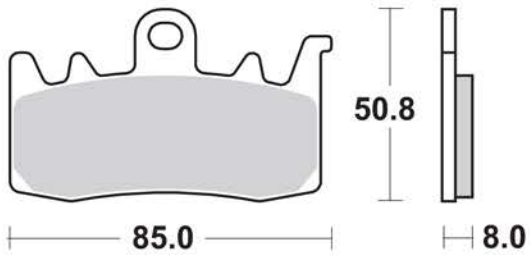


QJ MOTOR GSR 800 & SRK 800 RR

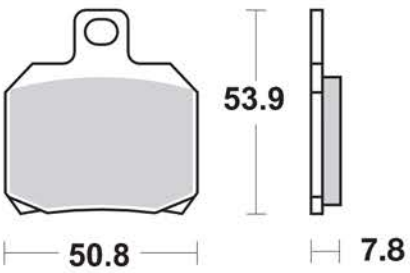
			COMPOUND CHOICE					COMPOUND CHOICE		
QJ MOTOR				DS-1	DS-2	DC	RST		RQ	LS
GSR	800	24 - 25	900*	△	△	△	△	730	△	△
SRK	800 RR	24 - 25	900*	△	△	△	△	730	△	△

* = 2 sets required / △ = Available compounds

SBS 900 **DS-1 HeRi • DS-2 HeRi • DC • RST**



SBS 730 **RQ • LS**



GO AHEAD

SUZUKI GSX-R 600 & GSX-R 750

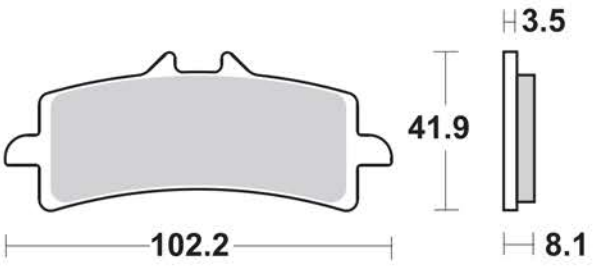
841DS-1 & 841DS-2

DUAL SINTER

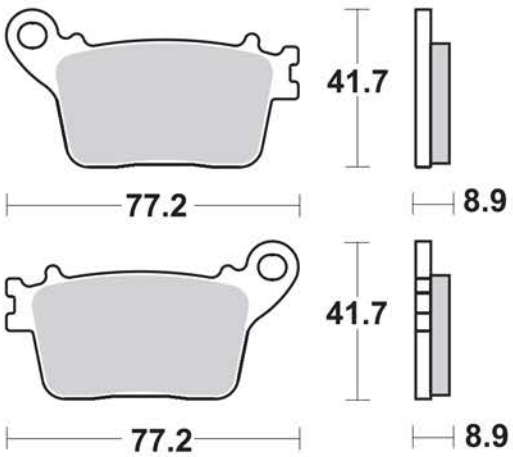
			COMPOUND CHOICE					COMPOUND CHOICE		
SUZUKI				DS-1	DS-2	DC	RST		RQ	LS
GSX-R	600	11 - 25	841*	△	△	△	△	834	△	△
GSX-R	750	11 - 25	841*	△	△	△	△	834	△	△

* = 2 sets required / △ = Available compounds

SBS 841 **DS-1 HeRi • DS-2 HeRi • DC • RST**



SBS 834 **RQ • LS**



SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

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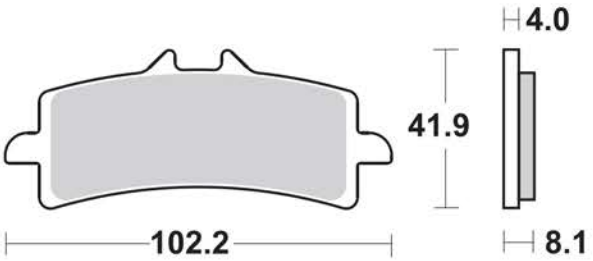
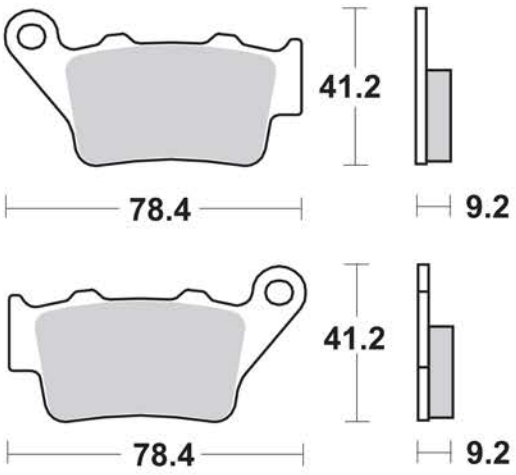
TRIUMPH 765 Street Triple RS

		COMPOUND CHOICE					COMPOUND CHOICE		
TRIUMPH			**DS-1**	**DS-2**	**DC**	**RST**		**RQ**	**LS**
765 Street Triple RS	17 - 25	901*	△	△	△	△	675	△	△

* = 2 sets required / △ = Available compounds

SBS 901 **DS-1 HeRi • DS-2 HeRi • DC • RST** **SBS 675** **RQ • LS**





YAMAHA R6

634DS-1 & 634DS-2

966DS-1 & 966DS-2

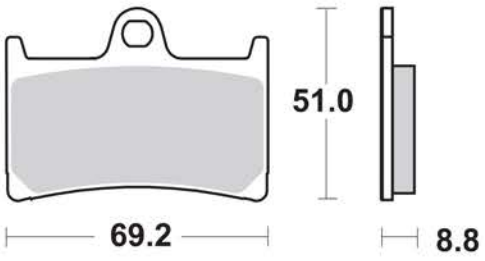
DUAL SINTER

DUAL SINTER

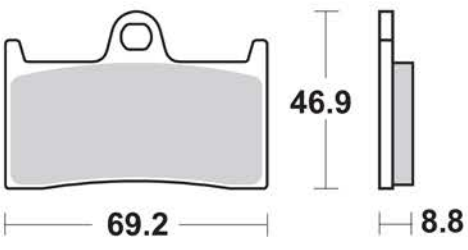
YAMAHA				COMPOUND CHOICE					COMPOUND CHOICE		
					DS-1	DS-2	DC	RST		RQ	LS
YZF	600	R6	17 - 25	634	△	△	△	△	834	△	△
YZF	600	R6 Quick Change / Front wheel ("flag-to-flag" races) Use combination of 1 pc SBS 966 inside & 1 pc SBS 634 outside in the caliper.	17 - 25	966	△	△			834	△	△

* = 2 sets required / △ = Available compounds

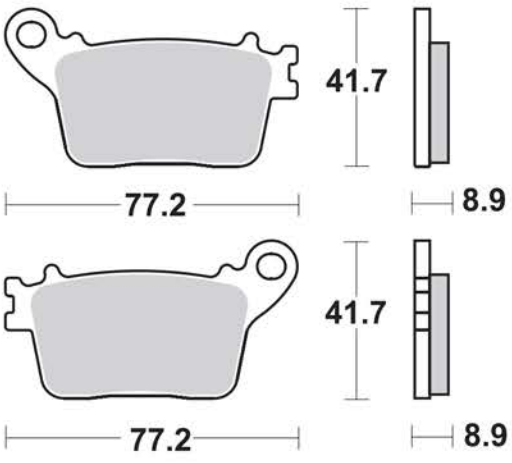
SBS 634 DS-1 HeRi • DS-2 HeRi • DC • RST



SBS 966 DS-1 HeRi • DS-2 HeRi



SBS 834 RQ • LS



SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

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YAMAHA YZF R9

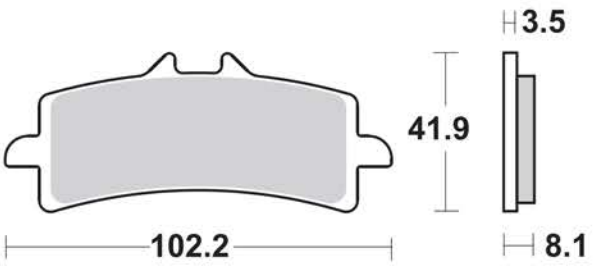
841DS-1 & 841DS-2

DUAL SINTER

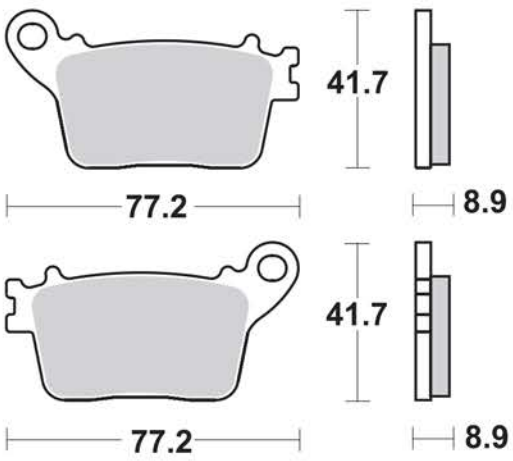
			COMPOUND CHOICE					COMPOUND CHOICE		
YAMAHA				DS-1	DS-2	DC	RST		RQ	LS
YZF	900 R9	25 - 25	841*	△	△	△	△	834	△	△

