

2023 ROAD RACING BRAKE BOOK

Ten Kate Racing & SBS
 20 years World SBK anniversary
 10 WORLD TITLES TOGETHER



- | | |
|------|------|
| 2022 | 2012 |
| 2021 | 2011 |
| 2020 | 2010 |
| 2019 | 2009 |
| 2018 | 2008 |
| 2017 | 2007 |
| 2016 | 2006 |
| 2015 | 2005 |
| 2014 | 2004 |
| 2013 | 2003 |



HI-TECH BRAKE SOLUTIONS
 MADE IN EUROPE

WORLD SSP CHAMPION 2021 & 2022
 #77 Dominique Aegerter

D. Aegerter
 #77



WORLD CHAMPION
 SBK SUPERSPORT
 FIM WORLD CHAMPIONSHIP



sbsbrakes.com

WORLD SUPERSPORT 300

2022

SBK
SUPERSPORT 300
FIM WORLD CHAMPIONSHIP



#27 Álvaro Díaz
Team ARCO MotoR University



#27
1

2022 WORLD CHAMPION

SBK SUPERSPORT 300
FIM WORLD CHAMPIONSHIP



SBS 931 DS-1
DUAL SINTER



SBS 932 RQ
CARBON TECH



HI-TECH BRAKE SOLUTIONS
MADE IN EUROPE

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SBS

RACING HISTORY



Andrew Pitt
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.



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.

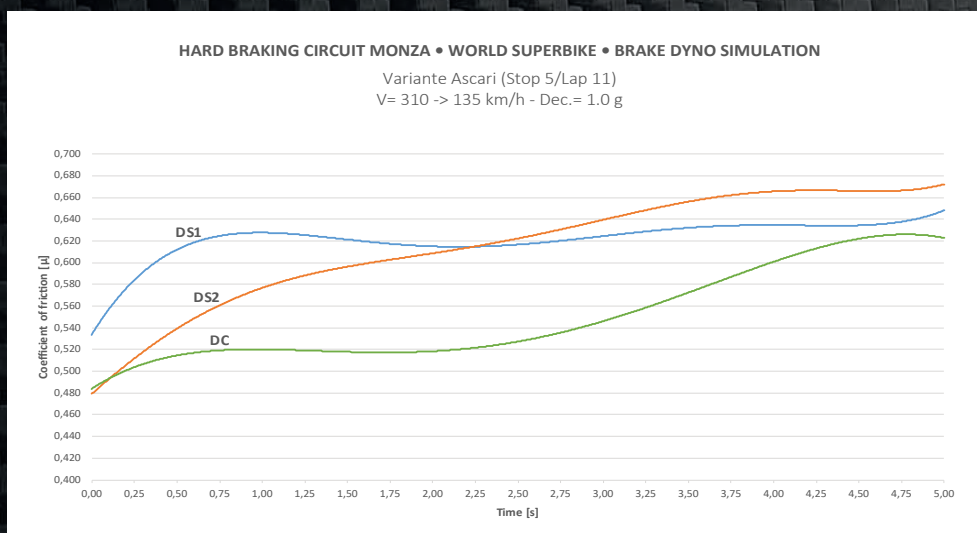
SBS DC Dual Carbon and DS Dual Sinter have since the turn of the millennium enjoyed great popularity among

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

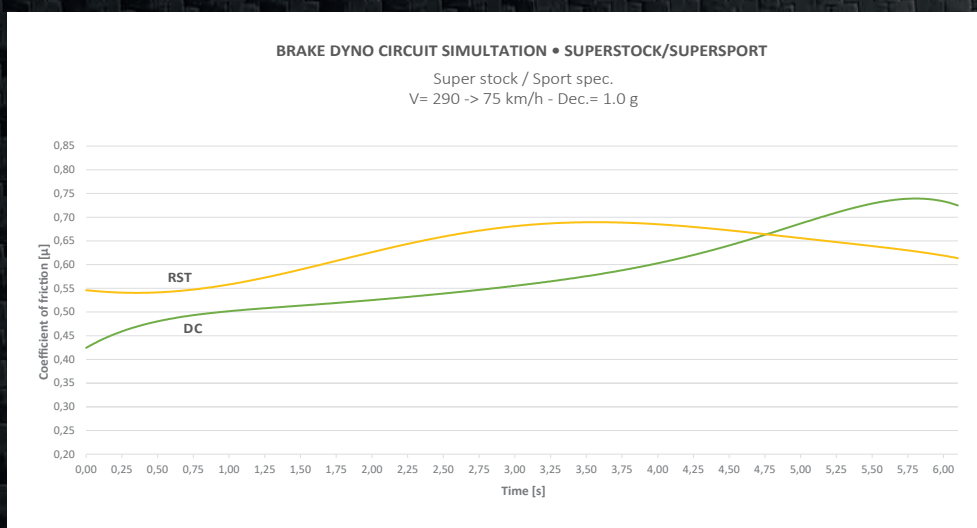
DS-2 Dual Sinter

- 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



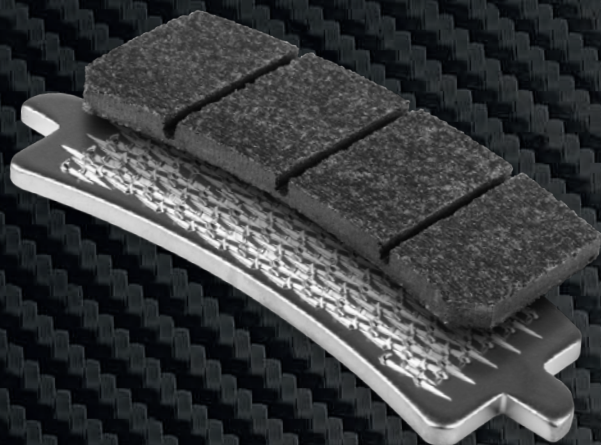
RST Sinter

- 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.

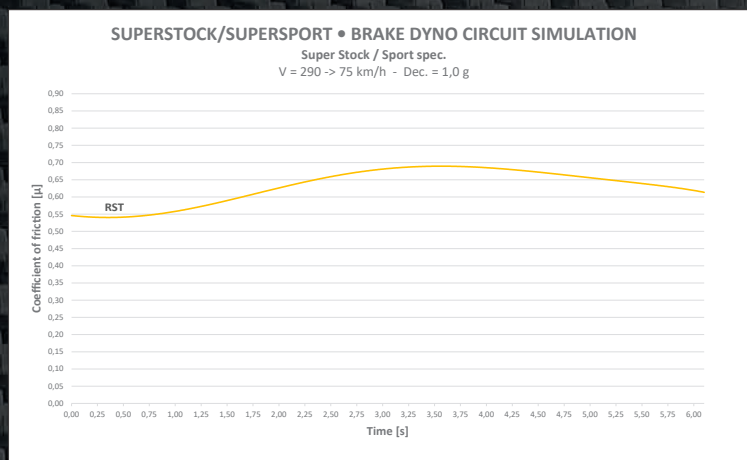
DEST – DYNAMIC ENERGY SURFACE TREATMENT

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.

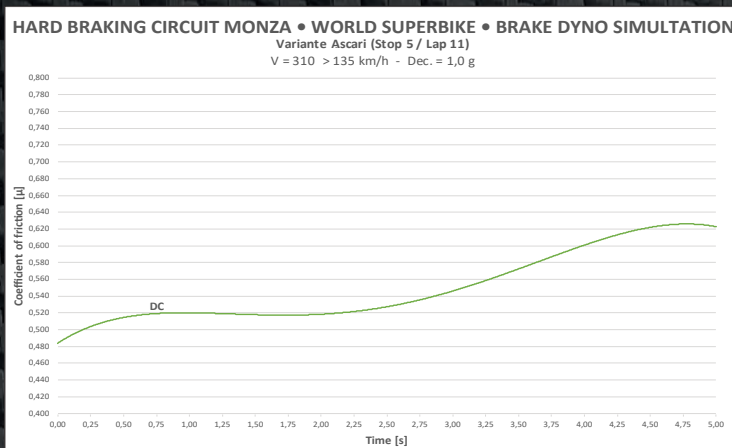
- * State-of-the-art conductive sinter compound formulated for high-performance track use.
- * Track Upgrade over high-performance standard brake pads.
- * Available for all high-performance standard bike calipers used for Track day & racing.
- * Medium initial bite, firm and consistent brake lever feel 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 its 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.

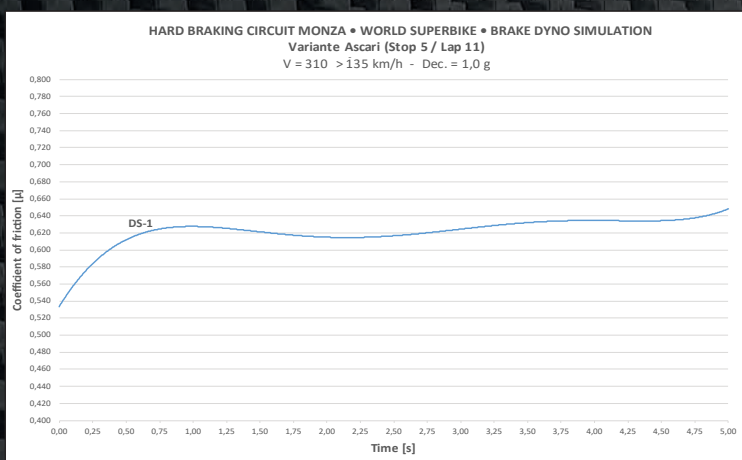
Ana Carrasco

TEAM KAWASAKI PROVEC RACING

"1st FEMALE World Champion ever"



DS-1 DUAL SINTER FRONT BRAKE PADS



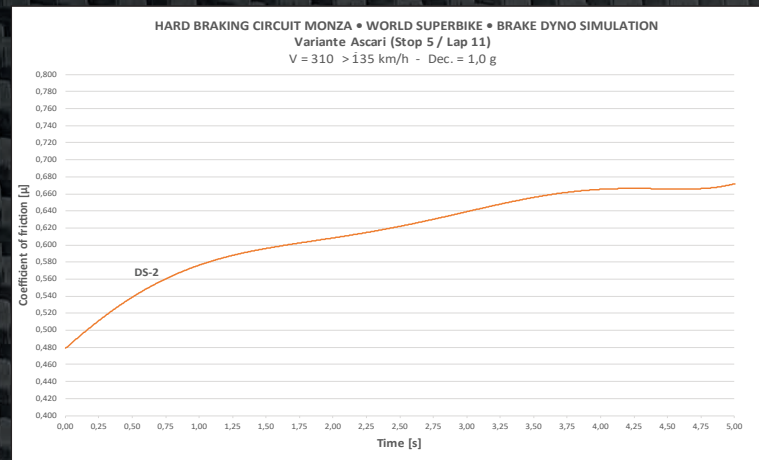
FOR RACE USE ONLY

- * 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.

