

# 2022 ROAD RACING BRAKE BOOK



WORLD CHAMPION 2021  
#77 Dominique Aegerter  
Supersport 600  
Ten Kate Racing

HI-TECH BRAKE SOLUTIONS  
MADE IN EUROPE

*D. Aegerter*  
#77





# CHOICE OF WORLD CHAMPION

# 2021

World SSP300 Championship

#99 Adrian Huertas  
MtM Kawasaki Racing



*Adrian Huertas*



PHOTO: GeeBee Images



SBS 955 DS-1  
DUAL SINTER



SBS 638 RQ  
CARBON TECH



HI-TECH BRAKE SOLUTIONS  
MADE IN EUROPE

[f](#) [in](#) [You Tube](#) [Instagram](#) @sbsbrakes . sbsbrakes . #GoAhead



# CONTENT

SBS RACING HISTORY	4
SBS DEVELOPMENT OF RACING COMPOUNDS	5
SBS EXCLUSIVE RACING TECH FEATURES	6
<b>TRACKDAY • SINTER</b>	
7 RST ROAD SPORT & TRACK	
<b>RACING • DUAL CARBON</b>	
8 DC DUAL CARBON	
9 DC DUAL CARBON - FEED-BACK FROM SBS "PARTNERS IN RACING"	
<b>RACING • DUAL SINTER</b>	
10 DS-1 DUAL SINTER	
11 DS-2 DUAL SINTER	
12 DS-1 DUAL SINTER - FEED-BACK FROM SBS "PARTNERS IN RACING"	
13 DS-2 DUAL SINTER - FEED-BACK FROM SBS "PARTNERS IN RACING"	
DYNAMIC RACING CONCEPT - UNIQUE COMBINATION - DUAL SINTER DS-1 & DS-2	14
<b>REAR BRAKE PADS</b>	
16 RQ • CARBON TECH & LS • SINTER	
TIPS & TRICKS	18
CHOICE OF CHAMPIONS SINCE 2001	26
<b>ROAD RACING APPLICATIONS</b>	
<b>SUPERSPORT 300</b>	
28 KAWASAKI EX 400 NINJA	
29 KTM RC 390	
30 YAMAHA R3	
<b>SUPERSPORT 600</b>	
31 DUCATI 955 PANIGALE V2	
32 HONDA CBR 600 RR ABS	
33 KAWASAKI ZX-6R 600 NINJA	
34 KAWASAKI ZX-6R 636 NINJA	
35 MV AGUSTA F3 800 RR	
36 TRIUMPH 765 DAYTONA MOTO2	
37 YAMAHA R6	
<b>SUPERSTOCK 1000</b>	
38 APRILIA RSV4	
39 BMW M 1000 RR	
40 BMW S 1000 RR	
41 DUCATI PANIGALE V4	
42 HONDA CBR 1000 FIREBLADE RR-R	
43 KAWASAKI ZX-10R 1000 NINJA	
44 SUZUKI GSX-R 1000	
45 YAMAHA R1	
<b>SUPERBIKE APPLICATIONS</b>	46
<b>MOTO2 APPLICATIONS</b>	47
<b>MOTO3 APPLICATIONS</b>	48
FRONT RACING BRAKE PAD DRAWINGS	49
REAR RACING BRAKE PAD DRAWINGS	51



# 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 2019 season DS-2 Dual Sinter was introduced after several years of R&D work and numerous of bike testing in World & British Superbike.

In 2020 newly developed RST Road Sport & Trackday compound replaced previous RS Racing Sinter.



**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.

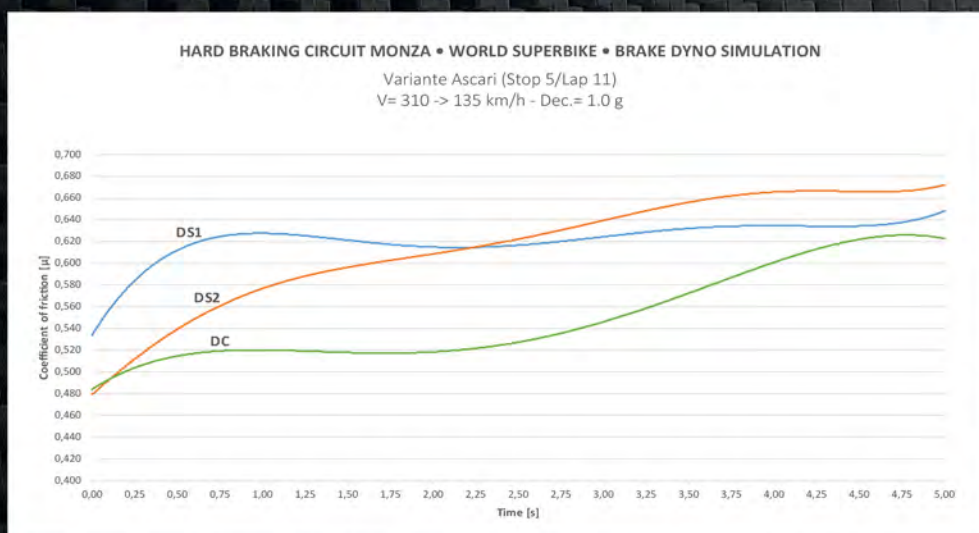
SBS DC Dual Carbon and DS Dual Sinter have since the turn of the millennium enjoyed great popularity among

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 pad since end of the 90és. Since 2020 RS is fully replaced by new RST Road Sport & Track sintered brake pads, 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

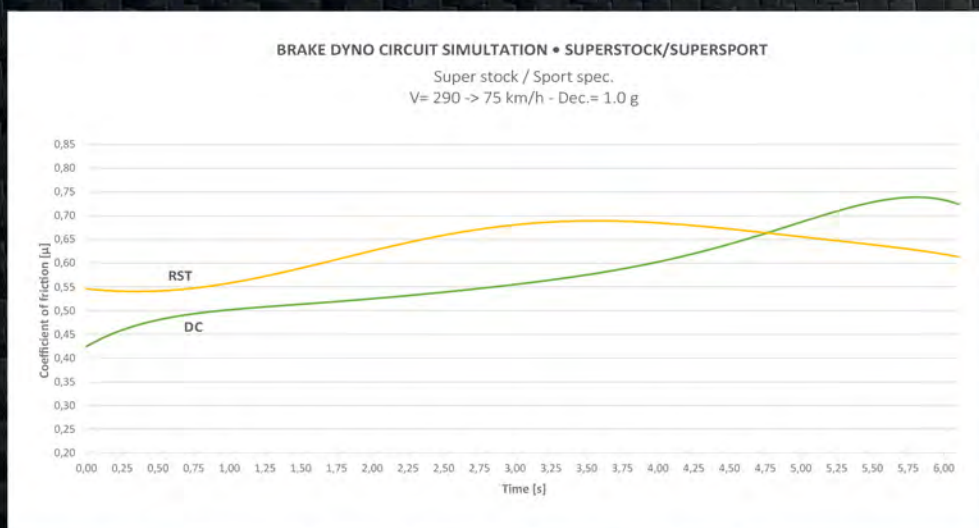
### DS-2 Dual Sinter

- 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

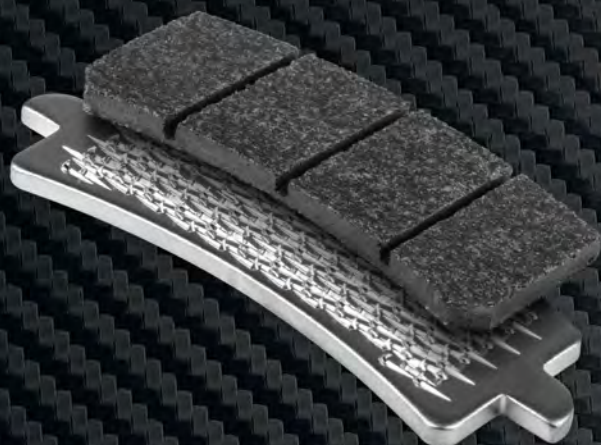
- Medium initial bite
- Linear in-stop performance

### 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 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

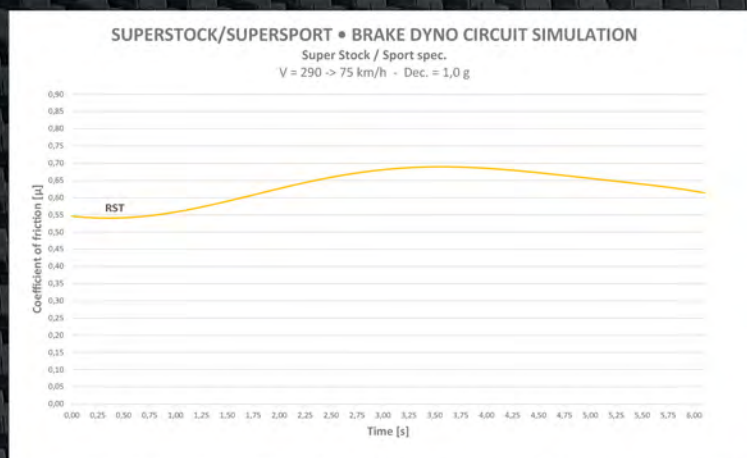
DEST process which ensures degassing of the carbon based compound to eliminate a gaseous film being created between disc and pad surface to occur loss of brake power (fade).