* = 2 sets required / △ = Available compounds

SBS 841 **DS-1 HeRi • DS-2 HeRi • DC • RST**



SBS 834 **RQ • LS**



2024 NW 200 SUPERBIKE WINNER

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HI-TECH BRAKE SOLUTIONS
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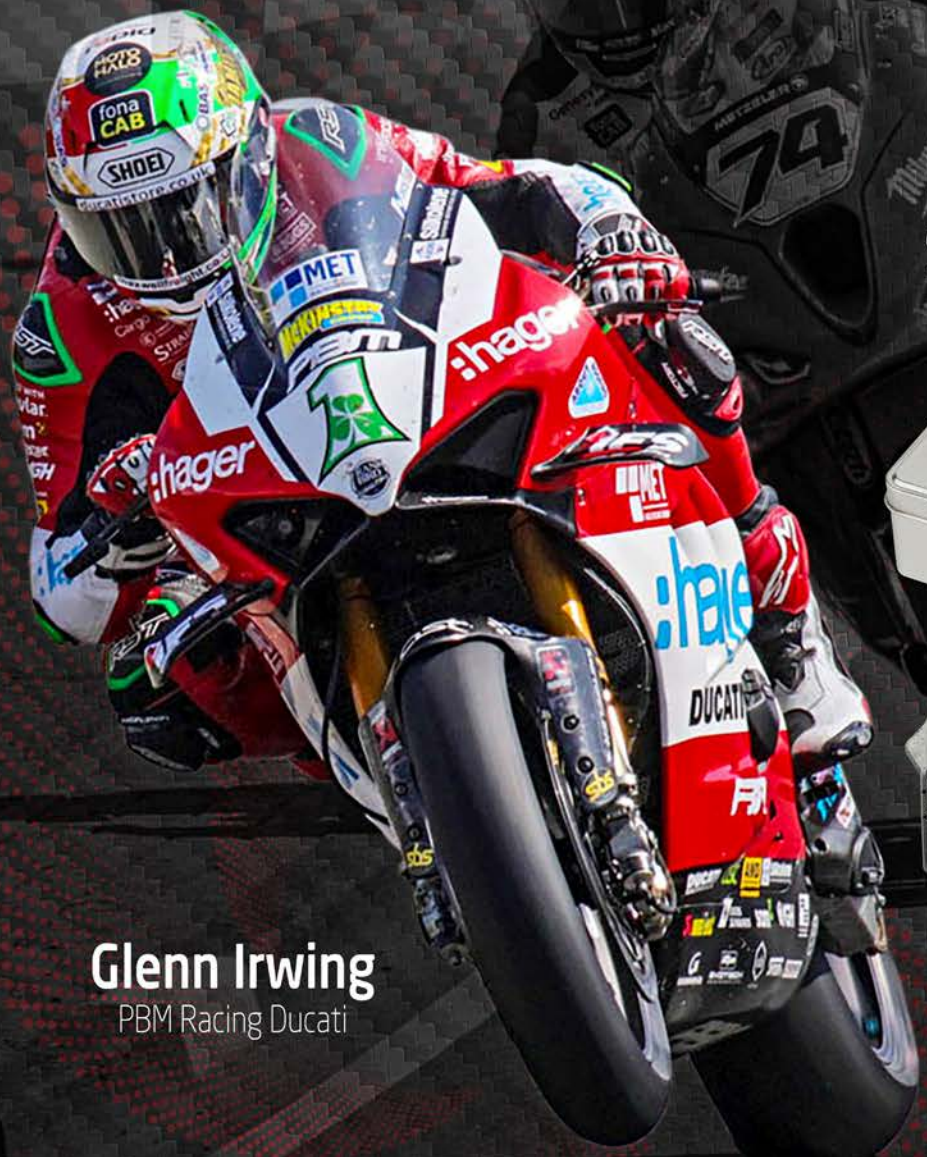

FRONT
SBS 889 DS-2
Dual Sinter

Glenn Irwing
PBM Racing Ducati

REAR
SBS 941 RQ
Carbon Tech

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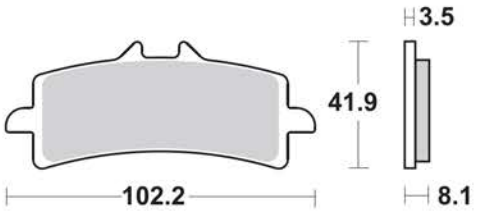
APRILIA RSV4

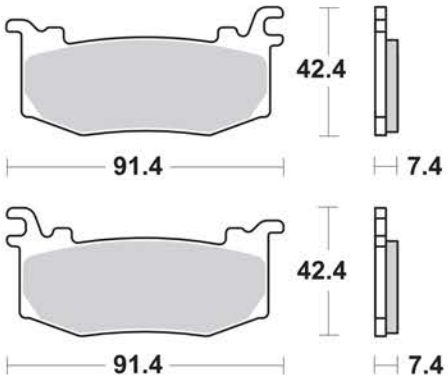
			COMPOUND CHOICE					COMPOUND CHOICE		
APRILIA				DS-1	DS-2	DC	RST		RQ	LS
RSV4-RF	1000	15 - 20	901*	△	△	△	△	730	△	△
RSV4-RR	1000	15 - 20	901*	△	△	△	△	730	△	△
RSV4	1100 Factory	19 - 24	841*	△	△	△	△	730	△	△
RSV4	1100 Factory	25 - 25	1012*	△	△	△	△	730	△	△

* = 2 sets required / △ = Available compounds

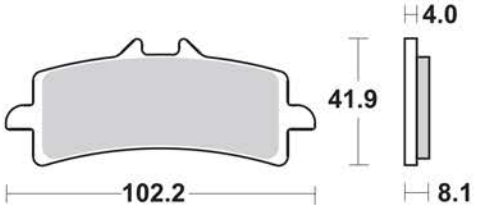
SBS 841 DS-1 HeRi • DS-2 HeRi • DC • RST



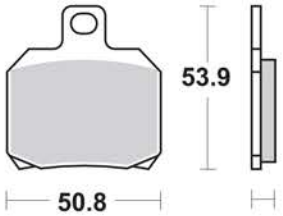
SBS 1012 DS-1 HeRi • DS-2 HeRi • DC • RST



SBS 901 DS-1 HeRi • DS-2 HeRi • DC • RST



SBS 730 RQ • LS



SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

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BIMOTA KB 998

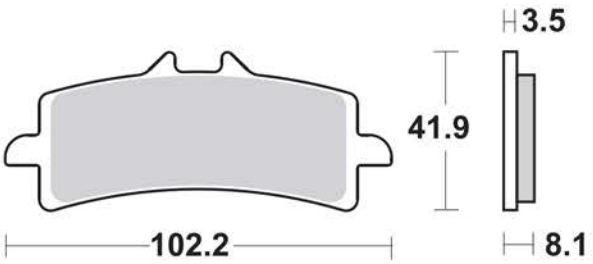
841DS-1 & 841DS-2

DUAL SINTER

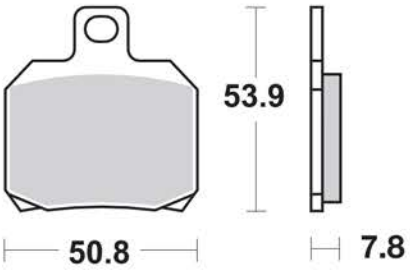
			COMPOUND CHOICE					COMPOUND CHOICE		
BIMOTA				DS-1	DS-2	DC	RST		RQ	LS
KB	998	25 - 25	841*	△	△	△	△	730	△	△

* = 2 sets required / △ = Available compounds

SBS 841 **DS-1 HeRi • DS-2 HeRi • DC • RST**



SBS 730 **RQ • LS**



SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

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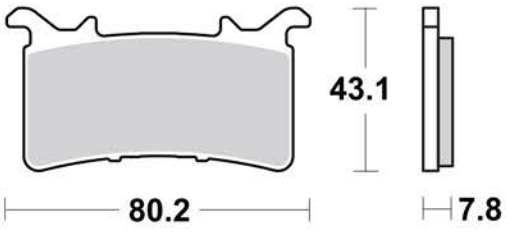
BMW M 1000 RR

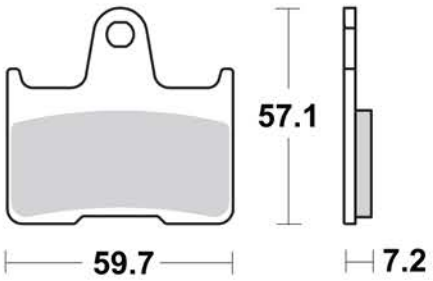
			COMPOUND CHOICE					COMPOUND CHOICE		
BMW				DS-1	DS-2	DC	RST		RQ	LS
M	1000 RR	21 - 25	985*	△	△	△	△	984	△	△

* = 2 sets required / △ = Available compounds

SBS 985 **DS-1 HeRi • DS-2 HeRi • DC • RST**



SBS 984 **RQ • LS**



SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

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BMW S 1000 RR

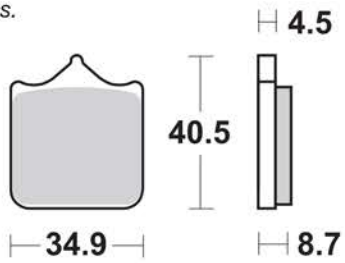
For BMW S 1000 RR HP4 12-14 & HP4 Race 17-20 – see sbsbrakes.com

			COMPOUND CHOICE					COMPOUND CHOICE		
BMW				**DS-1**	**DS-2**	**DC**	**RST**		**RQ**	**LS**
S	1000 RR (Brembo)	09 - 18	870*	△	△	△	△	675	△	△
S	1000 RR (Hayes)	19 - 20	960*	△	△	△	△	675	△	△
S	1000 RR (Nissin)	21 - 24	985*	△	△	△	△	675	△	△

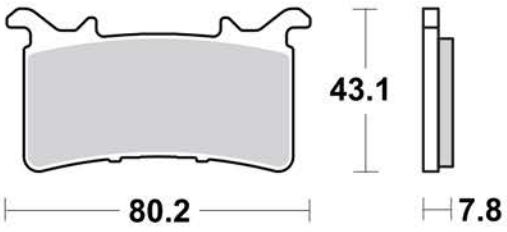
* = 2 sets required / △ = Available compounds

SBS 870 DS-1 • DS-2 • DC • RST

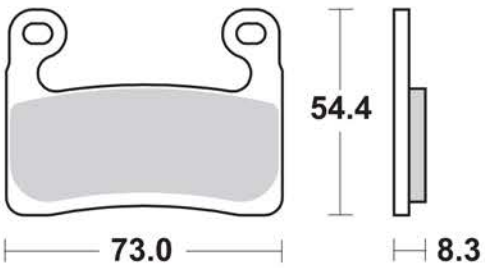
1 set = 4 pcs.