DS-2 DUAL SINTER FRONT BRAKE PADS



FOR RACE USE ONLY

- * The choice of numerous World Champions in Superbike, Supersport, Moto2 and Endurance
- * High-tech sintered compound available for racing & standard brake systems used in racing
- * Medium initial bite
- * Progressive 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.

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, Jeffrey Buis, 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

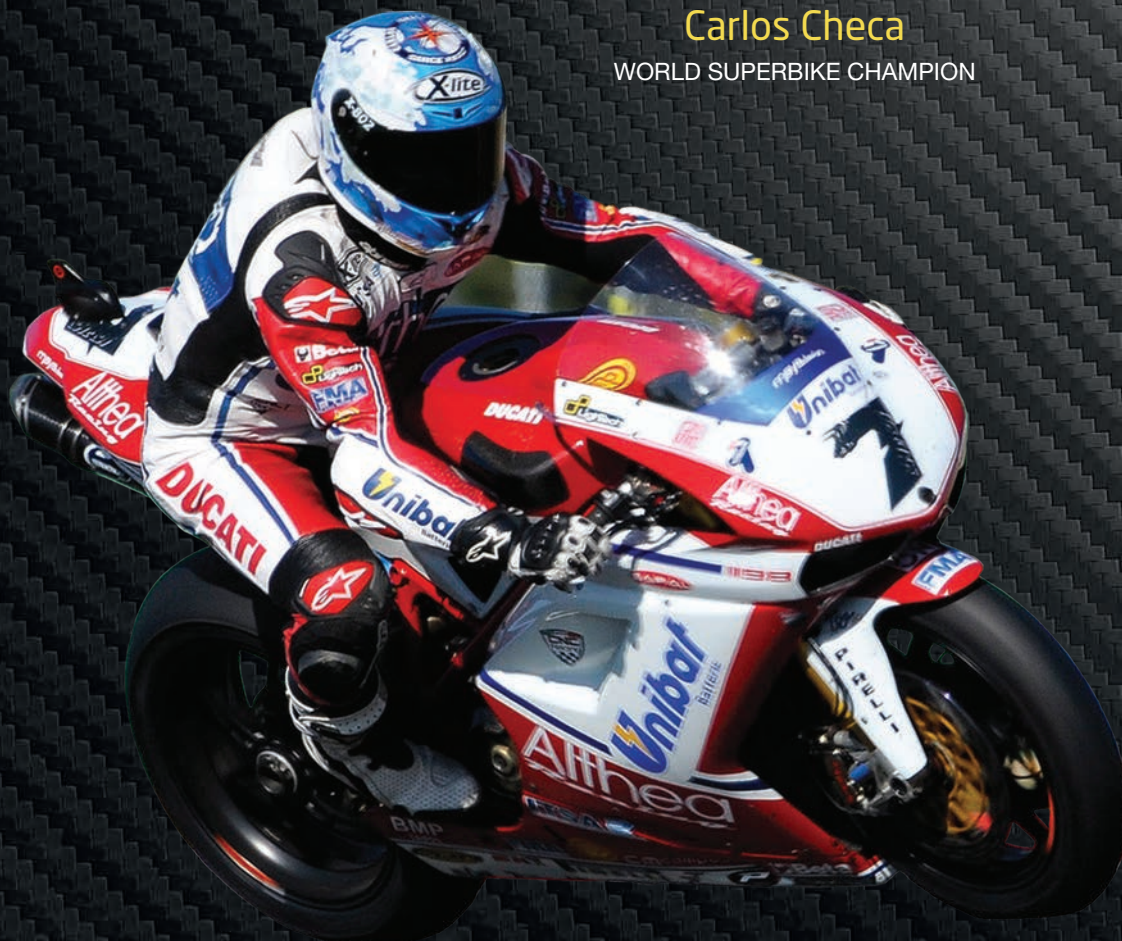
In the smallest capacity class Moto3 World Champion runner up Aron Canet and followed by Romano Fenati the MAX Sterilgarda KTM Moto3 both big fan's of DS-1's aggressive initial bite and linear & controllable in-stop brake power – when winning Moto3 races!

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 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 interfere 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 d'Or 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 Mikhailchik, 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 Mikhailchik

2-TIMES IDM GERMAN SBK CHAMPION



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

BRITISH SUPERBIKE CHAMPION



2022



#28 Brad Ray
OMG Yamaha Racing



PHOTO: Ian Hopgood



SBS 889 DS-1
DUAL SINTER



SBS 941 RQ
CARBON TECH



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MOTOAMERICA CHAMPION

KING OF THE BAGGERS



2022

#29 Tyler O'Hara

2022 KOTB Champion
S&S Cycle Indian



PHOTO: Brian J. Nelson



SBS 845 DS-1
DUAL SINTER



SBS 900 RST
SINTER



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MADE IN EUROPE



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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.

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

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.

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 is working intensively on the ideal solution especially for our DS Dual Sinter brake pads to be used for these extreme hard braking circuits and long-distance races.

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

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

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

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 front 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.

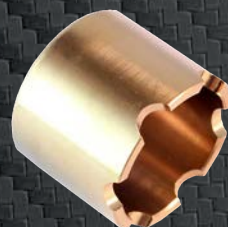
There are also specially made pistons for standard OEM calipers for race use. Standard OEM calipers with ie aluminum pistons can be advantageously equipped with pistons in stainless steel or titanium to reduce heat transfer. Also available are piston kits with optimized cooling achieved by special design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



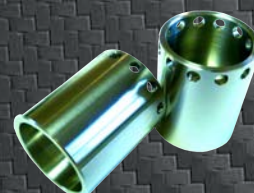
Standard OEM pad shim.



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

WORLD SUPERSPORT 600 2022

#77 Dominique Aegerter

1

sbs

WORLD SUPERSPORT 300 2022

#27 Alvaro Diaz

1

sbs

ISLE OF MAN TT RACES CHAMPION

#10 Peter Hickman

1

sbs

CHOICE OF WORLD CHAMPION 2021

World SSP300 Championship

#99 Adrian Huetras

1

sbs

CHOICE OF WORLD CHAMPION 2021

World SSP 600

#77 Dominique Aegerter

1

sbs

WORLD CHAMPION

CONGRATULATIONS Jeffrey Buis

#1

sbs

CHOICE OF CHAMPIONS 2018 & 2019

Michael Dunlop

Dean Harrison

1

sbs

CHOICE OF DUAL WORLD CHAMPIONS

FIM World Championship Supersport 300

2018: Manuel Gonzalez

2019: Ana Carrasco

1

sbs

1st EVER FEMALE ROAD RACING CHAMPION

WORLD SUPERSPORT 300

Ana Carrasco

1

sbs

CHOICE OF CHAMPION 2018

Michael Dunlop

1

sbs

CHOICE OF CHAMPIONS

Ana Carrasco, Rob Hartog, Michal Hutterbeger

1

sbs

CHOICE OF CHAMPIONS

Michael Dunlop

1

sbs

CHOICE OF CHAMPIONS 2016 WORLD SUPERSPORT CHAMPIONSHIP

World Champion Kenan Sofuoglu

2, 3, 4

sbs

CHOICE OF CHAMPIONS

Michael Dunlop

1

sbs

CHOICE OF CHAMPIONS

Michael Dunlop

1

sbs

World Supersport Champion 2014

SBS congratulates Pato Hernandez

Michael van der Mark

1

sbs

TT Isle of Man

sbs THE WINNING EDGE

Michael Dunlop KING OF THE ROADS

1

sbs

2012 WORLD SUPERSPORT CHAMPION

Kenan Sofuoglu

1

sbs

sbs 2011 WORLD SUPERBIKE CHAMPION

Carlos Checa

1

sbs

sbs 2010 WORLD SUPERSPORT CHAMPION

Kenan Sofuoglu

1

sbs

BRITISH SUPERSTOCK 1000 CHAMPION

Stefano Tonello

1

sbs

INT. DUTCH SUPERBIKE CHAMPION

Stefano Tonello

1

sbs

EUROPEAN MOTOC2 CHAMPION

Stefano Tonello

1

sbs

MOTOAMERICA CHAMPION STOCK 1000

Rick Combs

1

sbs

GERMAN SUPERBIKE CHAMPION

Stefano Tonello

1

sbs

ITALIAN CIV SUPERBIKE CHAMPION

Stefano Tonello

1

sbs

MOTOAMERICA CHAMPION

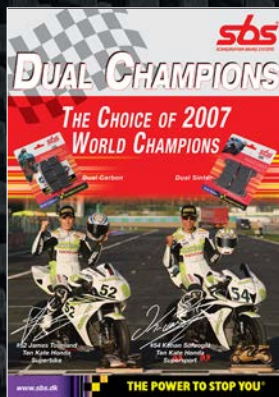
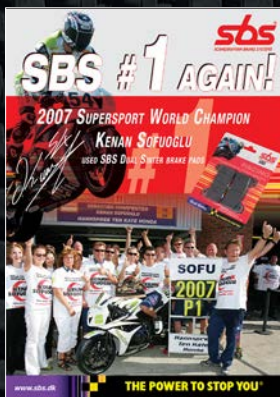
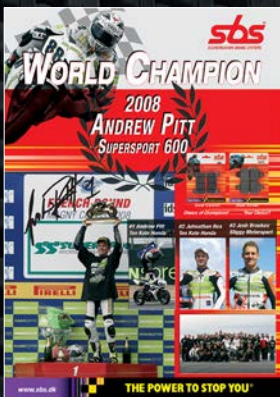
Rick Combs