# TRACKDAY • SINTER

## RST ROAD SPORT & TRACK



### RST - SINTER

## NEW 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.

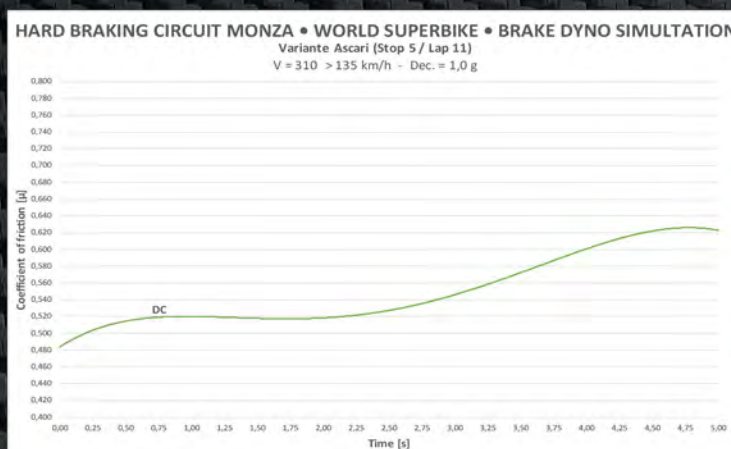
## BEDDING-IN PROCEDURE

When changing for 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 for 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 above 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 (transferfilm) - 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 above 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

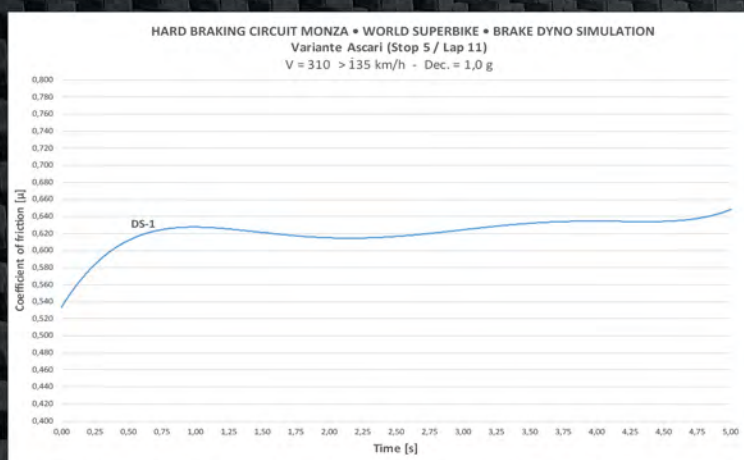
TEAM KAWASAKI PROVEC RACING

"1st FEMALE World Champion ever"





# DS-1 DUAL SINTER FRONT BRAKE PADS



## FOR RACE USE ONLY

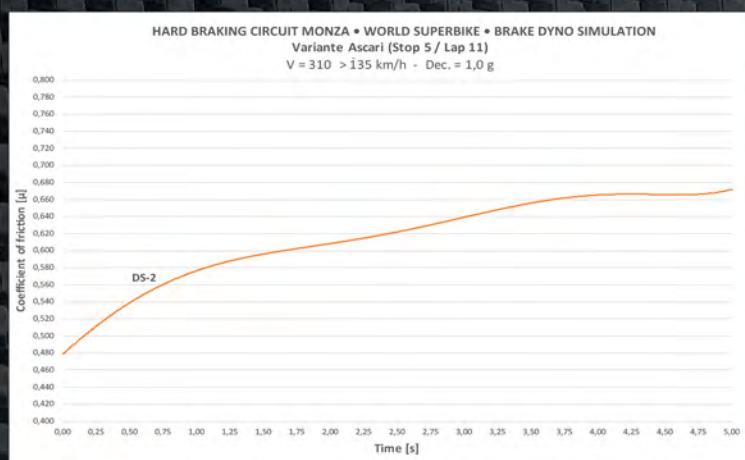
- \* The choice of numerous World Champions in Superbike, Supersport, Moto2 and Endurance
- \* High-tech sintered compound available for racing & standard brake systems used in racing
- \* Strong initial bite
- \* Linear in-stop performance & brake feel
- \* A combination (left and right) of DS-1 & DS-2 compounds makes fine tuning of braking performance possible, see more page 14 in section "DRG - 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 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 & 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 the change from Honda to Kawasaki.

In the smaller capacity classes, Scott Deroue 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 for new brake pads before a race, to achieve the absolute sharpest initial bite in the first laps of the race. Scott Deroue obviously prefers the SBS DS-1 to his Kawasaki.

### MotoGP Championship

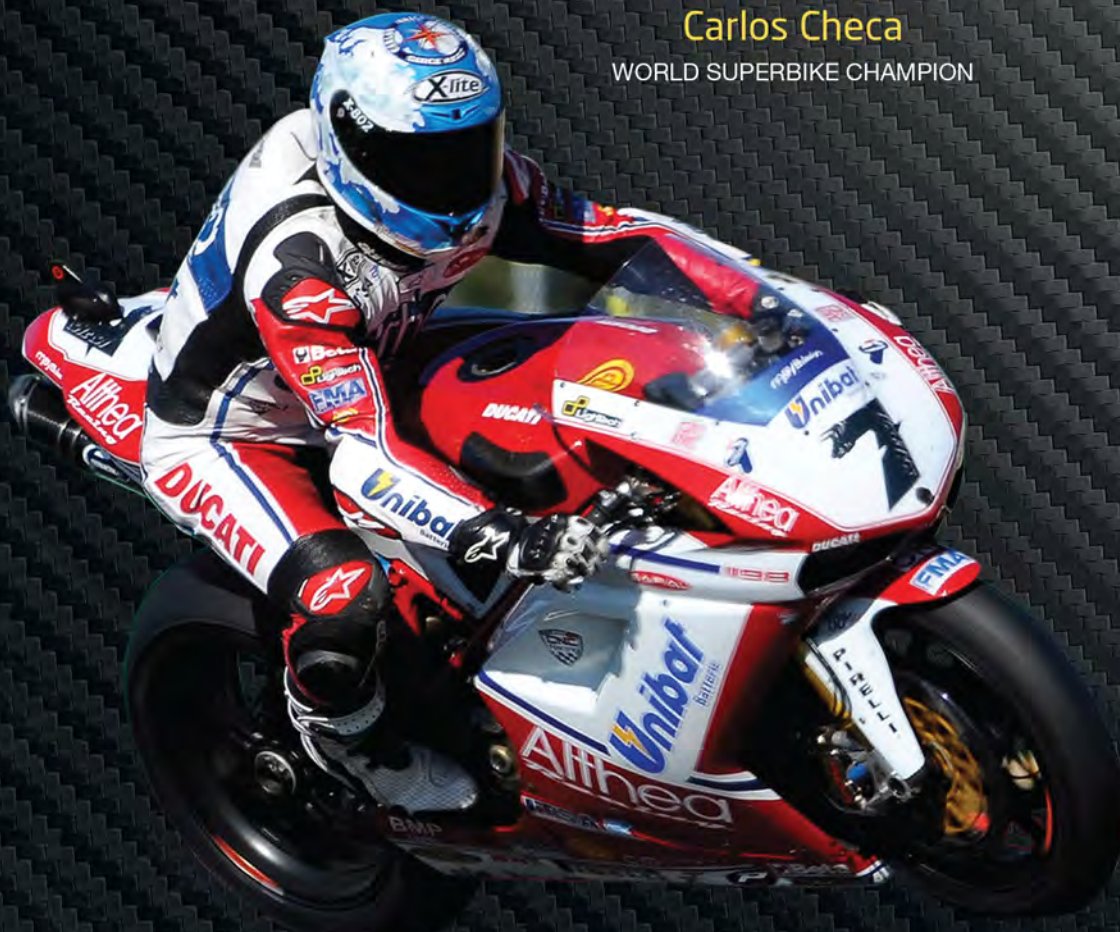
In the smallest capacity class Moto3 World Champion runner up Aron Canet and followed by Romano Fenati the MAX Sterilgarda KTM Moto3 both big fan's of DS-1's aggressive initial bite and linear & controllable in-stop brake power – when winning Moto3 races!

### 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 and many more.

## Carlos Checa

WORLD SUPERBIKE CHAMPION





# DS-2 DUAL SINTER

## FEED-BACK FROM SBS "PARTNERS IN RACING"

SBS DS-2 is the latest Racing compound from SBS introduced for the 2019 season, where it is preferred by many riders braking very late and strong and do not want the initial bite to be too aggressive and at the same time need 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 top-contender in World Supersport 600, with DS-2 in it's debut year with his ParkinGO Kawasaki 400 Ninja.