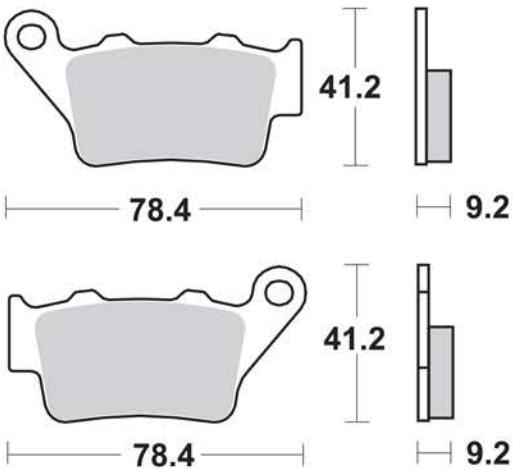
SBS 985 DS-1 HeRi • DS-2 HeRi • DC • RST



SBS 960 DS-1 • DS-2 • DC • RST



SBS 675 RQ • LS



DUCATI PANIGALE V4 R & S

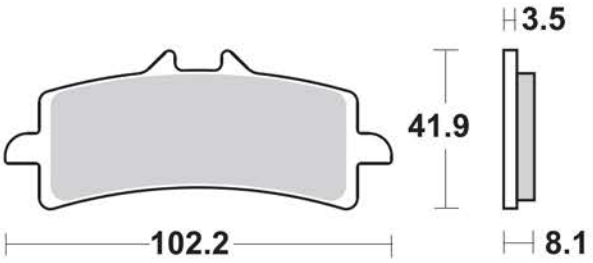
841DS-1 & 841DS-2

DUAL SINTER

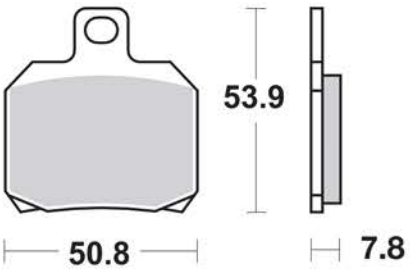
		COMPOUND CHOICE					COMPOUND CHOICE		
DUCATI			**DS-1**	**DS-2**	**DC**	**RST**		**RQ**	**LS**
1000 Panigale V4 R / all models	19 - 24	841*	△	△	△	△	730	△	△
1100 Panigale V4 / all models	18 - 24	841*	△	△	△	△	730	△	△

* = 2 sets required / △ = Available compounds

SBS 841 **DS-1 HeRi • DS-2 HeRi • DC • RST**



SBS 730 **RQ • LS**



DUCATI PANIGALE V4 & S

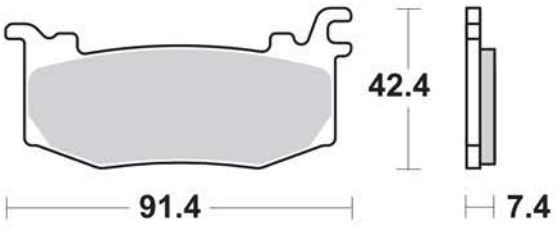
1012DS-1 & 1012DS-2

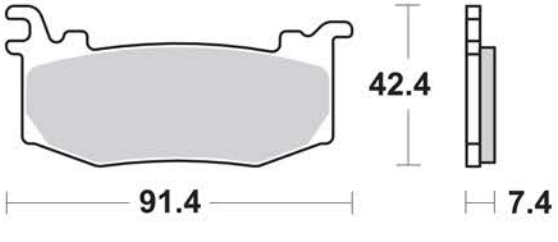
DUAL SINTER

		COMPOUND CHOICE					COMPOUND CHOICE		
DUCATI			DS-1	DS-2	DC	RST		RQ	LS
1103 Panigale V4	25 - 25	1012*	△	△	△	△	730	△	△
1103 Panigale V4S	25 - 25	1012*	△	△	△	△	730	△	△

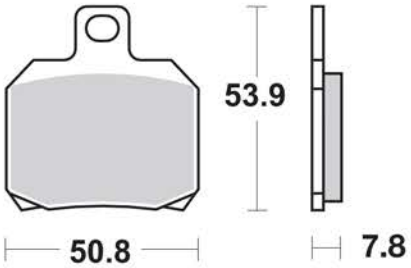
* = 2 sets required / △ = Available compounds

SBS 1012 DS-1 HeRi • DS-2 HeRi • DC • RST





SBS 730 RQ • LS



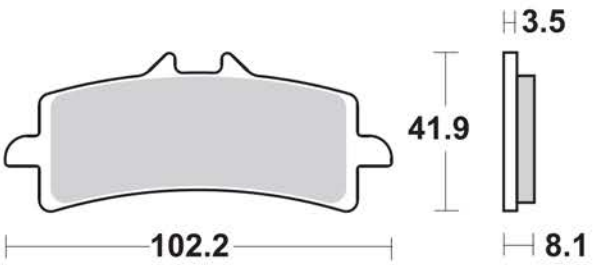
HONDA CBR 1000 Fireblade RR-R

For Honda CBR 1000 Fireblade 09-19 – see sbsbrakes.com

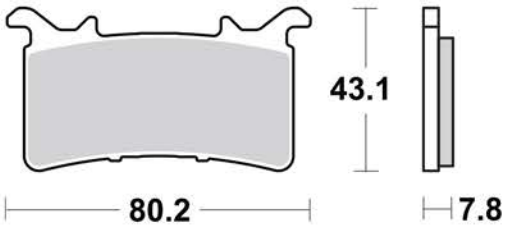
				COMPOUND CHOICE				COMPOUND CHOICE		
HONDA				DS-1	DS-2	DC	RST		RQ	LS
CBR	1000 RR-R Fireblade	20 - 23	985*	△	△	△	△	730	△	△
CBR	1000 RR-R SP Fireblade	20 - 21	901*	△	△	△	△	730	△	△
CBR	1000 RR-R SP Fireblade	22 - 25	841*	△	△	△	△	730	△	△

* = 2 sets required / △ = Available compounds

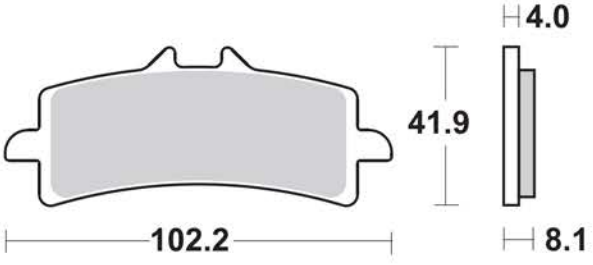
SBS 841 DS-1 HeRi • DS-2 HeRi • DC • RST



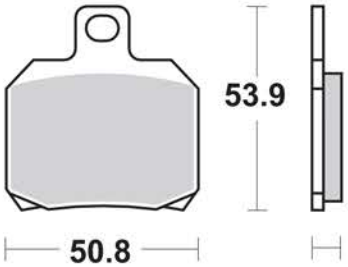
SBS 985 DS-1 HeRi • DS-2 HeRi • DC • RST



SBS 901 DS-1 HeRi • DS-2 HeRi • DC • RST



SBS 730 RQ • LS



KAWASAKI ZX-10RR 1000 NINJA

841DS-1 & 841DS-2

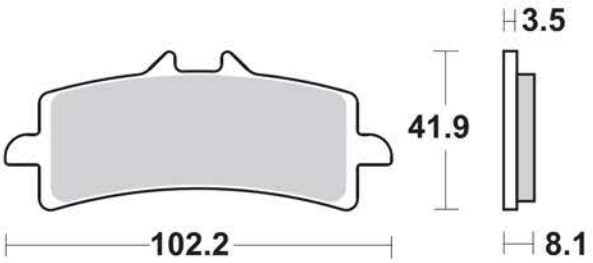
DUAL SINTER

For Kawasaki ZX-10R 1000 Ninja 08-15 – see sbsbrakes.com

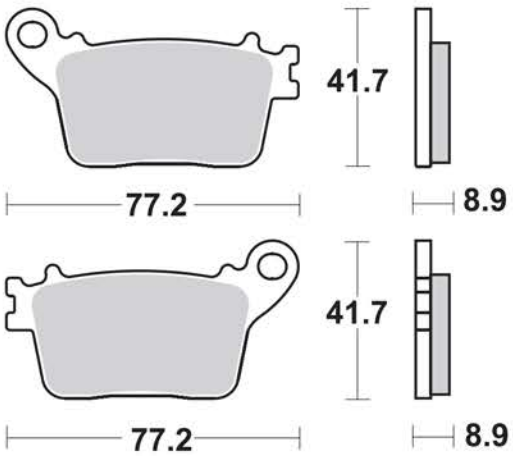
				COMPOUND CHOICE				COMPOUND CHOICE		
KAWASAKI					DS-1	DS-2	DC	RST		RQ	LS
ZX-10R	1000	Ninja	16 - 25	841*	△	△	△	△	834	△	△
ZX-10R	1000	Ninja SE	18 - 22	841*	△	△	△	△	834	△	△
ZX-10RR	1000	Ninja	17 - 25	841*	△	△	△	△	834	△	△