1

sbs

SINCE 2001

sbs
GO AHEAD



TRUST, FEEL & PERFORMANCE

21 YEARS OF SUCCESS

Vinales • Dean Ellison • Dean Harrison • Dino Iozzo • Dirk Brand • Dominique Aegerter • Dorren Loureiro • Doug Chandler • Doug Polen • Eddi La Marra • Edoardo Rovelli • Eemdi Lahti • Erwan Nigon • Eugene Laverty • Fabien Foret • Fabio Masei • Fabio Menghi • Fabrizio Pirovano • Federico Caricasulo • Federico Fuligni • Fenton Seabright • Filip Altendorfer • Filip Backlund • Filippo Rovelli • Florian Alt • Florian Marino • Fonsi Nieto • Fred Merkel • Freddy Papunen • Gary Mason • Gary McCoy • Gauthier Duwelz • Geoff May • Giancarlo Falappa • Gianluca Nanelli • Gianluca Vizziello • Gino Borsoi • Gino Rea • Giovanni Bussei • Glen Richards • Glenn Irwin • Glenn Scott • Glenn van Straalen • Graeme Gowland • Gregg Black • Gregorio Lavilla • Gregory Fastrer • Gregory Leblanc • Hafizh Syahrin • Hannes Soomer • Harry Khouri • Helge Spjeldnes • Hendra Pratama • Henk vd Mark • Hikari Okubo • Hitoyasu Izutsu • Horst Saiger • Humberto Maitre Turquihno • Iain MacPherson • Ian Hutchinson • Ian Lougher • Ian Simpson • Igor Jerman • Iker Garcia • Iker Lecuona • Ilario Dionisi • Ilya Mikhalechik • Ivan Clementi • Jack Cornu • Jack Kennedy • Jacob Kornfeil • Jaimie van Sikkelerus • Jake Gagne • Jake Lewis • Jake Zemke • Jakub Smrz • James Ellison • James Hayden • James Hillier • James Witham • Jamie Coward • Jamie Robinson • Jan Buehn • Jaret Nassaney • Jason O'halloran • Jason Pridmore • Jasper Iwema • Javier Fores • Jed Metzger • Jeffrey Buis • Jenny Timmouth • Jens Kroon • Jeremy Alcobra • Jeremy Guarnoni • Jeremy McWilliams • Jesco Raffin • Jesper Pellijeff • Jimmy Lindstrom • Joan Lascorz • Joe Francis • Joe Roberts • Joel Kelso • Johan Stigefelt • John Crawford • John Crockford • John Hopkins • John Laverty • John McGuinness • John McPhee • John Reynolds • Jonas Folger • Jonathan Rea • Jordi Torres • Jorge Navarro • Josh Brookes • Josh Hayes • Juan Borja • Jules Cluzel • Julian Puffe • Julien da Costa • Julien Enjolras • Jürgen Van der Goorberg • Jörg Teuchert • Kai Borré Andersen • Kaito Toba • Karl Harris • Karsten Rasmussen • Katsuki Fujiwara • Kayla Yaakov • Keith Farmer • Kenan Sofuoglu • Kenny Foray • Kevin Foray • Kevin Olmedo • Kevin Sabatucci • Kevin Valk • Kevin Wahr • Kim "Ræz" Jensen • Kim Philipp • Koen Meuffels • Koen Zeelen • Kurtis Roberts • Kyle Ryde • Kyle Smith • Kyle Wyman • Larry Pegram • Lars Rullifs • Leandro Mercado • Lee Jackson • Lee Johnston • Leon Camier • Leon Haslam • Leonardo Taccini • Liam MacDonald • Livio Loi • Lorenzo Alfonsi • Lorenzo Zanetti • Loris Baz • Loris Cresson • Lorenzo Baldassarri • Luca Marconi • Luca Scassa • Luca Verdini • Lucas Mahias • Lucas Ockelfelt • Lucy Glöckner • Luis Salom • Lukas Tulovic • Lukas Wimmer • Luke Stapleford • Manuel Gonzalez • Marc Alcobra • Marc Garcia • Marc Moser • Marcel Brenner • Marcel Kellenberger • Marcel Schrötter • Marco Gaggi • Marco Melandri • Marco Tapia • Marcos Ramirez • Maria Herrera • Mark Atherton • Markus Reiterberger • Martin Jessop • Marvin Fritz • Marvin Siebdrath • Massimo Roccoli • Matthew Scholtz • Matthias Poulsen • Mathieu Gines • Matt Truelove • Matteo Baiocco • Matthieu Gines • Matthieu Lagrive • Mauro Sanchini • Max Biaggi • Max Neukircher • Maxime Berger • Maximilian 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 Jones • Mike Smith • Nacho Calero • Neil Hodgson • Nial McKenzie • Niccolò Canepa • Nick Kalinin • Nicky Hayden • Nico Terol • Nicolai Sørensen • Nigel Wairaven • 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 Hafenegger • Philipp Öttl • Pier Francesco Chili • Piergiorgio Bontempi • P.J. 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SUPERSPORT 300

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

KAWASAKI EX 400 NINJA



KAWASAKI

EX	400 Ninja	18 - 23
EX	400 Ninja SE	18 - 23



COMPOUND CHOICE

	DS-1	DS-2	DC	RST
955	△	△	△	△
955	△	△	△	△

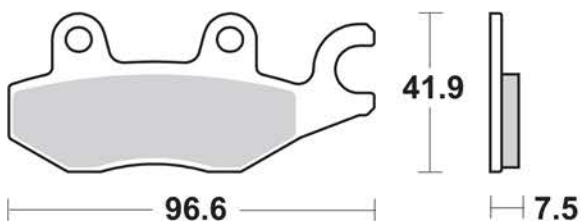
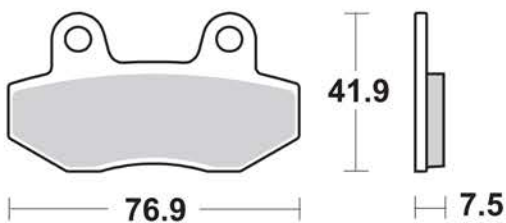


COMPOUND CHOICE

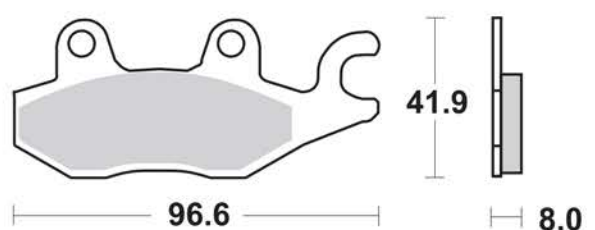
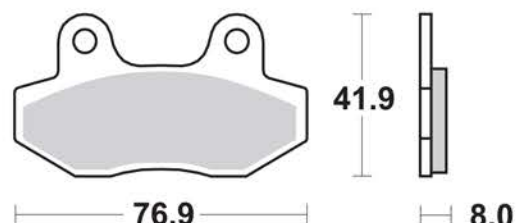
	RQ	LS
638	△	△
638	△	△

△ = Available compounds

SBS 955 DS-1 • DS-2 • DC • RST



SBS 638 RQ • LS



SUPERSPORT 300

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

KOVE 321 RR



900S-1 & 900S-2



DUAL SINTER



KOVE

321 RR

23-23



900*

DS-1 DS-2 DC RST

△ △ △ △



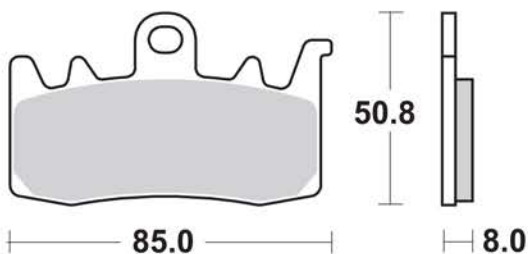
926

RQ LS HF

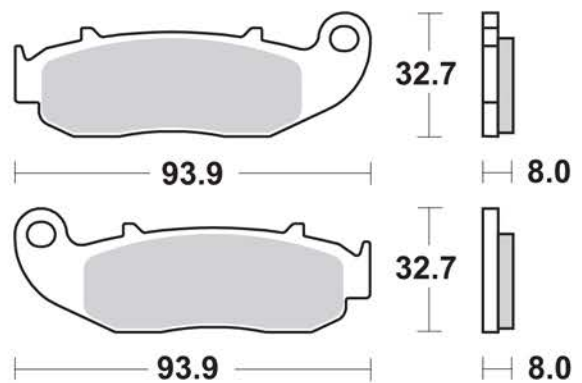
△

* = 2 sets required / △ = Available compounds

SBS 900 DS-1 • DS-2 • DC • RST



SBS 926 HF



SUPERSPORT 300

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

KTM RC 390 & Upgrade DS



KTM		
RC	390	14 - 23
RC	390 Upgrade DS	14 - 23



COMPOUND CHOICE

	DS-1	DS-2	DC	RST
877			△	△
634	△	△	△	△

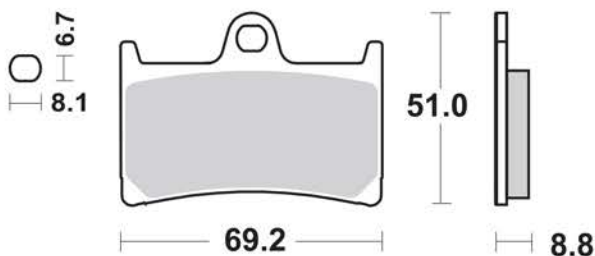


COMPOUND CHOICE

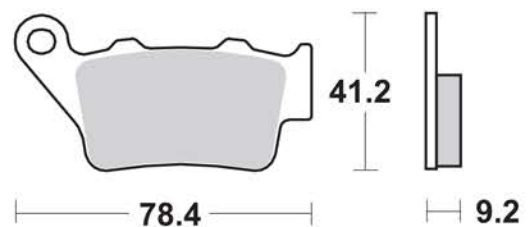
	RQ	LS
675	△	△
675	△	△

△ = Available compounds

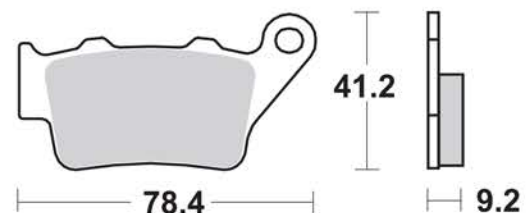
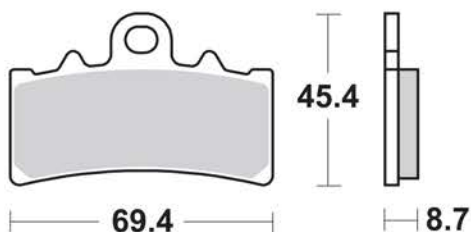
SBS 634 DS-1 • DS-2 • DC • RST