### 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 use 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 test period and the debut season, 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 and ended 2021 season as vice champions with the all new BMW M1000RR always with SBS DS- 2 Dual Sinter.

**Kenan Sofuoglu**  
5-TIMES WORLD CHAMPION  
SUPERSPORT





# DYNAMIC RACING CONCEPT

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

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

Now 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 "smoother" 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 now the only manufacturer of racing brake pads that offer a dynamic concept where DS-1 and DS-2 can be used individually with different performance or 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 2021

#95 Tarran Mackenzie

McAMS Yamaha Racing



PHOTO: Tim Keeton



SBS 889 DS-2  
DUAL SINTER



SBS 941SP  
SINTER



HI-TECH BRAKE SOLUTIONS  
MADE IN EUROPE



# 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

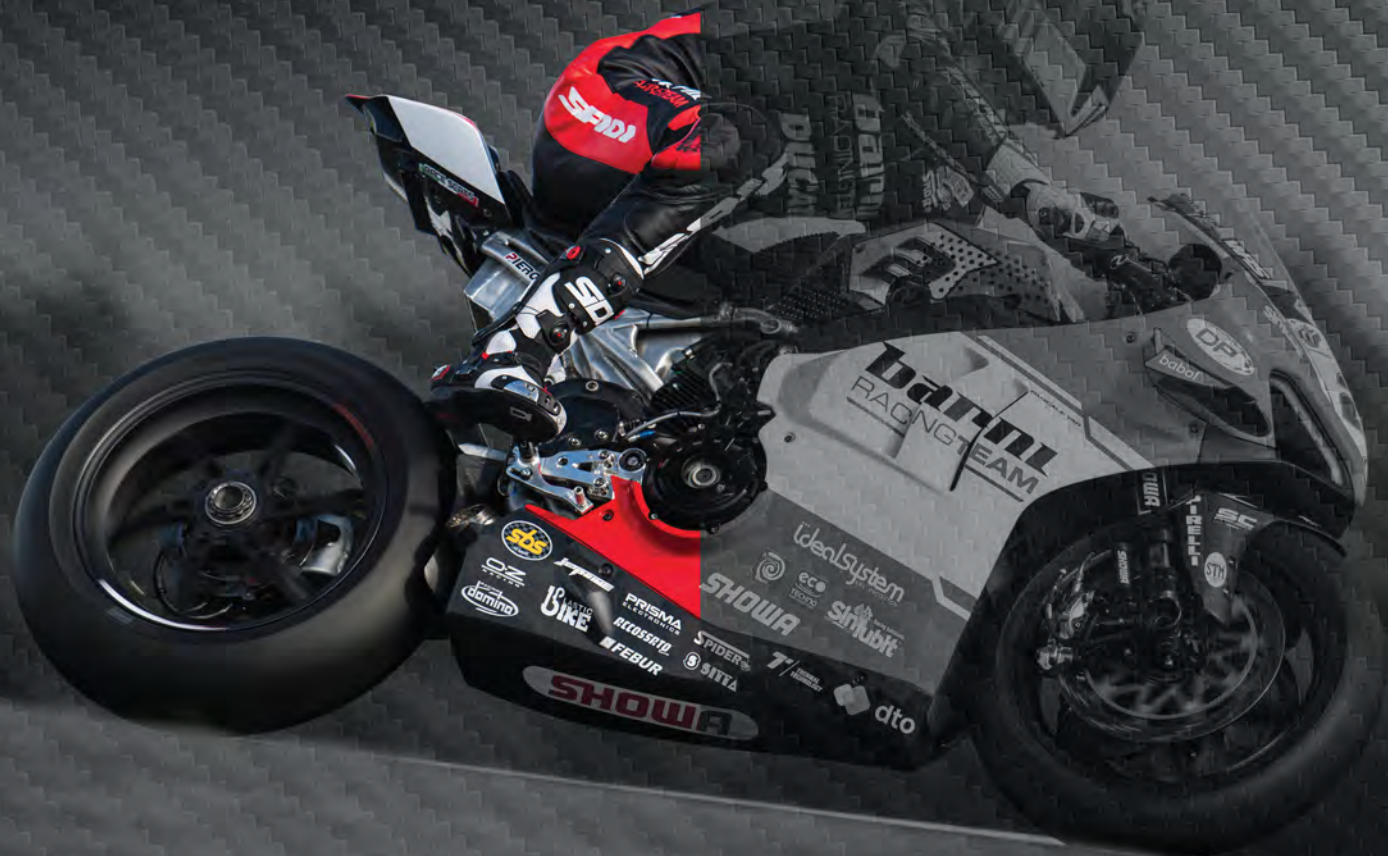


### LS - SINTER

- \* 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





# CHOICE OF WORLD CHAMPION

# 2021

World SSP600 Championship

#77 Dominique Aegerter  
Ten Kate Yamaha Racing



*D. Aegerter #77*



PHOTO: GeeBee Images







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



SBS 834 RQ  
CARBON TECH



HI-TECH BRAKE SOLUTIONS  
MADE IN EUROPE

    @sbsbrakes . sbsbrakes . #GoAhead



# TIPS & TRICKS

## SERVICE & MAINTENANCE

SBS Race Service receive 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.

Also very important to 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

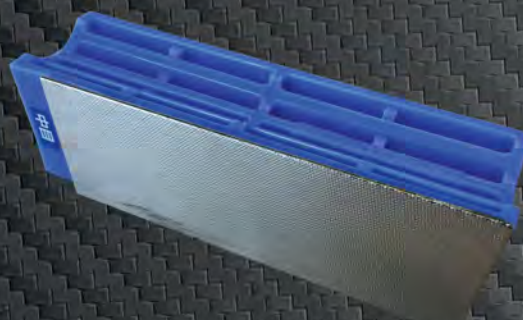
Bedding-in of brake pads and discs is very important to obtain the best and correct performance, without damaging or destroying any of the parts.

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 the way to perform a good bedding-in.

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 Red Bull 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 Le Mans, 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.







# SINCE 2001

**sbs**  
GO AHEAD

**WORLD CHAMPION**  
2008  
**ANDREW PITT**  
SUPERSPORT 600

THE POWER TO STOP YOU®

**SBS #1 AGAIN!**  
2007 SUPERSPORT WORLD CHAMPION  
**KENAN SOFUOGLU**  
USED SBS DUAL SWIFTER BRAKE PADS

THE POWER TO STOP YOU®

**DUAL CHAMPIONS**  
THE CHOICE OF 2007  
WORLD CHAMPIONS

THE POWER TO STOP YOU®

**HIGH 5 FOR SBS!**  
ALL TOP 5 RIDERS  
2006 WORLD SUPERSPORT  
USED SBS BRAKE PADS!

THE POWER TO STOP YOU®

**CHOICE OF WORLD CHAMPIONS**  
2005

THE POWER TO STOP YOU®

**CHOICE OF WORLD CHAMPIONS**  
2004  
2003  
2001

THE POWER TO STOP YOU®

TRUST,  
FEEL &  
PERFORMANCE

20  
YEARS  
OF SUCCESS

**World Champion!**  
SBS congratulates  
Chris Vermeulen &  
Ten Kate Honda Racing Team  
winning the  
2003 World Supersport title.

SBS is proud to be  
a technical partner of  
Ten Kate Honda Racing Team.

THE POWER TO STOP YOU®

**World Champion!**  
SBS congratulates  
Andrew Pitt (AUS) and  
Team Eckl Kawasaki Racing  
with the 2001  
World Supersport 600 title.

SBS is proud to be a  
technical sponsor of  
Team Eckl Kawasaki Racing

SBS Dual Carbon  
designed for Road Racing

THE POWER TO STOP YOU®

Adrian Fernandez • Adrian Huertas • Adrian Nastrovic • 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 • Alvaro Molina • Ana Carrasco • Anders "Petjo" Lija • Andi Notman • Andrea Antonelli • Andrew Irwin • Andrew Pitt • Andy Verdola • 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 • Ayrtton Badovini • Barry Baltus • Barry Veneman • Bastien Chesaux • Bastien Mackels • Beau Beaton • Bo Bendsneyder • Brad Binder • Bradley Ray • Brandon Paasch • Brian McCormack • Britt Turkington • Broc Parkes • Bruno Bonhuil • Bryan Schouten • Cameron Beabier • Can Onçü • Carl Forgarty • Carlos Checa • Caroline Olsen • Chaz Davies • Chris Peris • Chris Taylor • Chris Walker • Christer Lindholm • Christer Miniin • Christian Iddon • Christian Kellner • Christian Zaiser • Christoffer Bergman • Claudio Corti • Cody Wyman • Colin Edwards • Connor Cummins • Craig Coxhell • Dag Steinar Sundby • Daley Mathison • Damian Cudlin • Dan Linfoot • Dani Valle • Danny Buchan • Danny de Boer • Danny Webb • Darryl 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 Lathi • Erwan Nigon • Eugene Laverty • Fabien Foret • Fabio Massei • Fabio Menghi • Fabrizio Pirovano • Federico Caricasulo • Federico Fuligni • Filip Altdorfer • 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 Fastré • Guy Martin • Hafizh Syarif • Hannes Soomer • Harry Khouri • Helge Spjeldnes • Hendra Pratama • Henk vd Mark • Hikari Okubo • Hitoyasu