* = 2 sets required / △ = Available compounds

SBS 841 **DS-1 HeRi • DS-2 HeRi • DC • RST**



SBS 834 **RQ • LS**



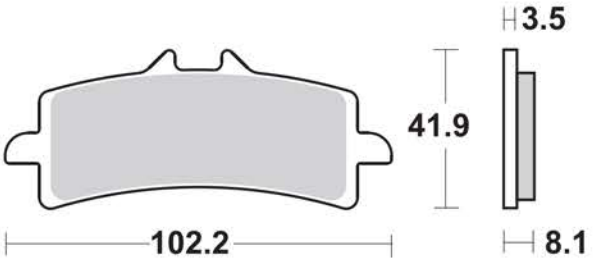
SUZUKI GSX-R 1000

For Suzuki GSX-R 1000 04-11 – see sbsbrakes.com

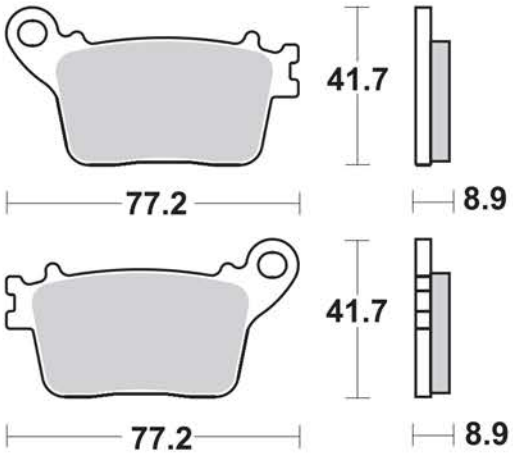
			COMPOUND CHOICE					COMPOUND CHOICE		
SUZUKI				DS-1	DS-2	DC	RST		RQ	LS
GSX-R	1000 R	17 - 25	841*	△	△	△	△	834	△	△
GSX-R	1000	12 - 25	841*	△	△	△	△	834	△	△

* = 2 sets required / △ = Available compounds

SBS 841 **DS-1 HeRi • DS-2 HeRi • DC • RST**



SBS 834 **RQ • LS**



SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

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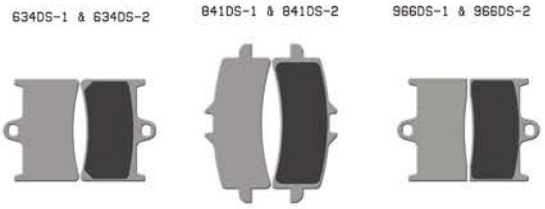
YAMAHA R1

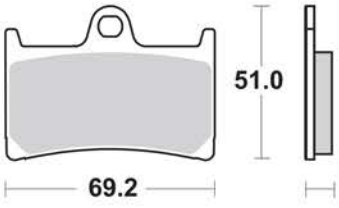


For Yamaha R1 07-14 – see sbsbrakes.com

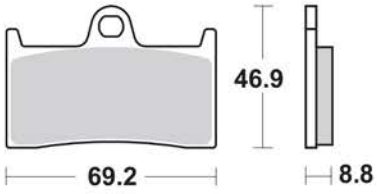
			COMPOUND CHOICE				COMPOUND CHOICE		
YAMAHA				DS-1	DS-2	DC	RST		RQ	LS
YZF	1000 R1 (Advics cal.)	15 - 24	634*	△	△	△	△	834	△	△
YZF	1000 R1 (Brembo cal.)	25 - 25	841*	△	△	△	△	834	△	△
YZF	1000 R1 Quick change / Front wheel	17 - 24	966*	△	△			834	△	△

* = 2 sets required / △ = Available compounds

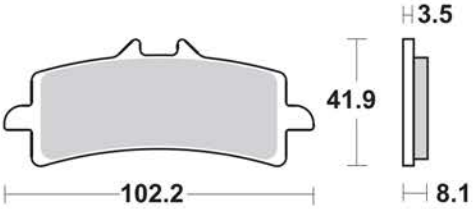
SBS 634 DS-1 HeRi • DS-2 HeRi • DC • RST



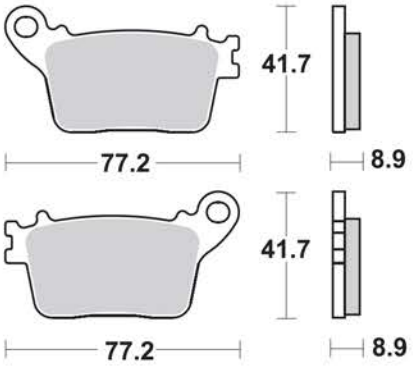
SBS 966 DS-1 HeRi • DS-2 HeRi



SBS 841 DS-1 HeRi • DS-2 HeRi • DC • RST



SBS 834 RQ • LS



BSB SPORT BIKE CHAMPION +

NW 200 SSP WINNER 2024

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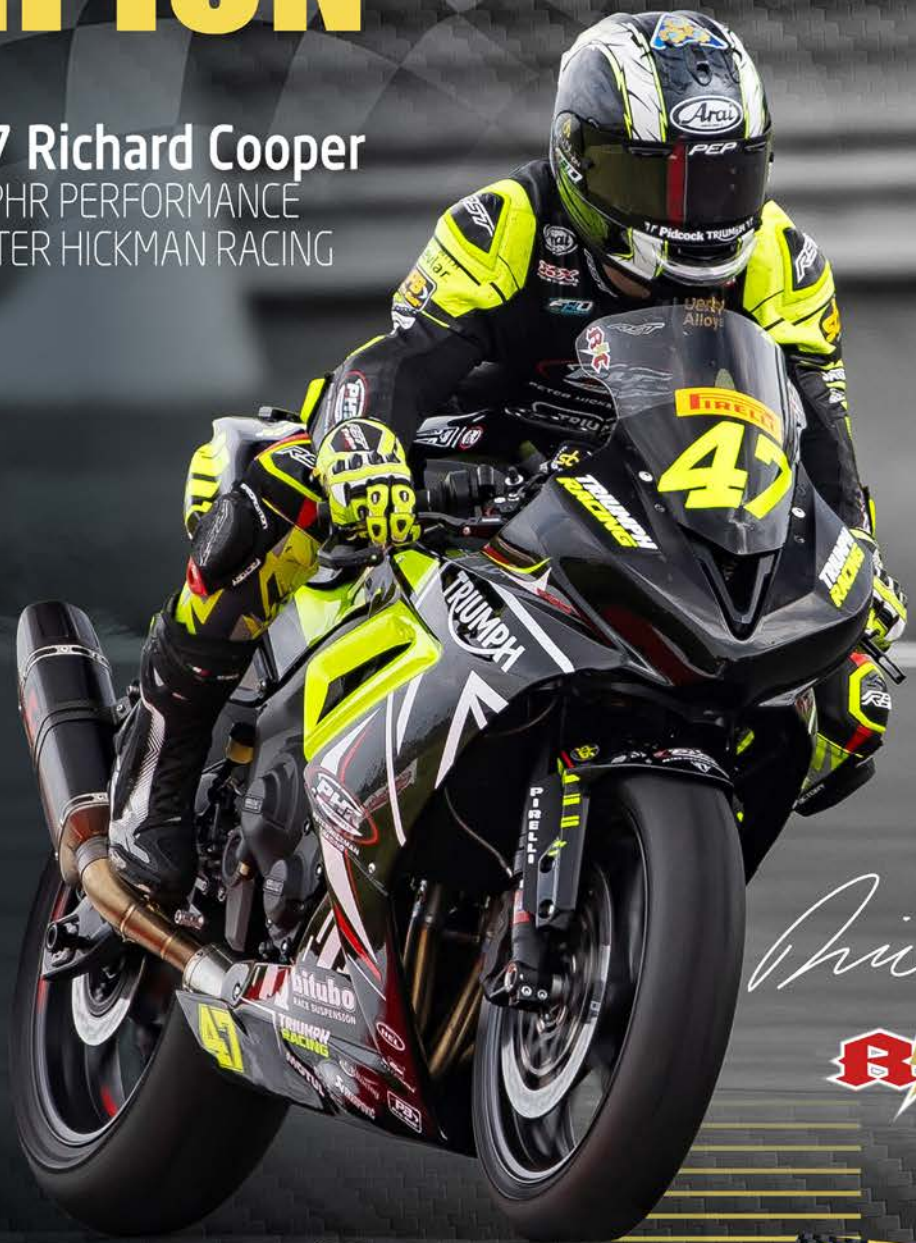
#47 Richard Cooper
PHR PERFORMANCE
PETER HICKMAN RACING