SBS 675 RQ • LS



SBS 877 DC • RST



SUPERSPORT 300

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

YAMAHA R3



DUAL SINTER



931DC

DUAL CARBON



931RST

SINTER



932RQ

CARBON TECH



YAMAHA

YZF 321 R3

15 - 23



931

COMPOUND CHOICE

DS-1

DS-2

DC

RST

△

△

△

△

COMPOUND CHOICE



932

RQ

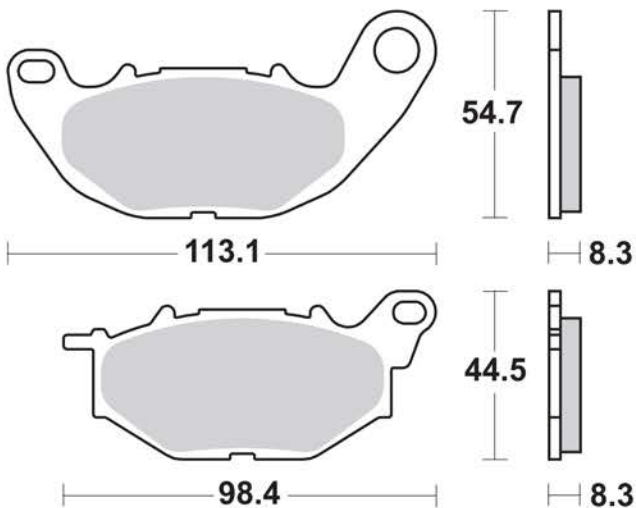
LS

△

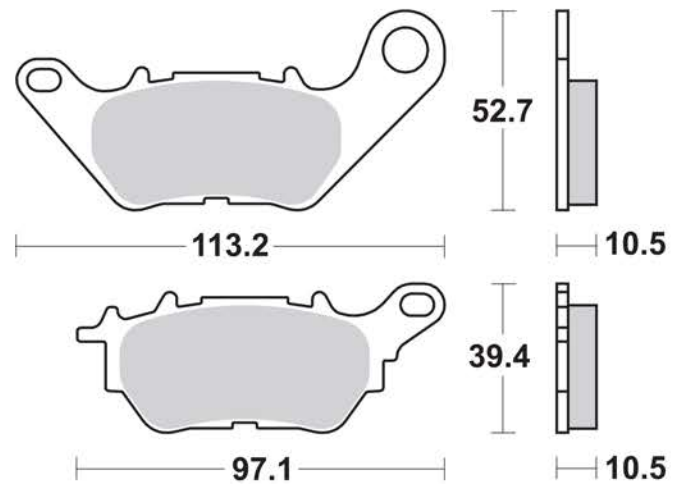
△ = Available quality

△ = Available compounds

SBS 931 DS-1 • DS-2 • DC • RST



SBS 932 RQ



WORLD SUPERSPORT 600

SBK
SUPERSPORT
FIM WORLD CHAMPIONSHIP

2022



World Supersport Champion 2021 & 2022
#77 Dominique Aegerter
Ten Kate Racing

D. Aegerter
#77

1

2022 WORLD CHAMPION

SBK SUPERSPORT
FIM WORLD CHAMPIONSHIP







SBS 634 DS-1 & SBS 966 DS-1
DUAL SINTER



SBS 834 RQ
CARBON TECH



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SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

DUCATI 955 Panigale V2



DUCATI

955 Panigale V2	20 - 23
955 Panigale V2 Bayliss	20 - 23

COMPOUND CHOICE



DS-1	DS-2	DC	RST
900*	△	△	△
900*	△	△	△

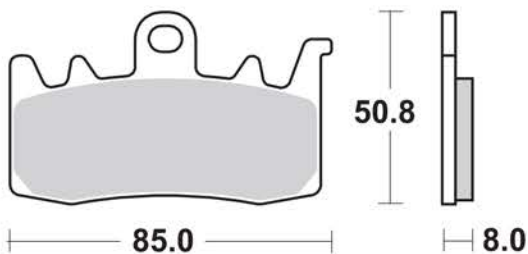
COMPOUND CHOICE



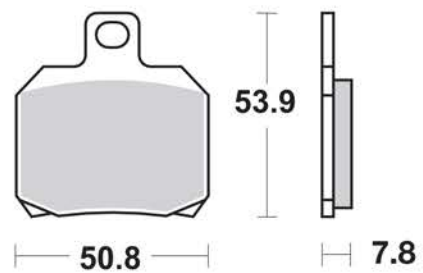
RQ	LS
730	△
730	△

* = 2 sets required / △ = Available compounds

SBS 900 DS-1 • DS-2 • DC • RST



SBS 730 RQ • LS



SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

HONDA CBR 600



809DS-1 & 809DS-2

947DS-1 & 947DS-2



DUAL SINTER

DUAL SINTER



HONDA

CBR	600 RR	09 - 18
CBR	600 RR	18 - 21



COMPOUND CHOICE

	DS-1	DS-2	DC	RST
809*	△	△	△	△
947*	△	△	△	△

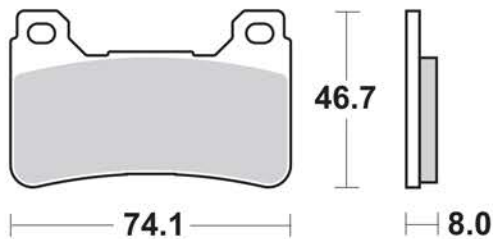


COMPOUND CHOICE

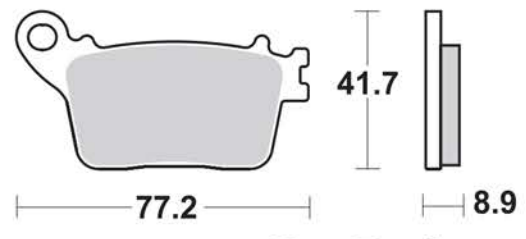
	RQ	LS
834	△	△
834	△	△

* = 2 sets required / △ = Available compounds

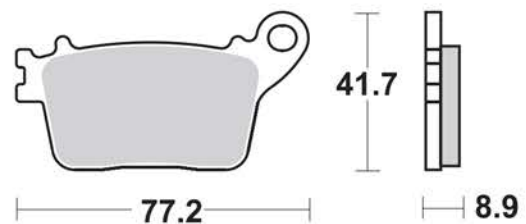
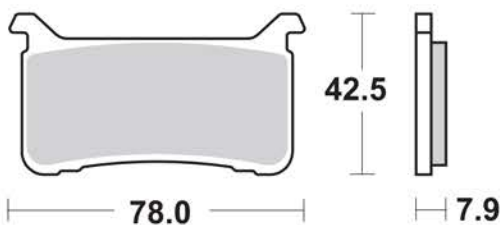
SBS 809 DS-1 • DS-2 • DC • RST



SBS 834 RQ • LS



SBS 947 DS-1 • DS-2 • DC • RST



SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

KAWASAKI ZX-6R 600 NINJA



DUAL SINTER



KAWASAKI

ZX-6R 600 Ninja

07 - 17



838*

DS-1 DS-2 DC RST

△ △ △ △



687

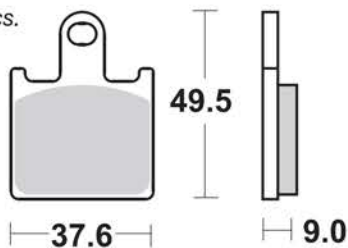
RQ LS

△ △

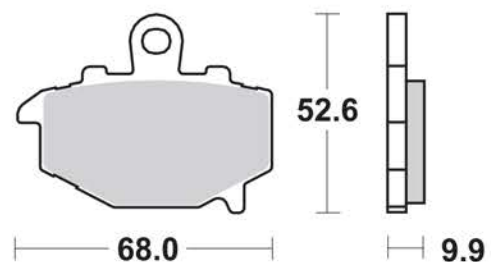
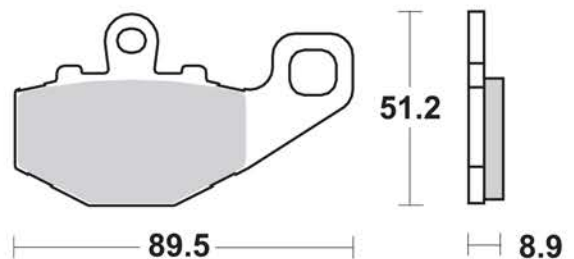
* = 2 sets required / △ = Available compounds

SBS 838 DS-1 • DS-2 • DC • RST

1 set = 4 pcs.



SBS 687 RQ • LS



SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

KAWASAKI ZX-6R 636 Ninja



B600S-1 & B600S-2



DUAL SINTER



KAWASAKI

ZX-6R	636 Ninja	13 - 18
ZX-6R	636 Ninja Upgrade DS	13 - 18
ZX-6R	636 Ninja ABS	13 - 23
ZX-6R	636 Ninja ABS Upgrade DS	13 - 23

COMPOUND CHOICE



	DS-1	DS-2	DC	RST
894*			△	△
860*	△	△		
894*			△	△
860*	△	△		

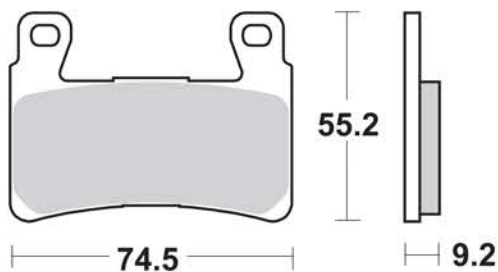
COMPOUND CHOICE



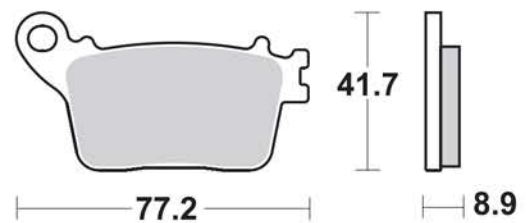
	RQ	LS
834	△	△
834	△	△
834	△	△
834	△	△

* = 2 sets required / △ = Available compounds

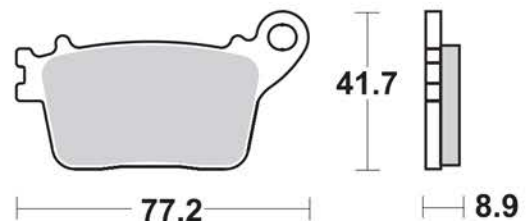
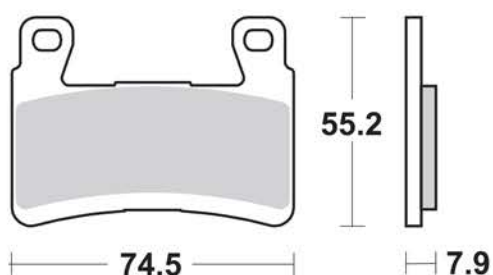
SBS 860 DS-1 • DS-2