Izutz • Horst Saiger • Iain MacPherson • Ian Hutchinson • Ian Lougher • Ian Simpson • Igor Jerman • Iker Lecuona • Ilario Dionisi • Ilya Mikhalechik • Ivan Clementi • Jack Cornu • Jack Kennedy • Jacob Kornfeil • Jaimie van Sikkelerus • Jake Gagne • Jake Zemke • Jakub Smrz • James Ellison • James Hayden • James Hillier • James Witham • Jamie Coward • Jamie Robinson • Jan Buehn • Jason O'halloran • Jason Pridmore • Jasper Iwema • Javier Fores • Jed Metzger • Jeffrey Buis • Jenny Tinnmouth • Jens Kroon • Jeremy Guarnoni • Jeremy McWilliams • Jesco Raffin • Jesper Pellijeff • Jimmy Lindström • Joan Lascorz • Joe Francis • Joe Roberts • Johan Stigefelt • John Crawford • John Crockford • John Hopkins • John Laverty • John McGuinness • John Reynolds • Jonas Folger • Jonathan Rea • Jordi Torres • Josh Brookes • Josh Hayes • Juan Borja • Jules Cluzel • Julian Puffe • Julien da Costa • Julien Enjolras • Jürgen Van der Goorberg • Jörg Teuchert • Kai Børre Andersen • Kaito Toba • Karl Harris • Karsten Rasmussen • Katsuki Fujiwara • Keith Farmer • Kenan Sofuoglu • Kenny Foray • Kevin Curtain • Kevin Sabatucci • Kevin Valk • Kevin Wahr • Kim "Ræs" Jensen • Kim Philipp • Koen Meuffels • Koen Zeelen • Kurtis Roberts • Kyle Ryde • Kyle Smith • Kyle Wyman • Larry Pegram • Lars Rulfus • Leandro Mercado • Lee Jackson • Lee Johnston • Leon Camier • Leon Haslam • Leonardo Taccini • Livio Lio • Lorenzo Alfonsi • Lorenzo Zanetti • Loris Baz • Loris Cresson • Lorenzo Baldassarri • Luca Marconi • Luca Scassa • Luca Verdin • Lucas Mahias • Lucas Ockelfelt • Lucy Glöckner • Luis Salom • Lukas Wimmer • Luke Stapleford • Manuel Gonzalez • Marc Alcobá • Marc Garcia • Marc Moser • Marcel Brenner • Marcel Kellenberger • Marcel Schrötter • Marco Melandri • Marcos Ramirez • Maria Herrera • Mark Aitchinson • Markus Reiterberger • Martin Jessop • Marvin Fritz • Massimo Roccoli • Mathew Scholtz • Mathias Poulsen • Mathieu Gines • Matt Truelove • Matteo Baiocco • 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 Jensen • Mike Jones • Mike Smith • Nacho Calero • Neil Hodgson • Nial McKenzie • Niccolò Canepa • Nick Kalinin • Nicky Hayden • Nico Terol • Nicolai Sørensen • Nigel Walraven • Niki Tuuli • Ole Bjørn Plassen • Patric Muff • Paul Young • Pepijn Bijsterbosch • Pere Riba • Peter Goddard • Peter Hickman • Peter Lindén • Peter Sebestyen • Peter Ott • Philipp Hafeneeger • Philipp Ott • Pier Francesco Chili • Piergiorgio Bontempi • Pj Jacobson • 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 McElnea • Robbin Harms • Robert Schotman • Robert Ulm • Roberto Rolfo • Roberto Tamburini • Robin Mulhauser • Roger Lee Hayden • Roman Stamm • Romano Fenati • Rory Skinner • Roy Ten Napel • Ruben Xaus • Ryan Vickers • Ryuichi Kiyonari • Sam Lowes • Sandro Cortese • Santiago Barragan • Scott Deroué • Scott Redding • Scott Russell • Sean Emmet • Sebastien LeGrelle • Sebastian Scarnato • Sébastien Gimbert • Sébastien 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 • 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 Covená • Toprak Razgatıoğlu • Travis Wyman • Troy Bayliss • Tyler O'Hara • Unai Orradre • Vesa Kallio • Vincent Haskovec • Vittorio Iannuzzo • Vladimir Ivanov • Walter Tortoroglio • Warwick Noland • Wayne Tessells • Werner Daemen • William De Angelis • William Dunlop • Xavi Fores • Xavier Simeon • Yoann Tiberio • Yonny Hernandez • Yukio Kagayama • Yuta Okaya • Zulfami Khairuddin • Aaron Canet • Aaron Yates ... and many more.



# SUPERSPORT 300

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

## KAWASAKI EX 400 NINJA



DUAL SINTER



9550C

RACING  
performance classic racing & road racing

DUAL CARBON



955RST

RACING  
performance classic racing & road racing

SINTER



638RQ

RACING  
performance classic racing & road racing

CARBON TECH



638LS

STREET  
performance classic racing & road racing

SINTER



### KAWASAKI

EX	400 Ninja	18 - 22
EX	400 Ninja SE	18 - 22



### COMPOUND CHOICE

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

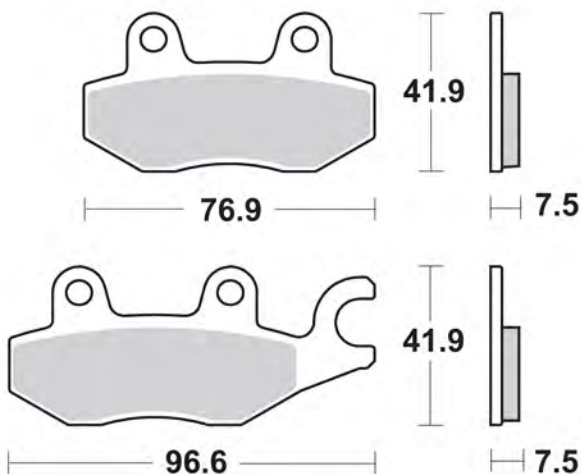


### COMPOUND CHOICE

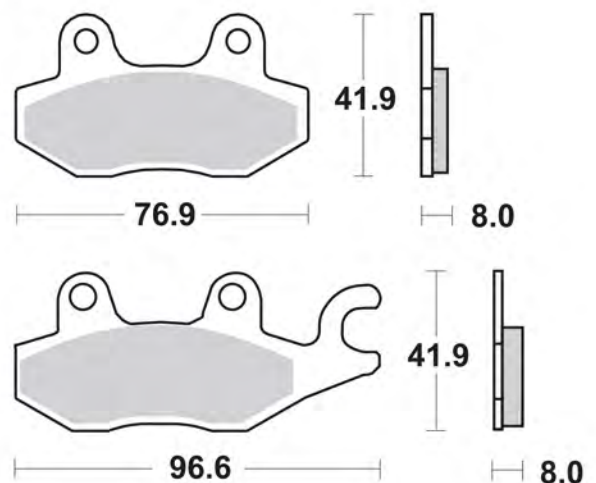
	RQ	LS
638	△	△
638	△	△

△ = 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

## KTM RC 390 & Upgrade DS



**KTM**

RC	390	14 - 22
RC	390 Upgrade DS	14 - 22



**COMPOUND CHOICE**

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

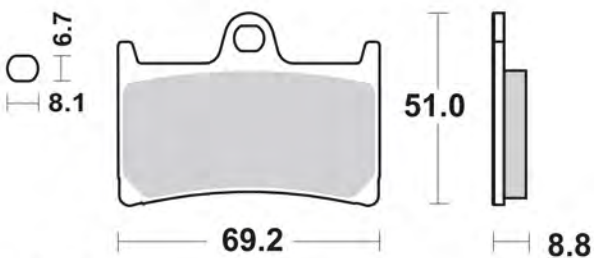


**COMPOUND CHOICE**

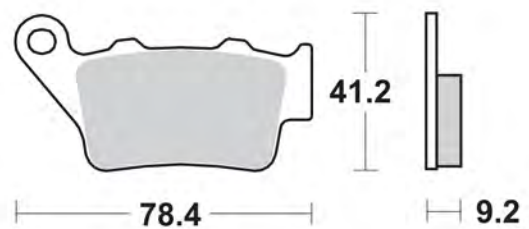
	RQ	LS
675	△	△
675	△	△

△ = Available compounds

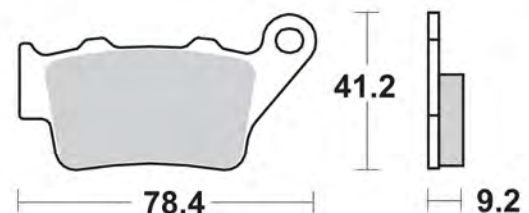
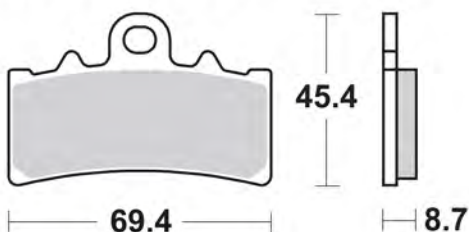
### SBS 634 DS-1 • DS-2 • DC • RST