#47

SBS 706 DS-2
DUAL SINTER

SBS 675 RQ
CARBON TECH

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APRILIA RS 660

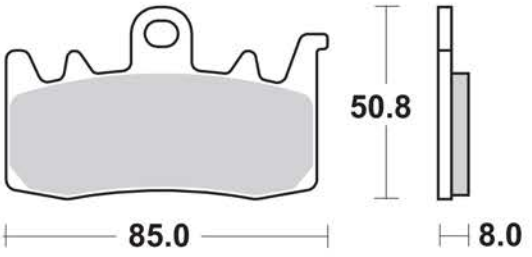
900DS-1 & 900DS-2

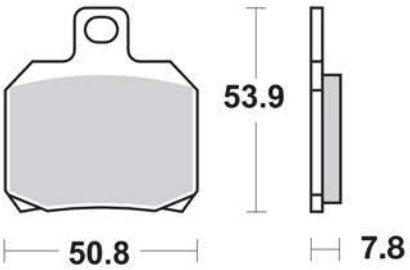
DUAL SINTER

			COMPOUND CHOICE					COMPOUND CHOICE		
APRILIA				DS-1	DS-2	DC	RST		RQ	LS
RS	660	20 - 25	900*	△	△	△	△	730	△	△

* = 2 sets required / △ = Available compounds

SBS 900 **DS-1 HeRi • DS-2 HeRi • DC • RST** **SBS 730** **RQ • LS**





SUZUKI GSX-8R 800 & Upgrade DS

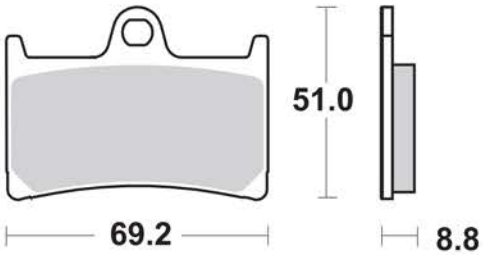
782DS-1 & 782DS-2

DUAL SINTER

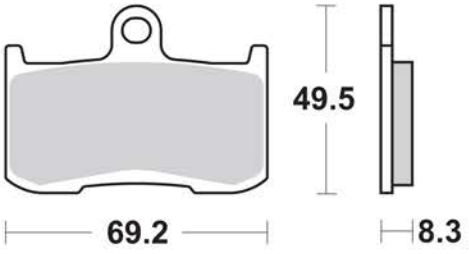
			COMPOUND CHOICE					COMPOUND CHOICE		
SUZUKI				**DS-1**	**DS-2**	**DC**	**RST**		**RQ**	**LS**
GSX-8R	800	24 - 25	782*			△	△	657	△	△
GSX-8R	800 Upgrade DS	24 - 25	634*	△	△	△	△	657	△	△

* = 2 sets required / △ = Available compounds

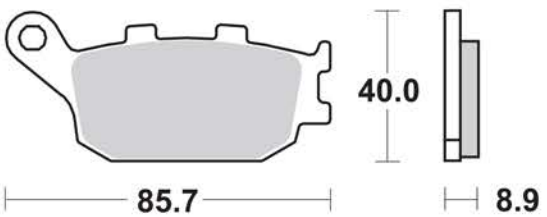
SBS 634 DS-1 HeRi • DS-2 HeRi • DC • RST

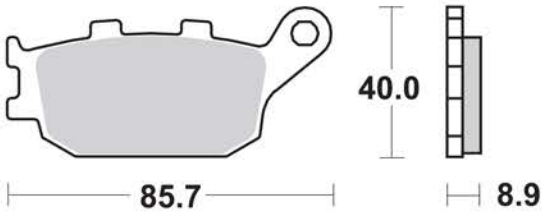


SBS 782 DC • RST



SBS 657 RQ • LS



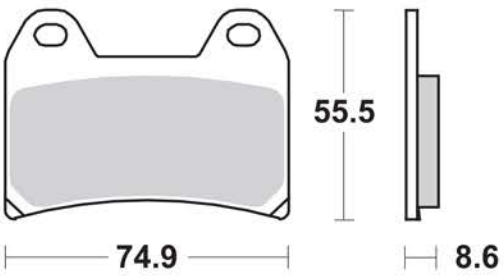


TRIUMPH 660 DAYTONA

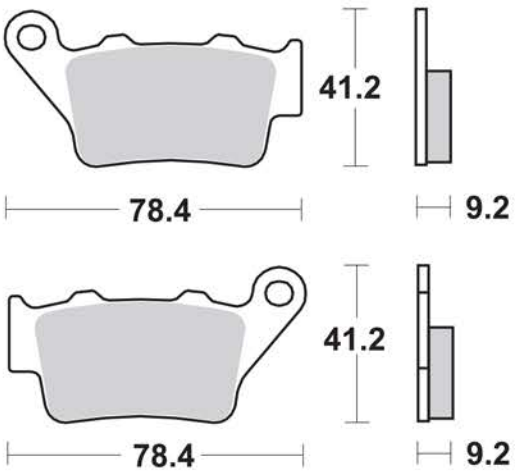
		COMPOUND CHOICE					COMPOUND CHOICE		
TRIUMPH			**DS-1**	**DS-2**	**DC**	**RST**		**RQ**	**LS**
660 Daytona	24 - 25	706*	△	△	△	△	675	△	△

* = 2 sets required / △ = Available compounds

SBS 706 DS-1 • DS-2 • DC • RST



SBS 675 RQ • LS

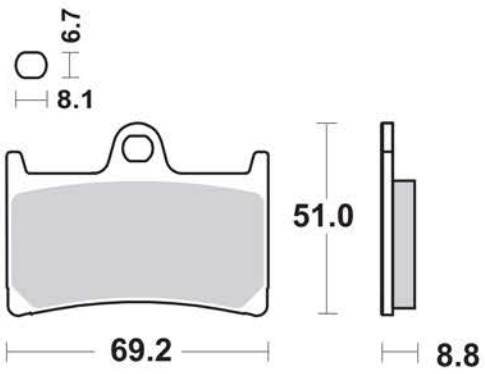


YAMAHA YZF 700 R7

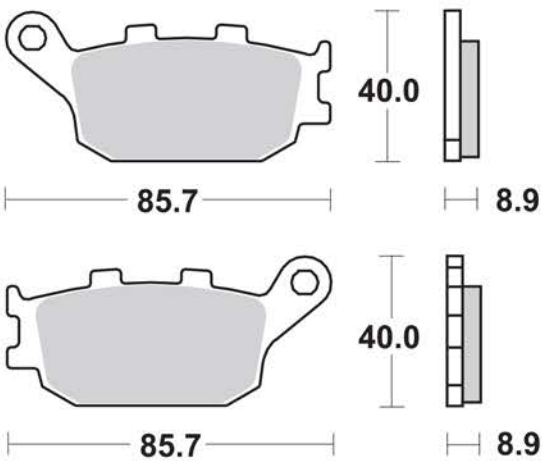
			COMPOUND CHOICE				COMPOUND CHOICE		
YAMAHA				DS-1	DS-2	DC	RST		RQ	LS
YZF	700 R7	22 - 25	634*	△	△	△	△	657	△	△

* = 2 sets required / △ = Available compounds

SBS 634 DS-1 HeRi • DS-2 HeRi • DC • RST



SBS 657 RQ • LS

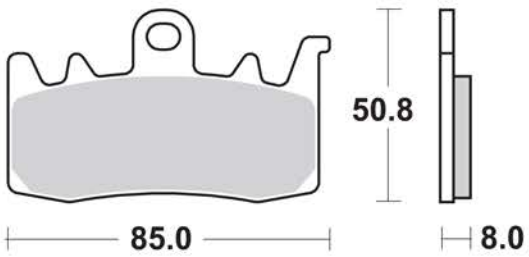


BMW F 900 R

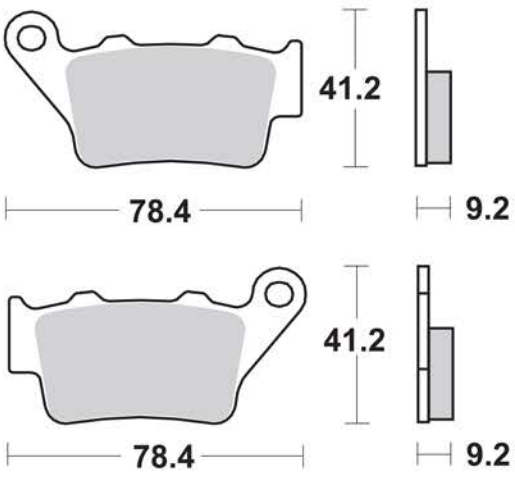
			COMPOUND CHOICE					COMPOUND CHOICE		
BMW				DS-1	DS-2	DC	RST		RQ	LS
F	900 R	20 - 25	900*	△	△	△	△	675	△	△

* = 2 sets required / △ = Available compounds

SBS 900 DS-1 HeRi • DS-2 HeRi • DC • RST



SBS 675 RQ • LS



KRÄMER APX 350 MA

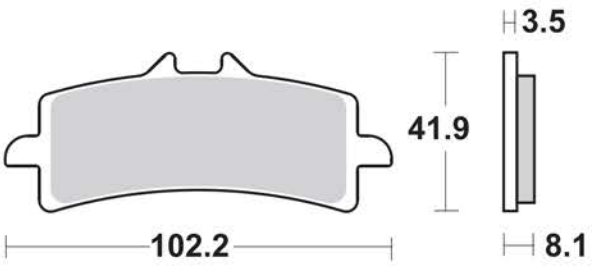
841DS-1 & 841DS-2

DUAL SINTER

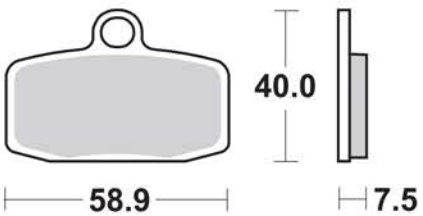
KRÄMER			COMPOUND CHOICE					COMPOUND CHOICE		
				DS-1	DS-2	DC	RST		RQ	HF
APX	350 MA	24 - 25	841	△	△	△	△	885	△	△