SBS 834 RQ • LS



SBS 894 DC • RST



SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

MV AGUSTA F3 800 RR



B41DS-1 & B41DS-2



DUAL SINTER



MV AGUSTA

F3 800 RR

21 - 23



841*

COMPOUND CHOICE

DS-1 DS-2 DC RST

△ △ △ △

COMPOUND CHOICE



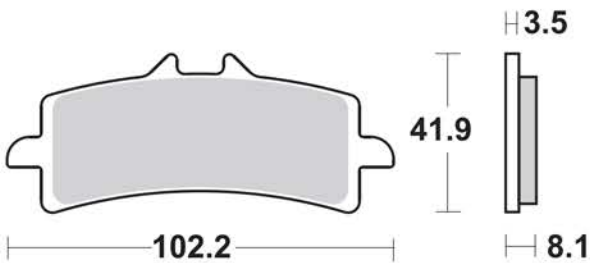
730

RQ LS

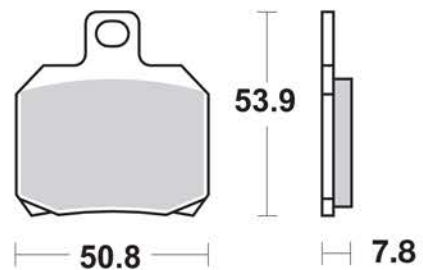
△ △

* = 2 sets required / △ = Available compounds

SBS 841 DS-1 • DS-2 • DC • RST



SBS 730 RQ • LS



SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

TRIUMPH 765 Street Triple RS



901DS-1 & 901DS-2

DUAL SINTER



TRIUMPH

765 Street Triple RS

17 - 23



COMPOUND CHOICE

901* DS-1 DS-2 DC RST

△ △ △ △

COMPOUND CHOICE

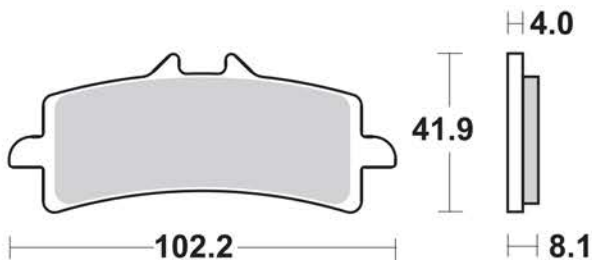


675 RQ LS

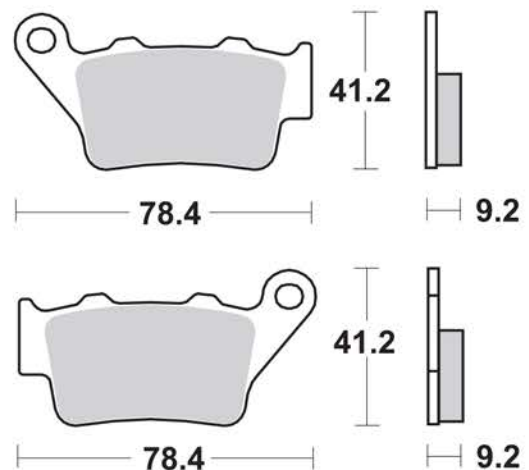
△ △

* = 2 sets required / △ = Available compounds

SBS 901 DS-1 • DS-2 • DC • RST



SBS 675 RQ • LS



SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

YAMAHA R6



DUAL SINTER



DUAL SINTER



YAMAHA

YZF	600 R6	17 - 23
YZF	600 R6 Quick Change / Front wheel ("flag-to-flag" races)	17 - 23



COMPOUND CHOICE

	DS-1	DS-2	DC	RST
634	△	△	△	△
966	△	△		

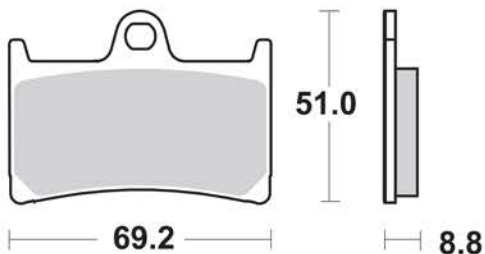
COMPOUND CHOICE



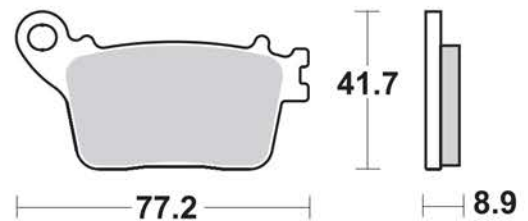
	RQ	LS
834	△	△
834	△	△

△ = Available compounds

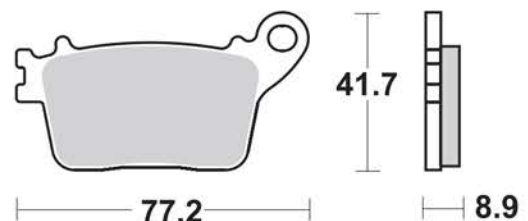
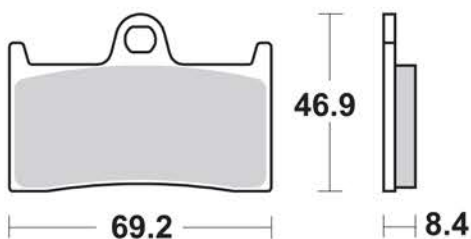
SBS 634 DS-1 • DS-2 • DC • RST



SBS 834 RQ • LS



SBS 966 DS-1 • DS-2



ISLE OF MAN TT RACES CHAMPION



- 1ST SENIOR TT
- 1ST SUPERBIKE TT
- 1ST SUPERSTOCK TT
- 1ST SUPERTWIN TT
- ISLE OF MAN TT LAP RECORD HOLDER – 135.452 MPH / 217.989 KM/H



#10 Peter "Hicky" Hickman
Gas Monkey Garage by FHO Racing



PHOTO: James Wright



SBS 889 DS-1 & SBS 985 DS-1
DUAL SINTER



SBS 887 RQ & SBS 984 RQ
CARBON TECH



HI-TECH BRAKE SOLUTIONS
MADE IN EUROPE

SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

APRILIA RSV4



841DS-1 & 841DS-2



DUAL SINTER

901DS-1 & 901DS-2



DUAL SINTER



APRILIA

RSV4-RF	1000	15 - 20
RSV4-RR	1000	15 - 20
RSV4	1100 Factory	19 - 23

COMPOUND CHOICE



	DS-1	DS-2	DC	RST
901*	△	△	△	△
901*	△	△	△	△
841*	△	△	△	△

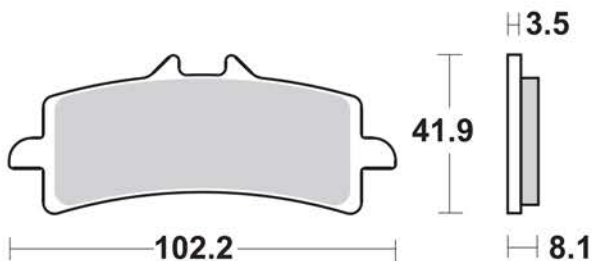
COMPOUND CHOICE



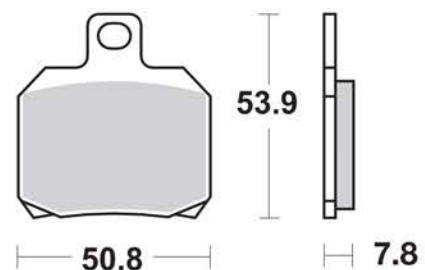
	RQ	LS
730	△	△
730	△	△
730	△	△

* = 2 sets required / △ = Available compounds

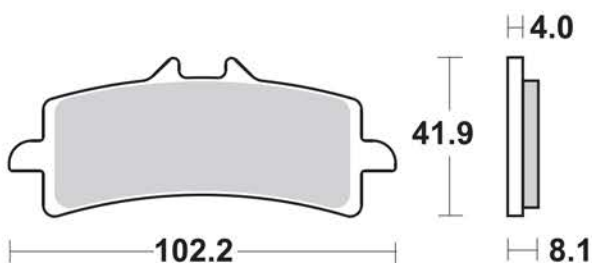
SBS 841 DS-1 • DS-2 • DC • RST



SBS 730 RQ • LS



SBS 901 DS-1 • DS-2 • DC • RST



SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

BMW M 1000 RR



BMW

M 1000 RR

21 - 23



985*

COMPOUND CHOICE

DS-1 DS-2 DC RST

△ △ △ △

COMPOUND CHOICE



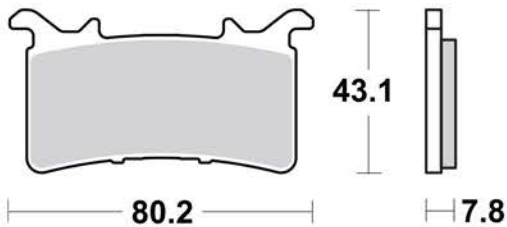
984

RQ LS

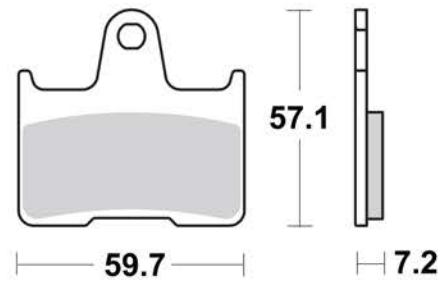
△ △

* = 2 sets required / △ = Available compounds

SBS 985 DS-1 • DS-2 • DC • RST



SBS 984 RQ • LS



SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

BMW S 1000 RR



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



BMW		
S	1000 RR (Brembo)	09 - 18
S	1000 RR (Hayes)	19 - 20
S	1000 RR (Nissin)	21 - 23

COMPOUND CHOICE



	DS-1	DS-2	DC	RST
870*	△	△	△	△
960*	△	△	△	△
985*	△	△	△	△

COMPOUND CHOICE

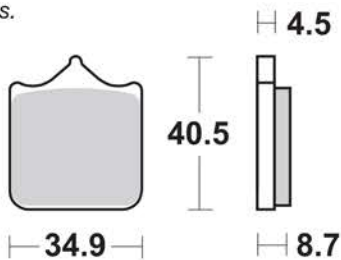


	RQ	LS
675	△	△
675	△	△
675	△	△

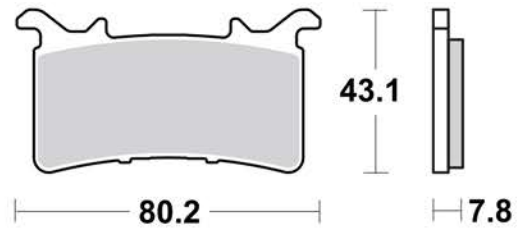
* = 2 sets required / △ = Available compounds

SBS 870 DS-1 • DS-2 • DC • RST

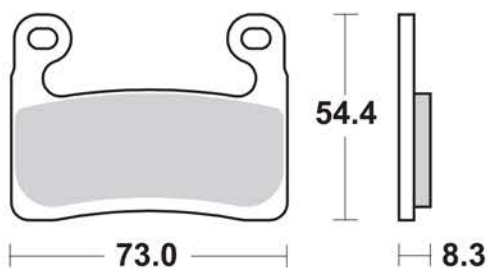
1 set = 4 pcs.