### SBS 675 RQ • LS



### SBS 877 DC • RST





# SUPERSPORT 300

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

## YAMAHA R3



YAMAHA

YZF 321 R3

15 - 22



COMPOUND CHOICE

DS-1 DS-2 DC RST

931

△

△

△

△

COMPOUND CHOICE



932

RQ

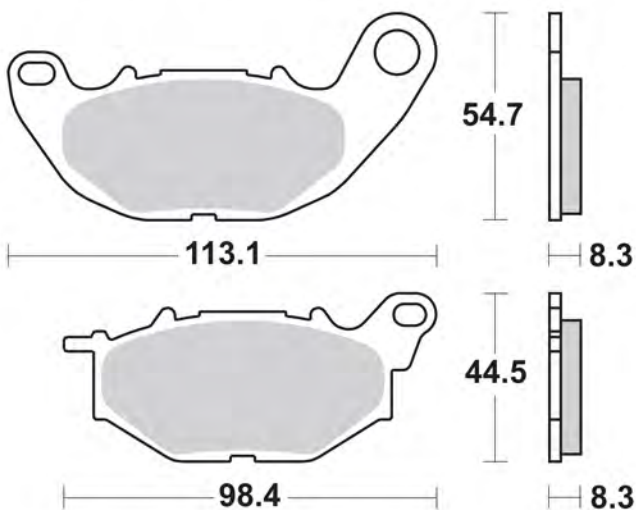
LS

△

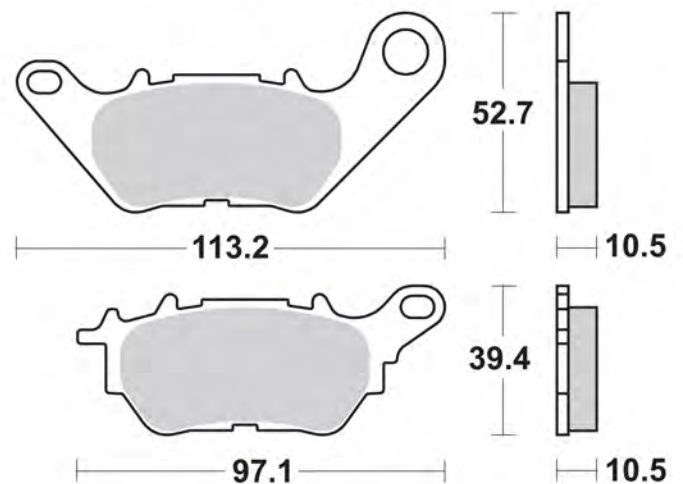
△ = Available quality

△ = Available compounds

SBS 931 DS-1 • DS-2 • DC • RST



SBS 932 RQ





# SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

## DUCATI 955 Panigale V2



900DS-1 & 900DS-2

DUAL SINTER



### DUCATI

955 Panigale V2	20 - 22
955 Panigale V2 Bayliss	20 - 22

### COMPOUND CHOICE



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

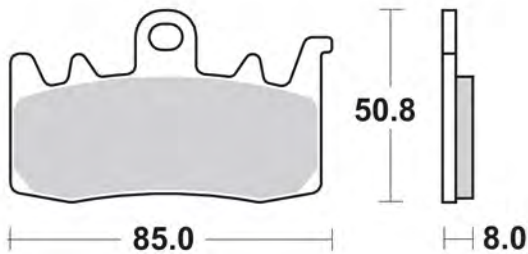
### COMPOUND CHOICE



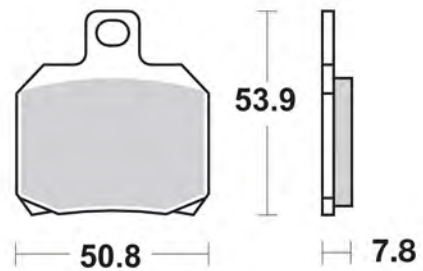
RQ	LS
730	△
730	△

\* = 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 RR ABS



DUAL SINTER



**HONDA**

CBR 600 RR ABS

09 - 18



809\*

**COMPOUND CHOICE**

DS-1	DS-2	DC	RST
△	△	△	△

**COMPOUND CHOICE**



834

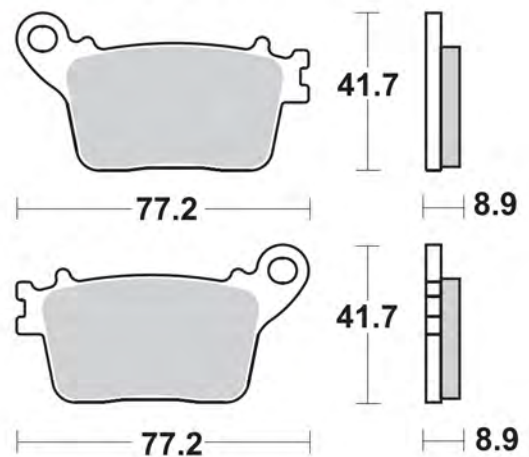
RQ	LS
△	△

\* = 2 sets required / △ = Available compounds

**SBS 809 DS-1 • DS-2 • DC • RST**



**SBS 834 RQ • LS**





# SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

## KAWASAKI ZX-6R 600 NINJA



DUAL SINTER

838DS-1 & 838DS-2



### KAWASAKI

ZX-6R 600 Ninja

07 - 17



838\*

#### COMPOUND CHOICE

DS-1 DS-2 DC RST

△ △ △ △

#### COMPOUND CHOICE



687

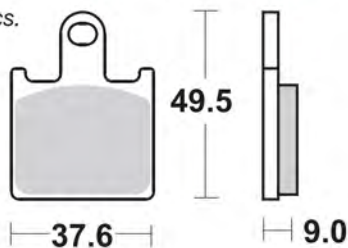
RQ LS

△ △

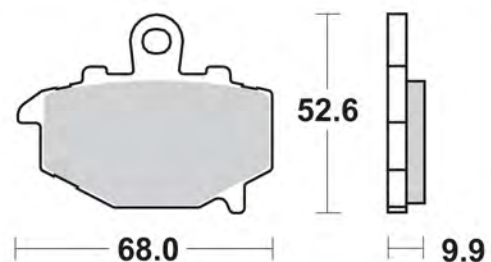
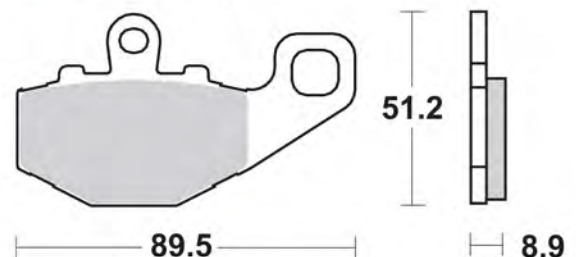
\* = 2 sets required / △ = Available compounds

### 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



860DS-1 & 860DS-2



DUAL SINTER



### KAWASAKI

ZX-6R	636 Ninja	13 - 18
ZX-6R	636 Ninja Upgrade DS	13 - 18
ZX-6R	636 Ninja ABS	13 - 22
ZX-6R	636 Ninja ABS Upgrade DS	13 - 22

### COMPOUND CHOICE



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

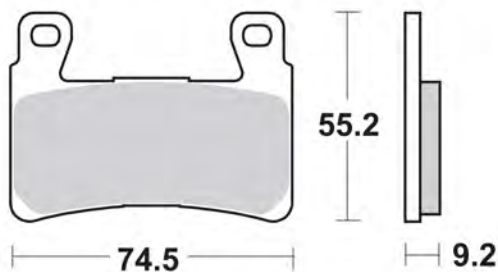
### COMPOUND CHOICE



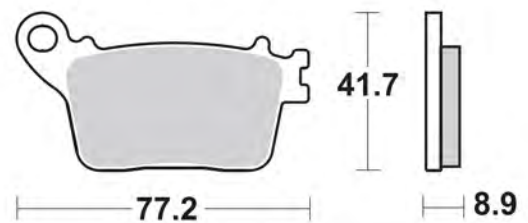
	RQ	LS
834	△	△
834	△	△
834	△	△
834	△	△

\* = 2 sets required / △ = Available compounds

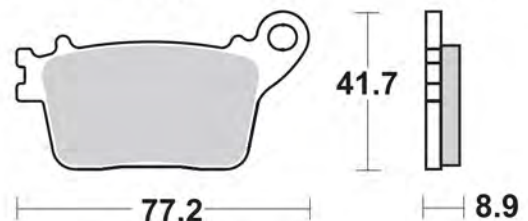
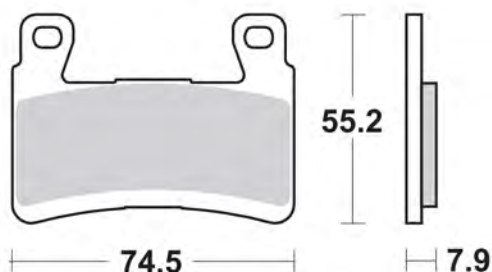
### SBS 860 DS-1 • DS-2