* = 2 sets required / △ = Available compounds

SBS 841 **DS-1 HeRi • DS-2 HeRi • DC • RST**



SBS 885 **RQ • HF**



VARIOUS RACE CUP'S & CLASSES

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

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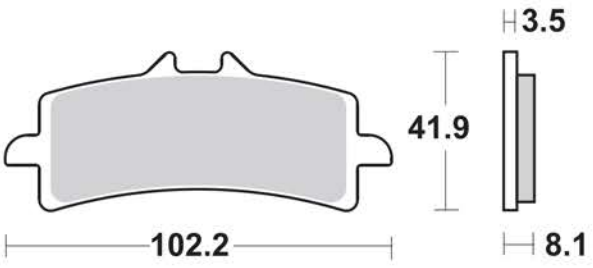
KTM RC8 890 C

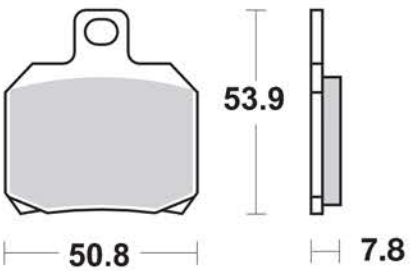
			COMPOUND CHOICE					COMPOUND CHOICE		
KTM				DS-1	DS-2	DC	RST		RQ	LS
RC8	890 C	22 - 24	841*	△	△	△	△	730	△	△

* = 2 sets required / △ = Available compounds

SBS 841 **DS-1 HeRi • DS-2 HeRi • DC • RST**



SBS 730 **RQ • LS**

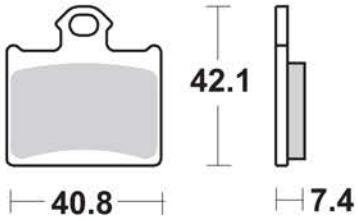


OHVALE GP-01 & GP-2

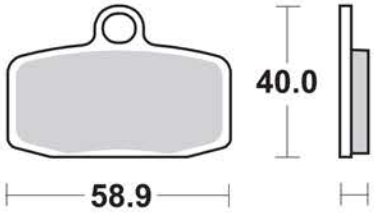
OHVALE			COMPOUND CHOICE					COMPOUND CHOICE			
				DS-1	DS-2	DC	RST		RQ	LS	HF
GP-0	110	17 - 25	885				△	872	△		
GP-0	160	17 - 25	885				△	872	△		
GP-2	160 (Brembo cal.)	21 - 25	962				△	548			
GP-0	190	17 - 25	885				△	872	△		
GP-2	190 (Brembo cal.)	21 - 25	962				△	548			
GP-0	212	17 - 19	872*				△	872	△		

* = 2 sets required / △ = Available compounds

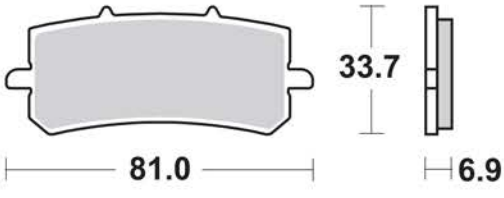
SBS 872 RST • RQ



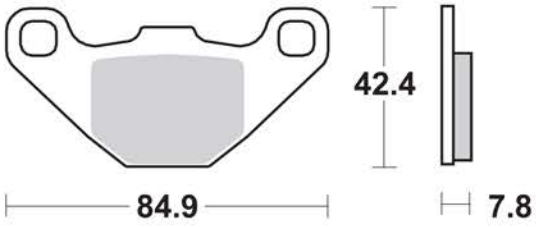
SBS 885 RST

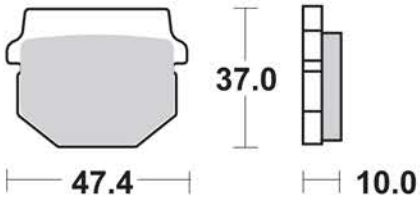


SBS 962 RST



SBS 548 HF





FRENCH SUPERBIKE CHAMPION 2024

sbs
GO AHEAD

#1 Kenny Foray
TECMAS Racing Team

SBS 985 DS-1
DUAL SINTER

SBS 984 RQ
CARBON TECH

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SUPERBIKE APPLICATIONS

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

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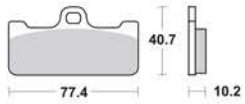
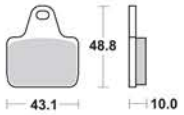
FRONT

SBS 711
DC • RST • DS-1 • DS-2

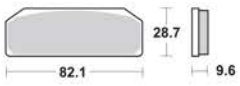


SBS 805
DC • DS-1 • DS-2

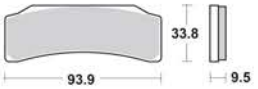
1 set = 4 pcs.



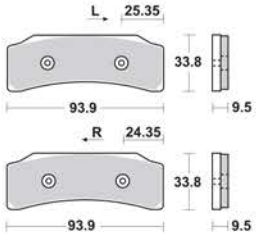
SBS 845
DC • DS-1 • DS-2



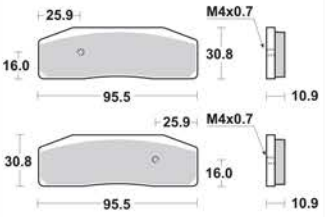
SBS 889
DS-1 HeRi • DS-2 HeRi



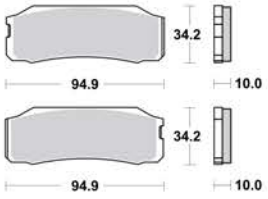
SBS 909
DS-1 HeRi • DS-2 HeRi



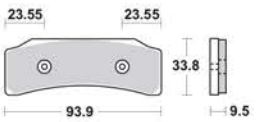
SBS 950
DS-1 • DS-2



SBS 989
DS-1 HeRi • DS-2 HeRi

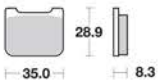


SBS 999
DS-1 HeRi • DS-2 HeRi



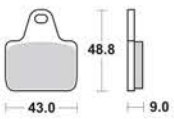
REAR

SBS 732
RQ

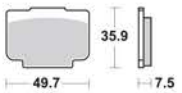


SBS 887
DC • DS-1 • DS-2

1 set = 4 pcs.



SBS 941
RQ • LS • RST



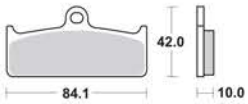
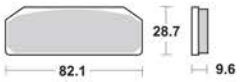
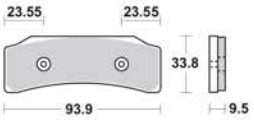
SBS 942
RQ • LS

MOTO2 APPLICATIONS

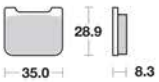
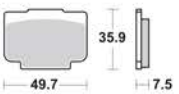
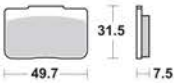
HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

sbs GO AHEAD

FRONT

SBS 825 DC • DS-1 • DS-2	SBS 845 DC • DS-1 • DS-2	SBS 889 DS-1 HeRi • DS-2 HeRi	SBS 999 DS-1 HeRi • DS-2 HeRi
			

REAR

SBS 732 RQ	SBS 941 RQ • LS • RST	SBS 942 RQ • LS	
			

MOTO3 APPLICATIONS

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

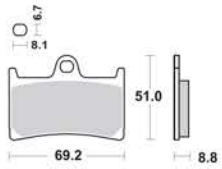
FRONT	**SBS 695** **DC • RST • DS-1 • DS-2** 40.7 / 77.4 / 8.3	**SBS 887** **DC • DS-1 • DS-2** 48.8 / 43.0 / 9.0	**SBS 990** **DS-1 • DS-2** 29.6 / 43.1 / 9.0	
REAR	**SBS 618** **RQ** 36.5 / 51.7 / 8.3	**SBS 732** **RQ** 28.9 / 35.0 / 8.3		

FRONT RACING BRAKE PAD DRAWINGS

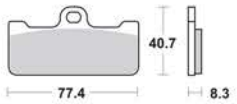
MOST USED RACING BRAKE PAD REFERENCES

BRANDS • AVAILABLE COMPOUNDS

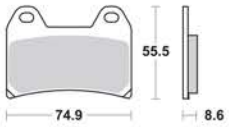
SBS 634 — KTM, YAMAHA
DC • RST • DS-1 HeRi • DS-2 HeRi



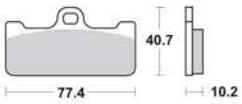
SBS 695 — BREMBO RACING
DC • RST • DS-1 • DS-2



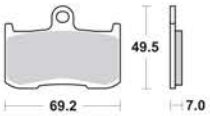
SBS 706 — DUCATI
DC • RST • DS-1 • DS-2



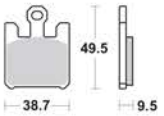
SBS 711 — BREMBO NISSIN RACING
DC • RST • DS-1 • DS-2



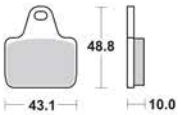
SBS 782 — MORIWAKI SUZUKI
DC • RST



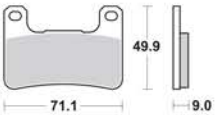
SBS 788 — KAWASAKI
DC • RST • DS-1
1 set = 4 pcs.



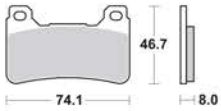
SBS 805 — BREMBO RACING
DC • DS-1 • DS-2
1 set = 4 pcs.