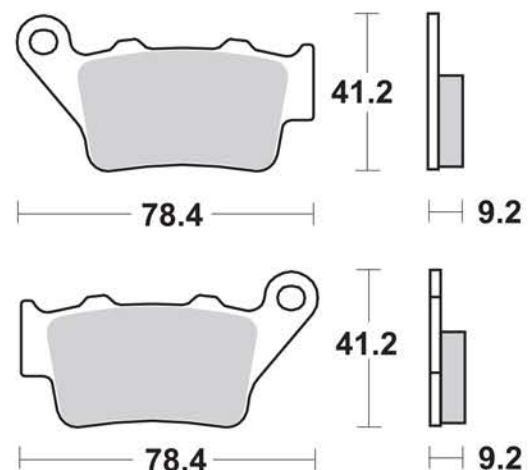
SBS 985 DS-1 • DS-2 • DC • RST



SBS 960 DS-1 • DS-2 • DC • RST



SBS 675 RQ • LS



SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

DUCATI PANIGALE V4 R & S



DUCATI

1000 Panigale V4 R / all models	19 - 23
1100 Panigale V4 / all models	18 - 23

COMPOUND CHOICE



	DS-1	DS-2	DC	RST
841*	△	△	△	△
841*	△	△	△	△

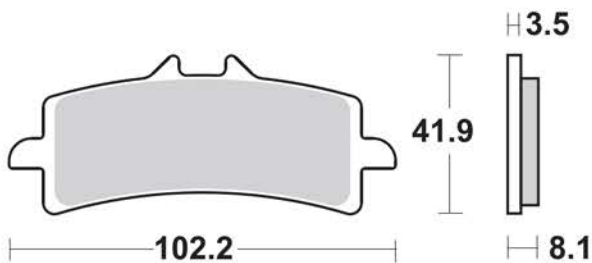
COMPOUND CHOICE



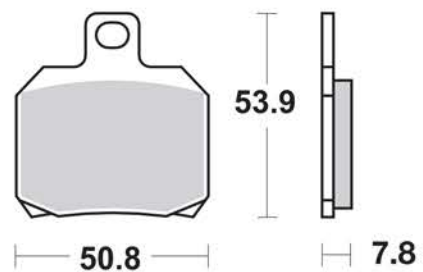
	RQ	LS
730	△	△
730	△	△

* = 2 sets required / △ = Available compounds

SBS 841 DS-1 • DS-2 • DC • RST



SBS 730 RQ • LS



SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

HONDA CBR 1000 Fireblade RR-R



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



HONDA

CBR	1000 Fireblade RR-R	20 - 21
CBR	1000 Fireblade RR-R SP	20 - 21
CBR	1000 Fireblade RR-R SP	22 - 23

COMPOUND CHOICE



	DS-1	DS-2	DC	RST
985*	△	△	△	△
901*	△	△	△	△
841*	△	△	△	△

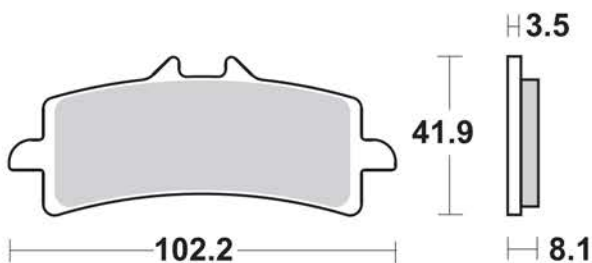
COMPOUND CHOICE



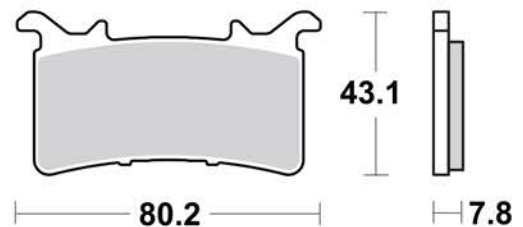
	RQ	LS
730	△	△
730	△	△
730	△	△

* = 2 sets required / △ = Available compounds

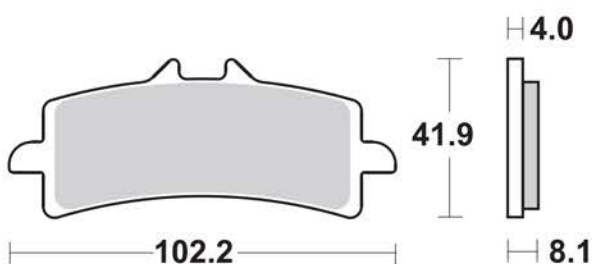
SBS 841 DS-1 • DS-2 • DC • RST



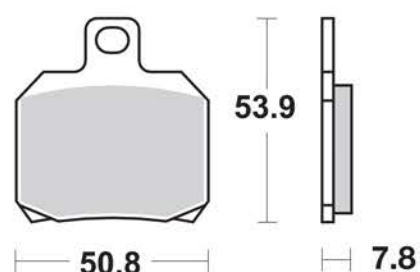
SBS 985 DS-1 • DS-2 • DC • RST



SBS 901 DS-1 • DS-2 • DC • RST



SBS 730 RQ • LS



SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

KAWASAKI ZX-10RR 1000 NINJA



DUAL SINTER



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



KAWASAKI

ZX-10R	1000 Ninja	16 - 23
ZX-10R	1000 Ninja SE	18 - 22
ZX-10RR	1000 Ninja	17 - 23



COMPOUND CHOICE

	DS-1	DS-2	DC	RST
841*	△	△	△	△
841*	△	△	△	△
841*	△	△	△	△

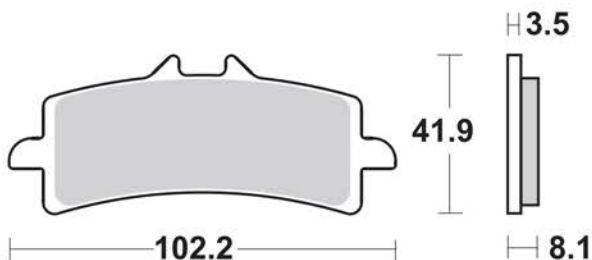
COMPOUND CHOICE



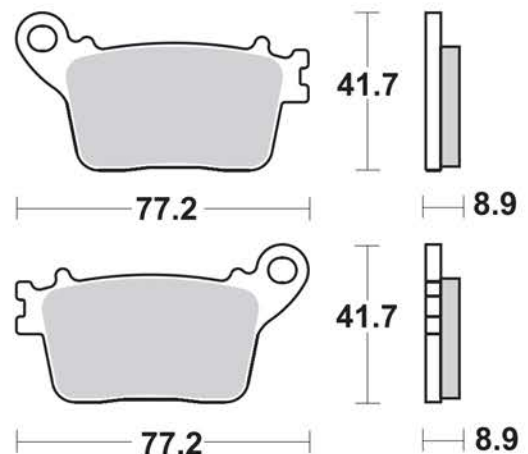
	RQ	LS
834	△	△
834	△	△
834	△	△

* = 2 sets required / △ = Available compounds

SBS 841 DS-1 • DS-2 • DC • RST



SBS 834 RQ • LS



SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

SUZUKI GSX-R 1000



SUZUKI

GSX-R 1000

12 - 23



COMPOUND CHOICE

841* DS-1 DS-2 DC RST

△ △ △ △

COMPOUND CHOICE

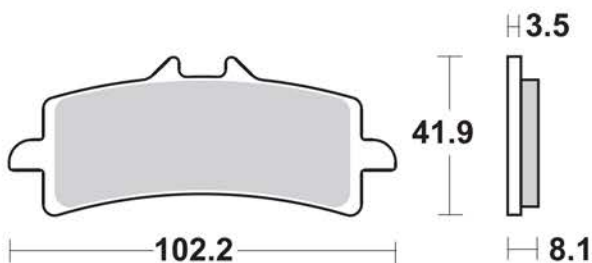


834 RQ LS

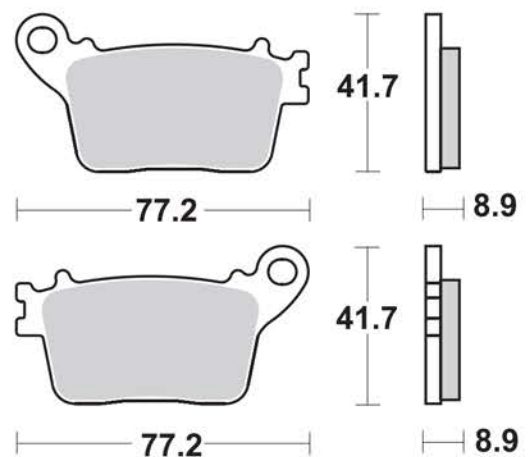
△ △

* = 2 sets required / △ = Available compounds

SBS 841 DS-1 • DS-2 • DC • RST



SBS 834 RQ • LS



SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

YAMAHA R1



DUAL SINTER



DUAL SINTER



634DC

DUAL CARBON



634RST

SINTER



834RQ

CARBON TECH



834LS

SINTER



YAMAHA

YZF	1000 R1	15 - 23
YZF	1000 R1 Quick Change / Front wheel ("flag-to-flag" races)	17 - 23