### 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 - 22



841\*

#### COMPOUND CHOICE

DS-1 DS-2 DC RST

△ △ △ △

#### COMPOUND CHOICE



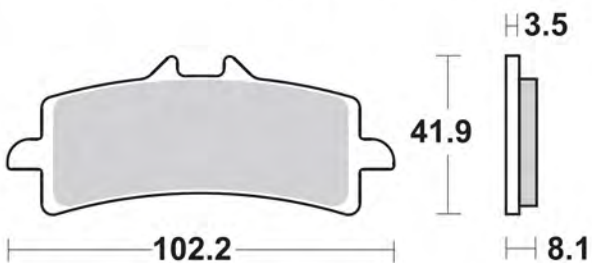
730

RQ LS

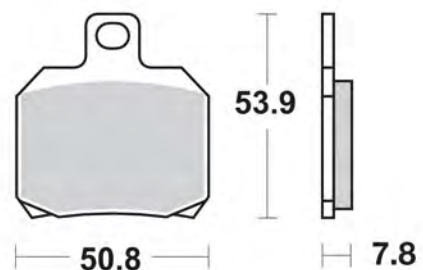
△ △

\* = 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 Daytona Moto2



901DS-1 & 901DS-2

DUAL SINTER



**TRIUMPH**

765 Daytona Moto2

20 - 22



**COMPOUND CHOICE**

901\* DS-1 DS-2 DC RST

△ △ △ △

**COMPOUND CHOICE**

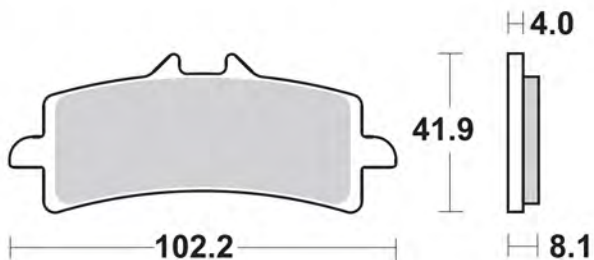


675 RQ LS

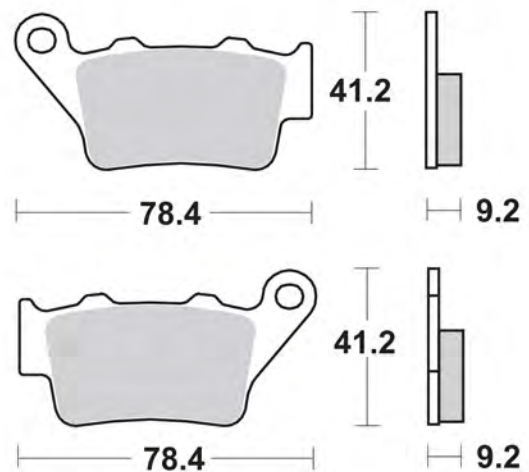
△ △

\* = 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



634DS-1 & 634DS-2



DUAL SINTER



966DS-1 & 966DS-2



DUAL SINTER



### YAMAHA

YZF	600 R6	17 - 22
YZF	600 R6 Quick Change / Front wheel ("flag-to-flag" races)	17 - 22

### COMPOUND CHOICE



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

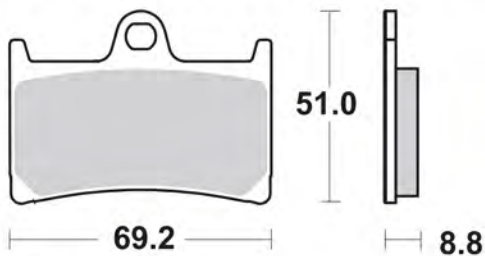
### COMPOUND CHOICE



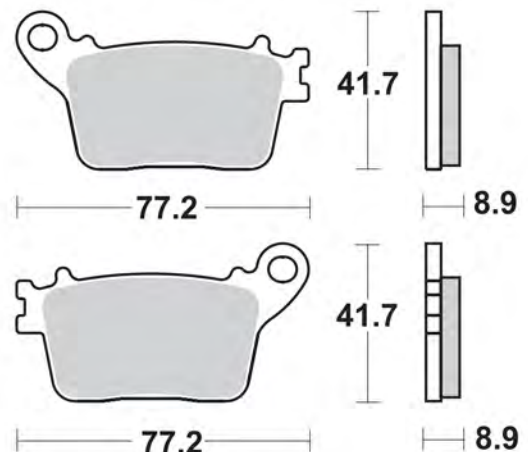
	RQ	LS
834	△	△
834	△	△

△ = Available compounds

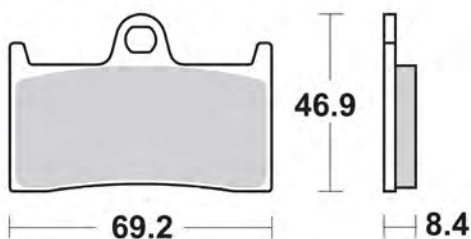
### SBS 634 DS-1 • DS-2 • DC • RST



### SBS 834 RQ • LS



### SBS 966 DS-1 • DS-2





# SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

## APRILIA RSV4



### APRILIA

RSV4-RF	1000	15 - 20
RSV4-RR	1000	15 - 20

### COMPOUND CHOICE



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

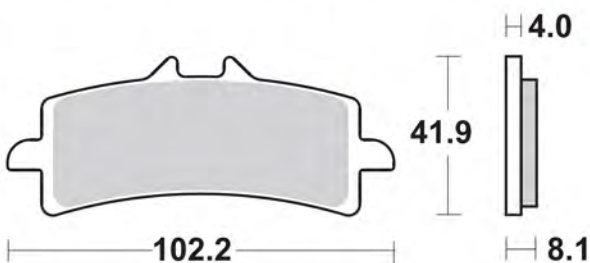
### COMPOUND CHOICE



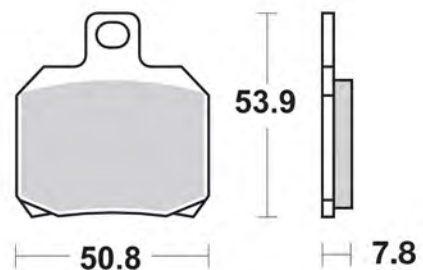
	RQ	LS
730	△	△
730	△	△

\* = 2 sets required / △ = Available compounds

### SBS 901 DS-1 • DS-2 • DC • RST



### SBS 730 RQ • LS





# SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

## BMW M 1000 RR

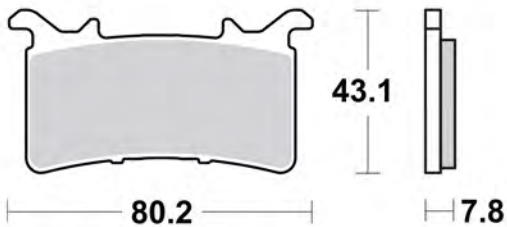


<b>BMW</b>		
M	1000 RR	21 - 22

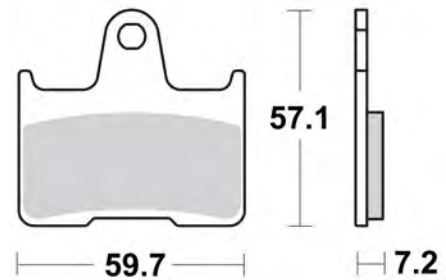
Motorcycle Icon	COMPOUND CHOICE				COMPOUND CHOICE		
	DS-1	DS-2	DC	RST	RQ	LS	
Motorcycle Icon	985*	△	△	△	△	984	△

\* = 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



8700S-1 & 8700S-2

DUAL SINTER



9600S-1 & 9600S-2

DUAL SINTER



For BMW S 1000 RR HP4 12-14 & HP4 Race 17-20 – see [sbsbrakes.com](http://sbsbrakes.com)



### BMW

S	1000 RR (Brembo)	09 - 18
S	1000 RR (Hayes)	19 - 20



### COMPOUND CHOICE

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

### COMPOUND CHOICE

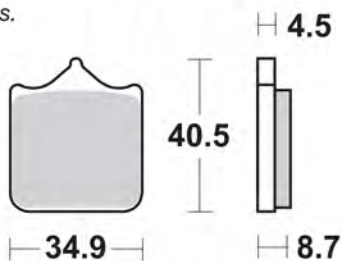


	RQ	LS
675	△	△
675	△	△

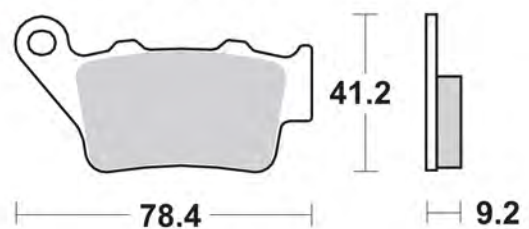
\* = 2 sets required / △ = Available compounds