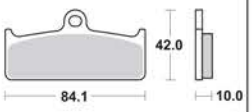
SBS 806 — KAWASAKI SUZUKI
DC • RST • DS-1 • DS-2



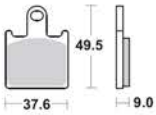
SBS 809 — HONDA
DC • RST • DS-1 • DS-2



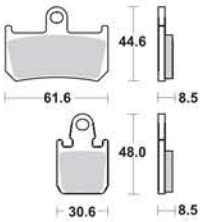
SBS 825 — NISSIN
DC • DS-1 • DS-2



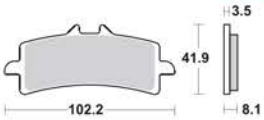
SBS 838 — KAWASAKI
DC • RST • DS-1 • DS-2
1 set = 4 pcs.



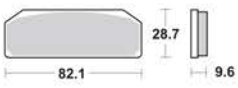
SBS 839 — YAMAHA
DC • RST • DS-1
1 set = 2 pcs. small/large



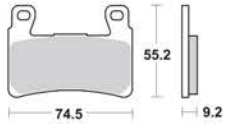
SBS 841 — APRILIA DUCATI KAWASAKI KTM MV AGUSTA SUZUKI
DC • RST • DS-1 HeRi • DS-2 HeRi



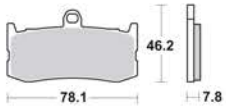
SBS 845 — BREMBO RACING
DC • DS-1 • DS-2



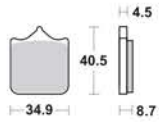
SBS 860 — KAWASAKI
DS-1 • DS-2



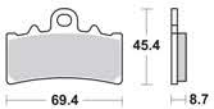
SBS 864 — TRIUMPH
DC • RST



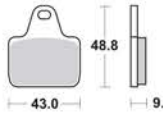
SBS 870 — BMW
DC • RST • DS-1 • DS-2
1 set = 4 pcs.



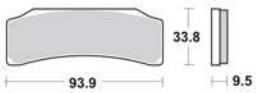
SBS 877 — KTM
DC • RST



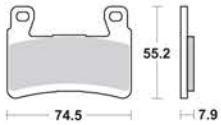
SBS 887 — BREMBO RACING
DC • DS-1 • DS-2 • LS • RQ



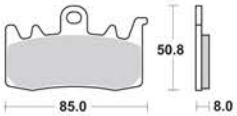
SBS 889 — BREMBO RACING
DS-1 HeRi • DS-2 HeRi



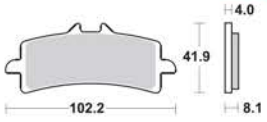
SBS 894 — KAWASAKI
DC • RST



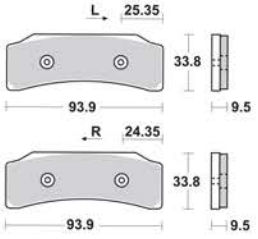
SBS 900 — APRILIA BMW DUCATI KOVE QJ MOTOR
DC • RST • DS-1 HeRi • DS-2 HeRi



SBS 901 — APRILIA BIMOTA BMW HONDA MV AGUSTA TRIUMPH
DC • RST • DS-1 HeRi • DS-2 HeRi



SBS 909 — BREMBO RACING
DS-1 HeRi • DS-2 HeRi



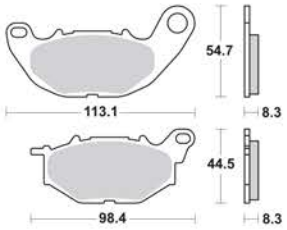
FOR FURTHER PAD REFERENCES, DRAWINGS, BIKES AND DETAILS, CHECK SBSBRAKES.COM

FRONT RACING BRAKE PAD DRAWINGS

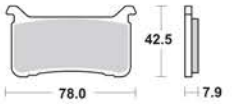
MOST USED RACING BRAKE PAD REFERENCES

BRANDS • AVAILABLE COMPOUNDS

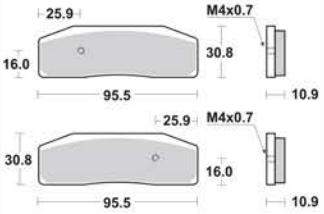
SBS 931 YAMAHA
DC • RST • DS-1 • DS-2



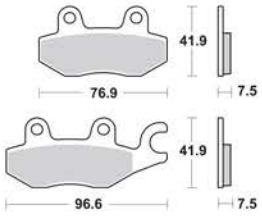
SBS 947 HONDA
DC • RST • DS-1 • DS-2



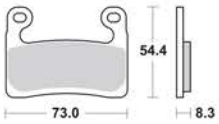
SBS 950 NISSIN
DS-1 • DS-2



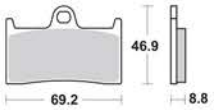
SBS 955 KAWASAKI
DC • RST • DS-1 • DS-2



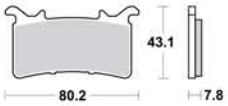
SBS 960 BMW
DC • RST • DS-1 • DS-2



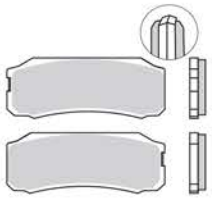
SBS 966 YAMAHA
DS-1 HeRi • DS-2 HeRi



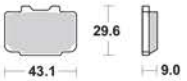
SBS 985 BMW HONDA
DC • RST • DS-1 HeRi • DS-2 HeRi



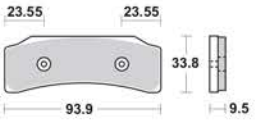
SBS 989 BREMBO RACING
DS-1 HeRi • DS-2 HeRi



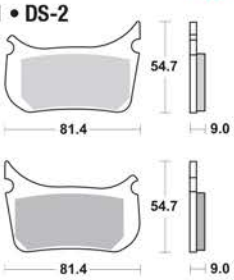
SBS 990 BREMBO RACING
DS-1 • DS-2



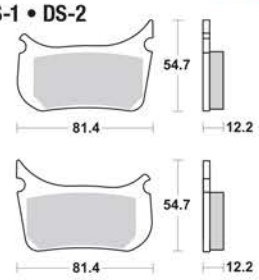
SBS 999 BERINGER
DS-1 HeRi • DS-2 HeRi



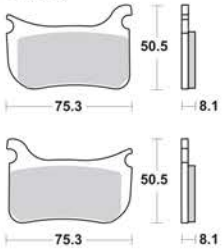
SBS 1007 BERINGER
DS-1 • DS-2



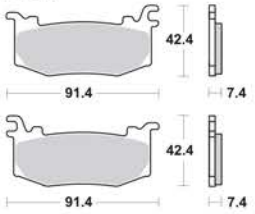
SBS 1008 BERINGER
DS-1 • DS-2



SBS 1009 BERINGER
DS-1 • DS-2



SBS 1012 DUCATI
DC • RST • DS-1 HeRi • DS-2 HeRi

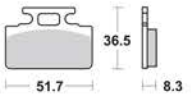


REAR RACING BRAKE PAD DRAWINGS

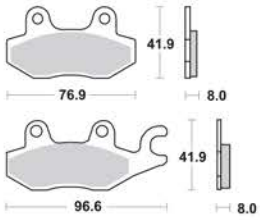
MOST USED RACING BRAKE PAD REFERENCES

BRANDS • AVAILABLE COMPOUNDS

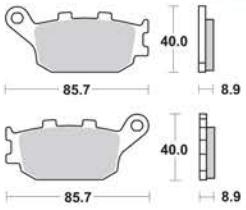
SBS 618 — MORIWAKI
RQ



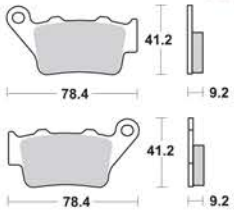
SBS 638 — KAWASAKI
RQ • LS



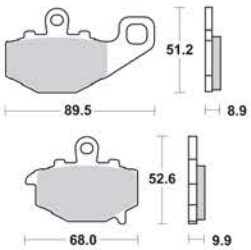
SBS 657 — KAWASAKI, SUZUKI, YAMAHA
RQ • LS



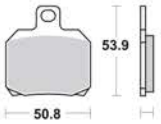
SBS 675 — BMW, KTM, TRIUMPH
RQ • LS



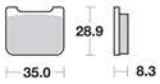
SBS 687 — KAWASAKI
RQ • LS



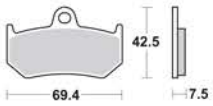
SBS 730 — APRILIA, BIMOTA, DUCATI, HONDA, KAWASAKI, KTM, MV AGUSTA, GJ MOTOR
RQ • LS



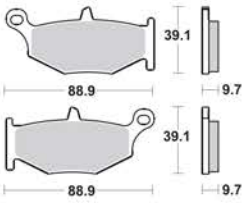
SBS 732 — BREMBO RACING
RQ



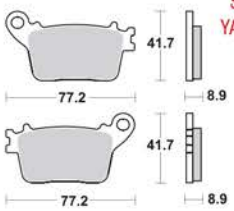
SBS 763 — MV AGUSTA
RQ • LS



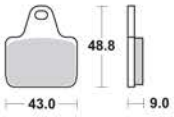
SBS 833 — SUZUKI
RQ • LS



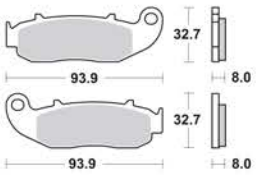
SBS 834 — HONDA, KAWASAKI, SUZUKI, YAMAHA
RQ • LS



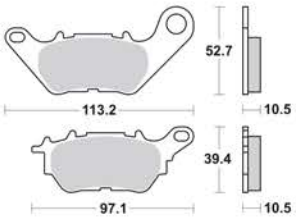
SBS 887 — BREMBO RACING
DC • DS-1 • DS-2 • LS • RQ