COMPOUND CHOICE



	DS-1	DS-2	DC	RST
634	△	△	△	△
966	△	△		

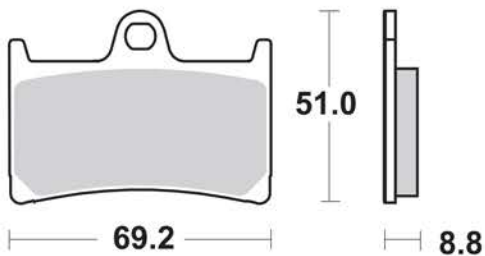
COMPOUND CHOICE



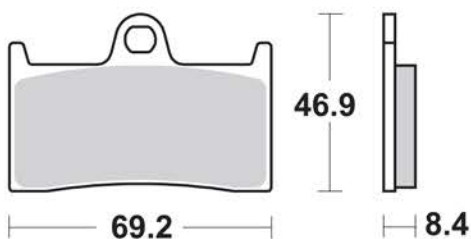
	RQ	LS
834	△	△
834	△	△

△ = Available compounds

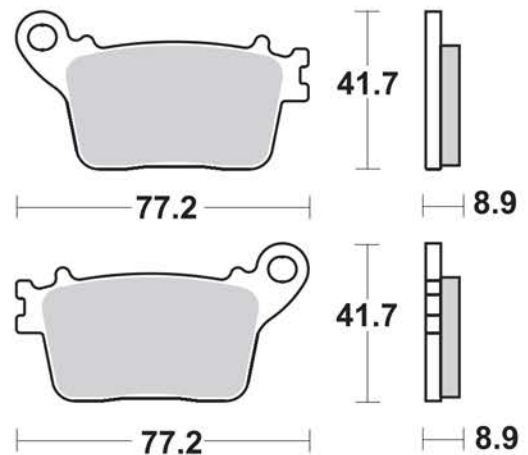
SBS 634 DS-1 • DS-2 • DC • RST



SBS 966 DS-1 • DS-2



SBS 834 RQ • LS



GERMAN SUPERBIKE CHAMPION



#28 Markus Reiterberger
Alpha Racing-Van Zon-BMW



PHOTO: Damon Teerink



SBS 985 DS-2
DUAL SINTER



SBS 984 RQ
CARBON TECH



HI-TECH BRAKE SOLUTIONS
MADE IN EUROPE

VARIOUS RACE CUP'S & CLASSES

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

BMW F 900 R



9000S-1 & 9000S-2



DUAL SINTER



BMW

F 900 R

20 - 23



900*

COMPOUND CHOICE

DS-1 DS-2 DC RST

△ △ △ △

COMPOUND CHOICE



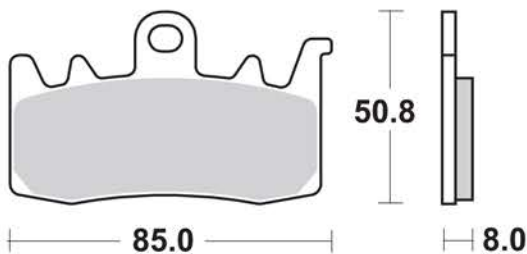
675

RQ LS

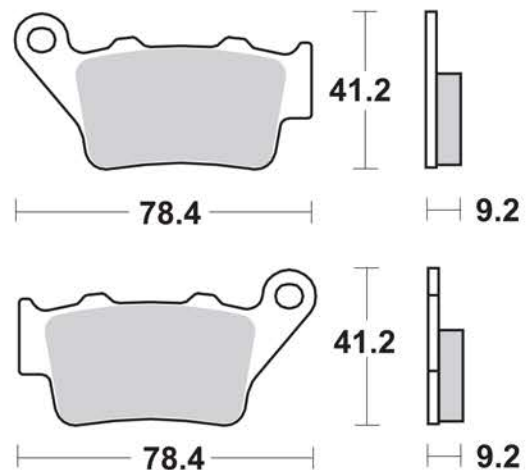
△ △

* = 2 sets required / △ = Available compounds

SBS 900 DS-1 • DS-2 • DC • RST



SBS 675 RQ • LS



VARIOUS RACE CUP'S & CLASSES

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

KTM RC8 890 C



KTM
RC8 890 C

22 - 22



841*

DS-1 DS-2 DC RST

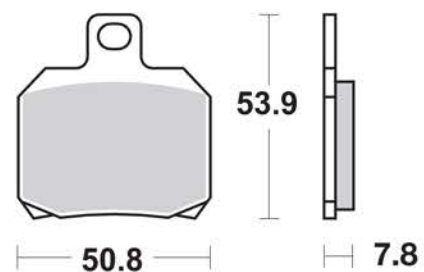
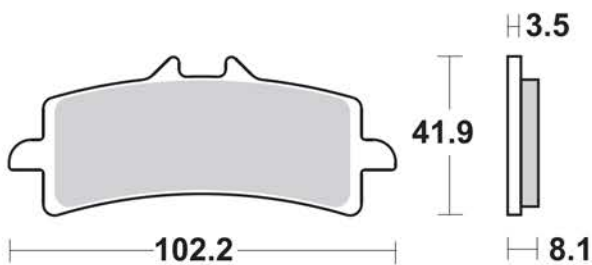


730 RQ LS

* = 2 sets required / Δ = Available compounds

SBS 841 DS-1 • DS-2 • DC • RST

SBS 730 RQ • LS



VARIOUS RACE CUP'S & CLASSES

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

OHVALE GP-01 & GP-2



OHVALE

GP-01	110	17 - 23	885							
GP-01	160	17 - 23	885							
GP-01	190	17 - 23	885							
GP-01	212	17 - 23	872*							
GP-2	190	21 - 23	962							

COMPOUND CHOICE



DS-1	DS-2	DC	RST
			△
			△
			△
			△
			△

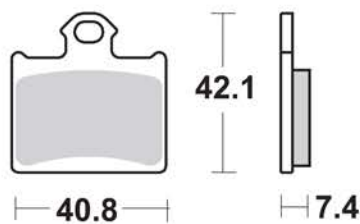
COMPOUND CHOICE



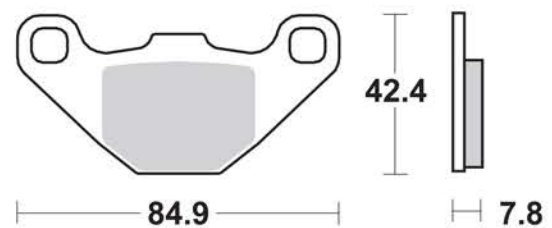
RQ	LS	HF
△		
△		
△		
△		
		△

* = 2 sets required / △ = Available compounds

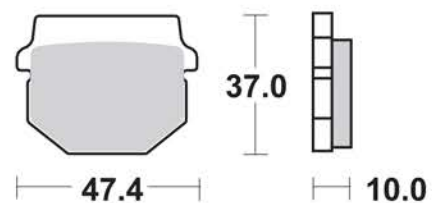
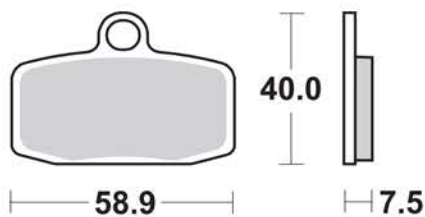
SBS 872 RST • RQ



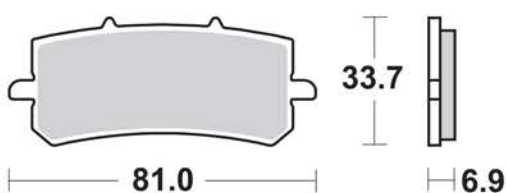
SBS 548 HF



SBS 885 RST



SBS 962 RST



VARIOUS RACE CUP'S & CLASSES

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

YAMAHA YZF 700 R7



6340S-1 & 6340S-2



DUAL SINTER



YAMAHA

YZF 700 R7

22 - 23



634*

DS-1 DS-2 DC RST

△ △ △ △



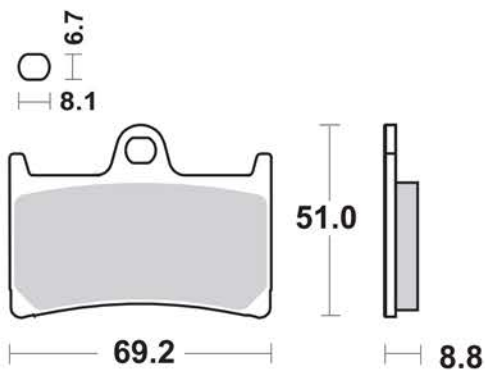
657

RQ LS

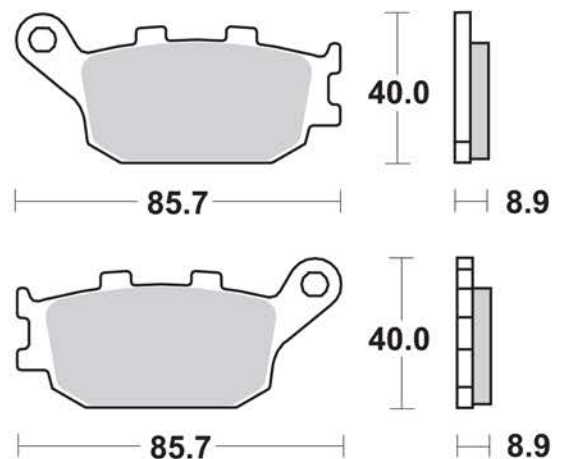
△ △

* = 2 sets required / △ = Available compounds

SBS 634 DS-1 • DS-2 • DC • RST



SBS 657 RQ • LS



SUPERBIKE APPLICATIONS

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD



FRONT

REAR

<p>SBS 711 DC • RST • DS-1 • DS-2</p>	<p>SBS 805 DC • DS-1 • DS-2 1 set = 4 pcs.</p>	<p>SBS 825 DC • DS-1 • DS-2</p>	<p>SBS 845 DC • DS-1 • DS-2</p>
<p>SBS 889 DS-1 • DS-2</p>	<p>SBS 909 DS-1 • DS-2</p>	<p>SBS 950 DS-1 • DS-2</p>	<p>SBS 989 DS-1 • DS-2</p>
<p>SBS 732 RQ</p>	<p>SBS 887 DC • DS-1 • DS-2 1 set = 4 pcs.</p>	<p>SBS 941 RQ • LS • RST</p>	<p>SBS 942 RQ • LS</p>