### SBS 870 DS-1 • DS-2 • DC • RST

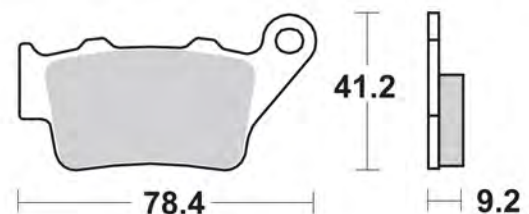
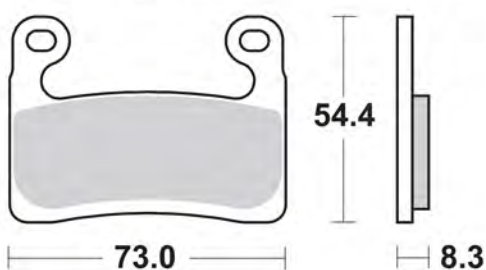
1 set = 4 pcs.



### SBS 675 RQ • LS



### SBS 960 DS-1 • DS-2 • DC • RST





# SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

## DUCATI PANIGALE V4 R & S



DUAL SINTER



### DUCATI

1000 Panigale V4 R / all models	19 - 21
1100 Panigale V4 / all models	18 - 21



#### COMPOUND CHOICE

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

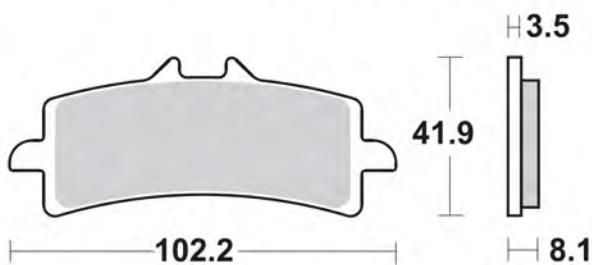


#### COMPOUND CHOICE

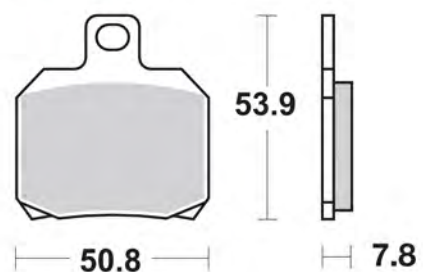
RQ	LS
730	△
730	△

\* = 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](http://sbsbrakes.com)



### HONDA

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



### COMPOUND CHOICE

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

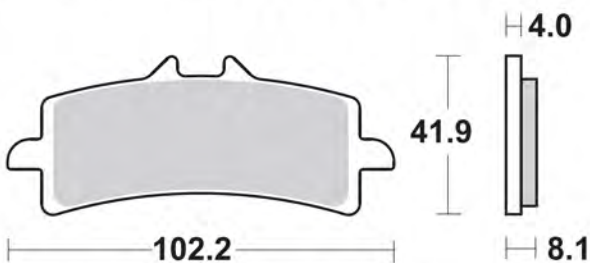


### COMPOUND CHOICE

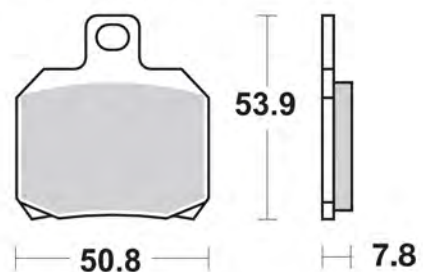
	RQ	LS
730	△	△
730	△	△

\* = 2 sets required / △ = Available compounds

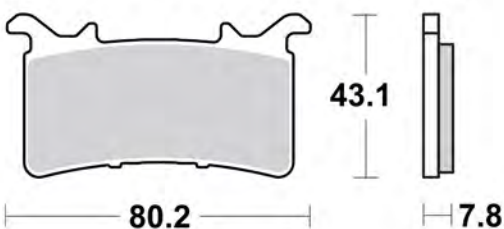
### SBS 901 DS-1 • DS-2 • DC • RST



### SBS 730 RQ • LS



### SBS 985 DS-1 • DS-2 • DC • RST





# SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

## KAWASAKI ZX-10R 1000 NINJA



DUAL SINTER



For Kawasaki ZX-10R 1000 Ninja 08-15 – see [sbsbrakes.com](http://sbsbrakes.com)



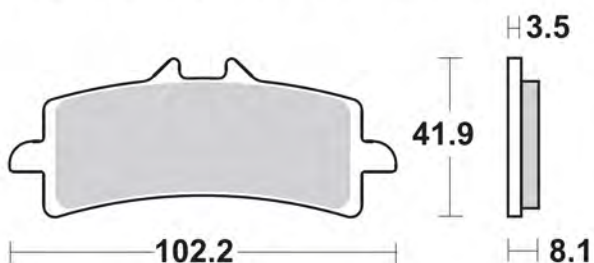
### KAWASAKI

ZX-10R	1000 Ninja	16 - 22
ZX-10R	1000 Ninja SE	18 - 21

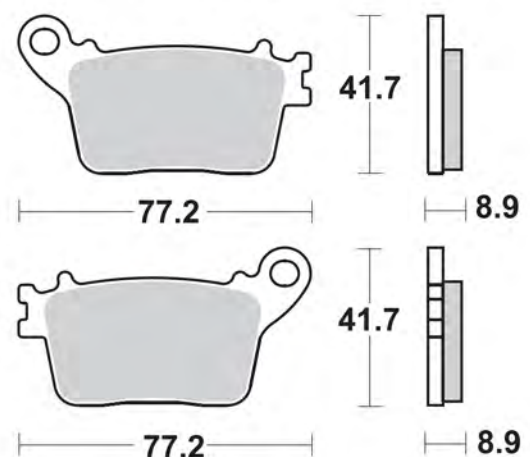
Motorcycle Icon	COMPOUND CHOICE				COMPOUND CHOICE		
	DS-1	DS-2	DC	RST	RQ	LS	
Motorcycle Icon	841*	△	△	△	834	△	△
Motorcycle Icon	841*	△	△	△	834	△	△

\* = 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



DUAL SINTER



841DC



841RST



834RQ



834LS



**SUZUKI**

GSX-R 1000

12 - 22



841\*

**COMPOUND CHOICE**

DS-1	DS-2	DC	RST
△	△	△	△

**COMPOUND CHOICE**

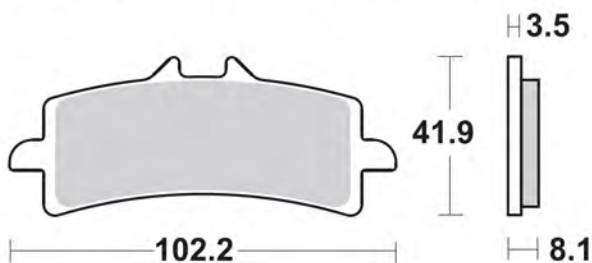


834

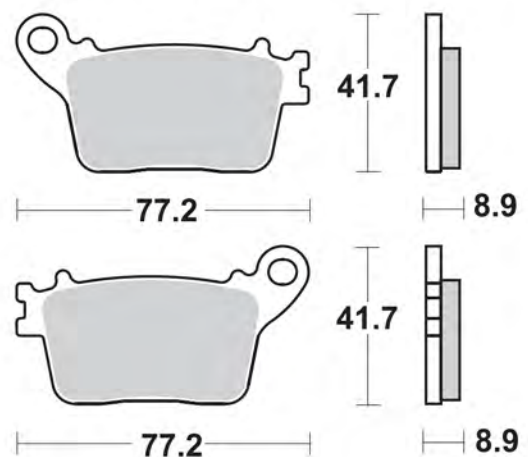
RQ	LS
△	△

\* = 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



634DS-1 & 634DS-2



DUAL SINTER

966DS-1 & 966DS-2



DUAL SINTER



### YAMAHA

YZF	1000 R1	15 - 22
YZF	1000 R1 Quick Change / Front wheel ("flag-to-flag" races)	17 - 22