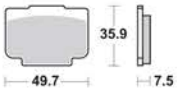
SBS 926 — KOVE
HF



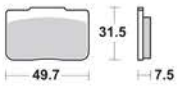
SBS 932 — YAMAHA
RQ



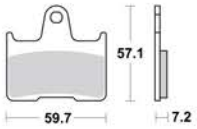
SBS 941 — BREMBO RACING
RQ • LS • RST



SBS 942 — BREMBO RACING
RQ • LS



SBS 984 — BMW
RQ • LS



FOR FURTHER PAD REFERENCES, DRAWINGS, BIKES AND DETAILS, CHECK SBSBRAKES.COM

2024

MOTOAMERICA KING OF THE BAGGER CHAMPION

sbs
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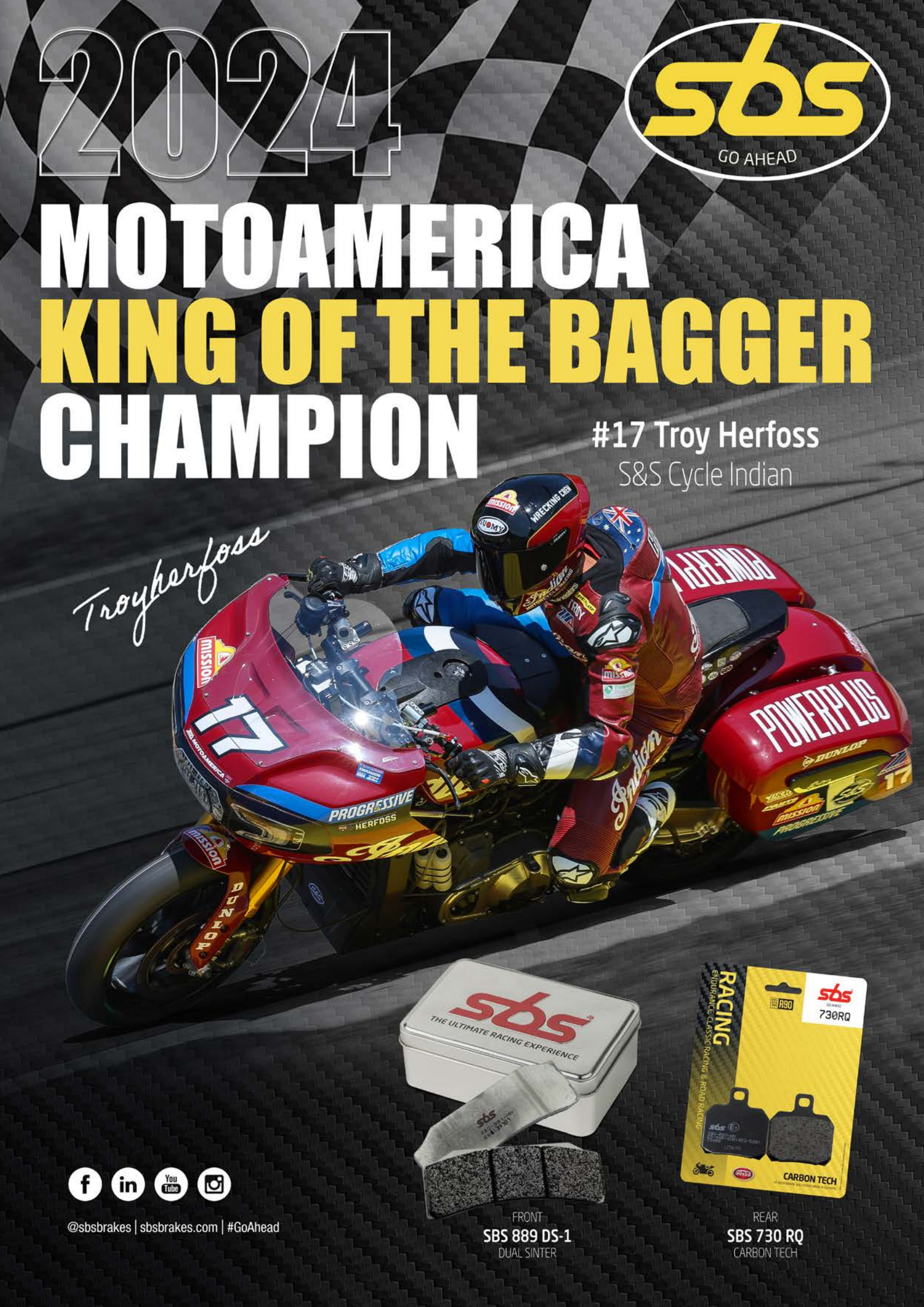
#17 Troy Herfoss
S&S Cycle Indian



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FRONT
SBS 889 DS-1
DUAL SINTER

REAR
SBS 730 RQ
CARBON TECH

GO AHEAD

SBS PARTNERS IN RACING

WORLD CHAMPIONSHIP GP - MOTO 2
* Liqui Moly Dynavolt Intact GP
* American Racing Team

WORLD CHAMPIONSHIP GP - MOTO 3
* Liqui Moly Dynavolt Intact GP
* CIP-Green Power

WORLD CHAMPIONSHIP - SUPERBIKE
* Barni Racing Team
* Kawasaki Puccetti Racing
* Yamaha R3 bLU cRU European Cup
* Yamaha R7 FIM Womens World Championship

WORLD CHAMPIONSHIP - SUPERSPORT 600
* Ten Kate Racing – 2024 TEAM WORLD CHAMPION
* Kawasaki WorldSSP Team
* Althea Racing Team
* Motozoo MV Agusta Racing
* Honda Racing World Supersport
* QJMOTOR Factory Racing
* PETRONAS MIE Honda Racing Team

WORLD CHAMPIONSHIP - SUPERSPORT 300
* MtM Kawasaki Racing – 2024 TEAM WORLD CHAMPION
* Kawasaki Junior Team by MTM
* Team Freudenberg KTM
* Team #109 Retro Traffic KOVE
* ARCO Motor University Team
* Deza-BOX77 Racing Team
* Yamaha MS Racing
* Team BrCorse by MS Racing

WORLD CHAMPIONSHIP ENDURANCE
* Tati Team Beringer Racing
* Team Bolliger Kawasaki Switzerland
* RAC41 DAFY Honda
* TECMAS BMW Racing Team

WORLD JUNIOR CHAMPIONSHIP
* CIP Racing Junior Team

BSB BRITISH SUPERBIKE CHAMPIONSHIP
* OMG Yamaha Racing – 2024 SBK CHAMPION
* Honda Racing UK – 2024 SSP CHAMPION
* TAS Cheshire Mouldings Ducati Racing – 2024 STK CHAMPION
* PHR Performance – 2024 SPORTBIKE CHAMPION
* PBM Ducati
* FS-3 Kawasaki Racing
* 8TEN BMW Motorrad Team
* FHO Racing BMW
* Hawk Honda Racing
* DAO Racing Honda
* Padgetts Racing
* McAms Yamaha Racing
* Raceways Yamaha

MA MOTO AMERICA CHAMPIONSHIP
* S&S Indian Racing Team – 2024 KING OF THE BAGGERS CHAMPION
* Team Hammer Suzuki
* Rahal Ducati Moto Racing
* Jones Honda Racing
* Top Pro Motorsports
* Altus Motorsports
* Mesa37 Racing
* MP13 Melissa Paris Racing
* Kayla Yaakov Racing

IDM GERMAN CHAMPIONSHIP
* Alpha Racing-Van Zon-BMW – 2024 SBK CHAMPION
* Team Freudenberg KTM – 2024 SSP300 CHAMPION
* GERT56 German Endurance Racing Team
* Triumph Germany Racing Team

CIV ITALIAN SBK CHAMPIONSHIP
* Barni Racing – 2024 SBK CHAMPION

CEV SPANISH CHAMPIONSHIP
* Deza-BOX77 Racing Team
* ARCO Motor University Team
* Yamaha MS Racing
* BMW 1000 RR Iberia Cup

FRENCH SBK CHAMPIONSHIP
* TECMAS BMW Racing Team – 2024 SBK CHAMPION

TT & INTERNATIONAL ROAD RACES
* Michael Dunlop – 2024 IOM TT SSP & SUPERTWIN WINNER
* Peter Hickmann – 2024 IOM TT SBK & NW200 SUPERTWIN WINNER
* Glenn Irwin – 2024 NW200 SBK WINNER
* Davey Todd – 2024 NW200 STK & SSP & IOM TT STK & SENIOR TT WINNER
* Richard Cooper – 2024 NW200 SSP WINNER
* Dean Harrison
* John McGuinness
* Mike Browne
* Ian Hutchinson
* James Hillier
* Davo Johnson
* Dominic Herbertson
* Pierre-Yves Bian

MACAU Grand Prix
* Peter Hickmann – 2024 WINNER

CLASSIC ENDURANCE EU CHAMPIONSHIP
* Team Force
* Road Runner Team
* Phase One Endurance

DUTCH SBK CHAMPIONSHIP
* Wayne Tessels

DANISH SBK CHAMPIONSHIP
* August Kroon

SWEDISH SBK CHAMPIONSHIP
* Jesper Pellijeff – 2024 SBK CHAMPION

DANISH & SWEDISH SUPERMOTO CHAMPIONSHIP
* Simon Vilhelmsen

STUNT MASTERS CUP
* Mike Jensen – 2024 WORLD CHAMPION

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