MOTO2 APPLICATIONS

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD



FRONT

REAR

<p>SBS 825 DC • DS-1 • DS-2</p>	<p>SBS 845 DC • DS-1 • DS-2</p>	<p>SBS 889 DS-1 • DS-2</p>	
<p>SBS 732 RQ</p>	<p>SBS 941 RQ • LS • RST</p>	<p>SBS 942 RQ • LS</p>	

MOTO3 APPLICATIONS

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD



FRONT

REAR

<p>SBS 695 DC • RST • DS-1 • DS-2</p>	<p>SBS 887 DC • DS-1 • DS-2</p>	<p>SBS 990 DS-1 • DS-2</p>	
<p>SBS 618 RQ</p>	<p>SBS 732 RQ</p>		

FRONT RACING BRAKE PAD DRAWINGS

MOST USED RACING BRAKE PAD REFERENCES



BRANDS • AVAILABLE COMPOUNDS

<p>SBS 634 DC • RST • DS-1 • DS-2</p> <p>KTM YAMAHA</p>	<p>SBS 695 DC • RST • DS-1 • DS-2</p> <p>BREMBO RACING</p>	<p>SBS 706 DC • RST • DS-1 • DS-2</p> <p>DUCATI</p>	<p>SBS 711 DC • RST • DS-1 • DS-2</p> <p>BREMBO NISSIN RACING</p>
<p>SBS 782 DC • RST</p> <p>MORIWAKI</p>	<p>SBS 788 DC • RST • DS-1 1 set = 4 pcs.</p> <p>KAWASAKI</p>	<p>SBS 805 DC • DS-1 • DS-2 1 set = 4 pcs.</p> <p>BREMBO RACING</p>	<p>SBS 806 DC • RST • DS-1 • DS-2</p> <p>KAWASAKI SUZUKI</p>
<p>SBS 809 DC • RST • DS-1 • DS-2</p> <p>HONDA</p>	<p>SBS 825 DC • DS-1 • DS-2</p> <p>NISSIN</p>	<p>SBS 838 DC • RST • DS-1 • DS-2 1 set = 4 pcs.</p> <p>KAWASAKI</p>	<p>SBS 839 DC • RST • DS-1 1 set = 2 pcs. small/large</p> <p>YAMAHA</p>
<p>SBS 841 DC • RST • DS-1 • DS-2</p> <p>APRILIA DUCATI KAWASAKI KTM MV AGUSTA SUZUKI</p>	<p>SBS 845 DC • DS-1 • DS-2</p> <p>BREMBO RACING</p>	<p>SBS 860 DS-1 • DS-2</p> <p>KAWASAKI</p>	<p>SBS 864 DC • RST</p> <p>TRIUMPH</p>
<p>SBS 870 DC • RST • DS-1 • DS-2 1 set = 4 pcs.</p> <p>BMW</p>	<p>SBS 877 DC • RST</p> <p>KTM</p>	<p>SBS 887 DC • DS-1 • DS-2 • LS • RQ</p> <p>BREMBO RACING</p>	<p>SBS 889 DS-1 • DS-2</p> <p>BREMBO RACING</p>
<p>SBS 894 DC • RST</p> <p>KAWASAKI</p>	<p>SBS 900 DC • RST • DS-1 • DS-2</p> <p>APRILIA DUCATI</p>	<p>SBS 901 DC • RST • DS-1 • DS-2</p> <p>APRILIA BIMOTA BMW HONDA MV AGUSTA TRIUMPH</p>	<p>SBS 909 DS-1 • DS-2</p> <p>BREMBO RACING</p>

FRONT RACING BRAKE PAD DRAWINGS

MOST USED RACING BRAKE PAD REFERENCES



BRANDS • AVAILABLE COMPOUNDS

<p>SBS 931 YAMAHA DC • RST • DS-1 • DS-2</p>	<p>SBS 947 HONDA DC • RST • DS-1 • DS-2</p>	<p>SBS 950 NISSIN DS-1 • DS-2</p>	<p>SBS 955 KAWASAKI DC • RST • DS-1 • DS-2</p>
<p>SBS 960 BMW DC • RST • DS-1 • DS-2</p>	<p>SBS 966 YAMAHA DS-1 • DS-2</p>	<p>SBS 985 BMW HONDA DC • RST • DS-1 • DS-2</p>	<p>SBS 989 BREMBO RACING DS-1 • DS-2</p>
<p>SBS 990 BREMBO RACING DS-1 • DS-2</p>			

REAR RACING BRAKE PAD DRAWINGS

MOST USED RACING BRAKE PAD REFERENCES



BRANDS • AVAILABLE COMPOUNDS

<p>SBS 618 RQ</p> <p>MORIWAKI</p>	<p>SBS 638 RQ • LS</p> <p>KAWASAKI</p>	<p>SBS 657 RQ • LS</p> <p>KAWASAKI YAMAHA</p>	<p>SBS 675 RQ • LS</p> <p>BMW KTM TRIUMPH</p>
<p>SBS 687 RQ • LS</p> <p>KAWASAKI</p>	<p>SBS 730 RQ • LS</p> <p>APRILIA BIMOTA DUCATI HONDA KAWASAKI KTM MV AGUSTA</p>	<p>SBS 732 RQ</p> <p>BREMBO RACING</p>	<p>SBS 763 RQ • LS</p> <p>MV AGUSTA</p>
<p>SBS 833 RQ • LS</p> <p>SUZUKI</p>	<p>SBS 834 RQ • LS</p> <p>HONDA KAWASAKI SUZUKI YAMAHA</p>	<p>SBS 887 DC • DS-1 • DS-2 • LS • RQ</p> <p>BREMBO RACING</p>	<p>SBS 932 RQ</p> <p>YAMAHA</p>
<p>SBS 941 RQ • LS • RST</p> <p>BREMBO RACING</p>	<p>SBS 942 RQ • LS</p> <p>BREMBO RACING</p>	<p>SBS 984 RQ • LS</p> <p>BMW</p>	



GO AHEAD

SBS PARTNERS IN RACING

WORLD CHAMPIONSHIP GP - MOTO 2

- * American Racing Team
- * Intact GP Husqvarna Liqui Moly
- * RW Racing GP

WORLD CHAMPIONSHIP GP - MOTO 3

- * Intact GP Husqvarna Liqui Moly
- * CIP-Green Power

WORLD CHAMPIONSHIP - SUPERBIKE

- * Barni Racing Team
- * Kawasaki Puccetti Racing
- * Yamaha R3 bLU cRU European Cup

WORLD CHAMPIONSHIP - SUPERSPORT 600

- #1 Ten Kate Racing – 2022 WORLD CHAMPION
- * Kawasaki Puccetti Racing
- * Althea Racing Team
- * Barni Racing Team
- * MtM Racing
- * Orelac Kawasaki Racing
- * MIE-MS Racing Honda Team
- * Dynavolt Triumph Factory
- * Vince64 by Puccetti Racing

WORLD CHAMPIONSHIP - SUPERSPORT 300

- #1 ARCO Motor University Team – 2022 WORLD CHAMPION
- * MtM Kawasaki Racing
- * RT Motorsports by SKM
- * Yamaha MS Racing
- * Team #109 Kawasaki
- * Deza-BOX77 Racing Team

WORLD CHAMPIONSHIP ENDURANCE

- * Tati Team Beringer Racing
- * Team Bolliger Kawasaki Switzerland
- * RAC41 ChromeBurner Honda
- * TECMAS BMW Racing Team

EUROPEAN CHAMPIONSHIP

- #1 Intact GP Junior Team – 2022 CHAMPION
- * CIP Racing Junior Team

BSB BRITISH SUPERBIKE CHAMPIONSHIP

- #1 OMG Yamaha Racing – 2022 CHAMPION
- #1 Padgetts Racing – 2022 CHAMPION
- * PBM Ducati
- * FHO Racing BMW
- * Synetiq TAS BMW Racing
- * FS-3 Kawasaki Racing
- * Honda Racing UK
- * Hawk Honda Racing
- * DAO Racing

MA MOTO AMERICA CHAMPIONSHIP

- #1 Tytlers Cycle RideHVMC Racing – 2022 CHAMPION
- #1 N2 Racing – 2022 CHAMPION
- #1 S&S Cycle Racing Team – King Of The Baggers & Super Hooligan – 2022 CHAMPION
- * Westby Racing
- * Altus Motorsports
- * MP13 Melissa Paris Racing
- * Kayla Yaakov Racing

IDM GERMAN SUPERBIKE CHAMPIONSHIP

- #1 Alpha Racing-Van Zon-BMW – 2022 CHAMPION
- * GERT56 German Endurance Racing Team
- * RT Motorsports by SKM

CIV ITALIAN CHAMPIONSHIP

- #1 Barni Racing – 2022 CHAMPION
- * Schacht Racing by Barni

CEV SPANISH CHAMPIONSHIP

- #1 Deza-BOX77 Racing Team – 2022 CHAMPION
- #1 easyRace Team – 2022 CHAMPION
- * ARCO Motor University Team

FRENCH CHAMPIONSHIP

- * TECMAS Racing Team

ARRC ASIAN ROAD RACING CHAMPIONSHIP

- * ONEXO BMW TKKR Team
- * Kawasaki Racing
- * ZK Racing

TT & INTERNATIONAL ROAD RACES

- #1 Peter Hickman – 2022 SENIOR TT CHAMPION & TT'S FASTEST MAN
- * Michael Dunlop
- * Dean Harrison
- * Davey Todd
- * John McGuinness
- * Nathan Harrison
- * Alastair Seeley
- * Conor Cummins
- * Josh Hayes
- * Paul Jordan

CLASSIC ENDURANCE EU CHAMPIONSHIP

- * Team Force
- * Road Runner Team
- * Phase One Sweatshop

STUNT MASTERS CUP

- #1 Mike Jensen – 2022 WORLD CHAMPION

DUTCH SBK CHAMPIONSHIP

- #1 Wayne Tessels – 2022 CHAMPION

SWEDISH SBK CHAMPIONSHIP

- #1 Jesper Pellijeff – 2022 CHAMPION

DANISH SBK CHAMPIONSHIP

- #1 Simon Tirsgaard – 2022 CHAMPION

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