### COMPOUND CHOICE



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

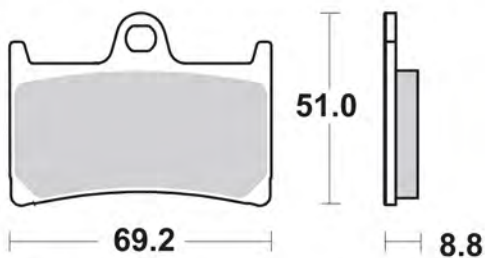
### COMPOUND CHOICE



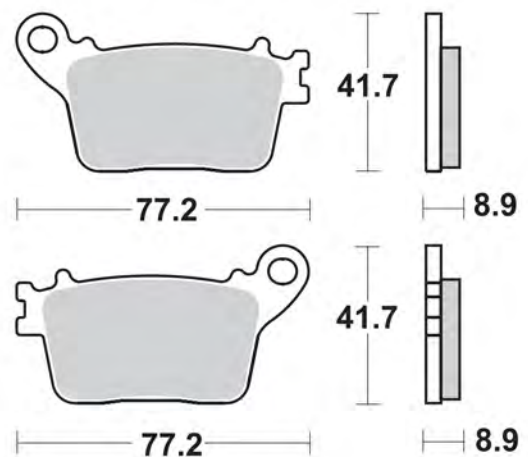
	RQ	LS
834	△	△
834	△	△

△ = Available compounds

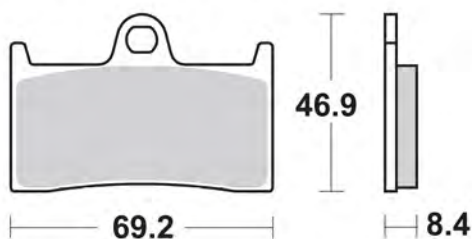
### SBS 634 DS-1 • DS-2 • DC • RST



### SBS 834 RQ • LS



### SBS 966 DS-1 • DS-2





# SUPERBIKE APPLICATIONS

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD



FRONT

REAR

<p><b>SBS 711</b> DC • RST • DS-1 • DS-2</p>	<p><b>SBS 805</b> DC • DS-1 • DS-2 1 set = 4 pcs.</p>	<p><b>SBS 825</b> DC • DS-1 • DS-2</p>	<p><b>SBS 845</b> DC • DS-1 • DS-2</p>
<p><b>SBS 889</b> DS-1 • DS-2</p>	<p><b>SBS 909</b> DS-1 • DS-2</p>	<p><b>SBS 950</b> DS-1 • DS-2</p>	<p><b>SBS 989</b></p> <p>2021 WORLD SUPERBIKE BREMBO "FINNED" CALIPER TBA</p>
<p><b>SBS 732</b> RQ</p>	<p><b>SBS 805</b> DC • DS-1 • DS-2 1 set = 4 pcs.</p>	<p><b>SBS 941</b> RQ • LS • SP • RSI</p>	<p><b>SBS 942</b> 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 • SP • RSI</p>	<p>SBS 942 RQ • LS</p>	



# MOTO3 APPLICATIONS

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

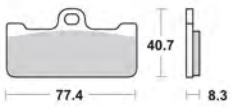
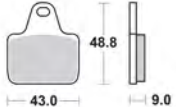
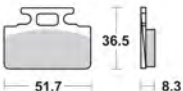
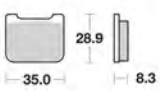


GO AHEAD



FRONT

REAR

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

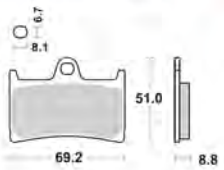

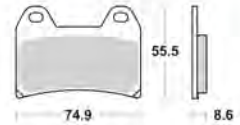

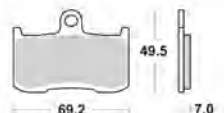
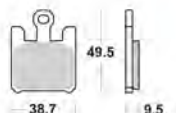
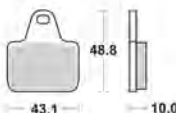
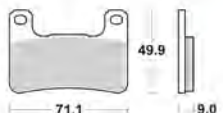

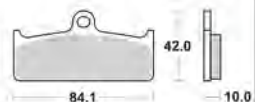
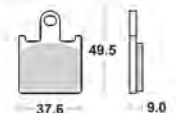
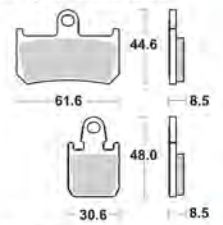
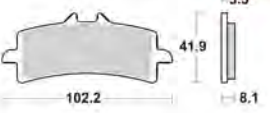
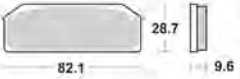

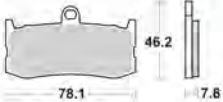
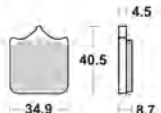



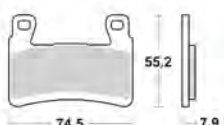
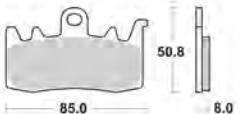
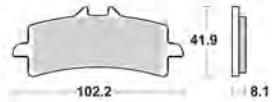
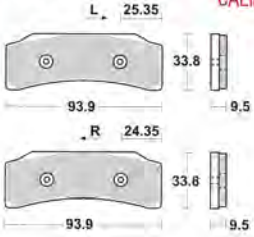


# FRONT RACING BRAKE PAD DRAWINGS

MOST USED RACING BRAKE PAD REFERENCES

BRANDS • AVAILABLE COMPOUNDS



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



# FRONT RACING BRAKE PAD DRAWINGS

MOST USED RACING BRAKE PAD REFERENCES

BRANDS • AVAILABLE COMPOUNDS



<p><b>SBS 931</b> <span style="color: red;">YAMAHA</span> DC • RST • DS-1 • DS-2</p>	<p><b>SBS 947</b> <span style="color: red;">HONDA</span> DC • RST • DS-1 • DS-2</p>	<p><b>SBS 950</b> <span style="color: red;">NISSIN</span> DS-1 • DS-2</p>	<p><b>SBS 955</b> <span style="color: red;">KAWASAKI</span> DC • RST • DS-1 • DS-2</p>
<p><b>SBS 960</b> <span style="color: red;">BMW</span> DC • RST • DS-1 • DS-2</p>	<p><b>SBS 966</b> <span style="color: red;">YAMAHA</span> DS-1 • DS-2</p>	<p><b>SBS 985</b> <span style="color: red;">BMW HONDA</span> DC • RST • DS-1 • DS-2</p>	<p><b>SBS 989</b> <span style="color: red;">BREMBO RACING</span> DS-1 • DS-2</p> <p>2021 WORLD SUPERBIKE BREMBO "FINNED" CALIPER TBA</p>



# REAR RACING BRAKE PAD DRAWINGS

MOST USED RACING BRAKE PAD REFERENCES



BRANDS • AVAILABLE COMPOUNDS

<p><b>SBS 618</b> RQ</p> <p>MORIWAKI</p>	<p><b>SBS 638</b> RQ • LS</p> <p>KAWASAKI</p>	<p><b>SBS 657</b> RQ • LS</p> <p>KAWASAKI YAMAHA</p>	<p><b>SBS 675</b> RQ • LS</p> <p>BMW KTM TRIUMPH</p>
<p><b>SBS 687</b> RQ • LS</p> <p>KAWASAKI</p>	<p><b>SBS 730</b> RQ • LS</p> <p>APRILIA BIMOTA DUCATI HONDA KAWASAKI KTM MV AGUSTA</p>	<p><b>SBS 732</b> RQ</p> <p>BREMBO RACING</p>	<p><b>SBS 763</b> RQ • LS</p> <p>MV AGUSTA</p>
<p><b>SBS 805</b> DC • DS-1 • DS-2 1 set = 4 pcs.</p> <p>BREMBO RACING</p>	<p><b>SBS 833</b> RQ • LS</p> <p>SUZUKI</p>	<p><b>SBS 834</b> RQ • LS</p> <p>HONDA KAWASAKI SUZUKI YAMAHA</p>	<p><b>SBS 932</b> RQ</p> <p>YAMAHA</p>
<p><b>SBS 941</b> RQ • LS • SP • RSI</p> <p>BREMBO RACING</p>	<p><b>SBS 942</b> RQ • LS</p> <p>BREMBO RACING</p>	<p><b>SBS 984</b> RQ • LS</p> <p>BMW</p>	





GO AHEAD

## SBS PARTNERS IN RACING

### WORLD CHAMPIONSHIP GP - MOTO 2

- \* American Racing KTM
- \* Dynavolt Intact GP
- \* NTS RW Racing GP

### WORLD CHAMPIONSHIP GP - MOTO 3

- \* Max Sterilgarda Racing Team
- \* CIP-Green Power

### WORLD CHAMPIONSHIP - SUPERBIKE

- \* Barni Racing Team
- \* Kawasaki Puccetti Racing

### WORLD CHAMPIONSHIP - SUPERSPORT 600

- \* Ten Kate Racing
- \* Parking GO Team
- \* Kawasaki Puccetti Racing
- \* Orelac Kawasaki Racing
- \* BCD Yamaha MS Racing
- \* PTR Dynavolt Triumph Factory

### WORLD CHAMPIONSHIP - SUPERSPORT 300

- \* MtM Kawasaki Racing
- \* RT Motorsports by SKM
- \* BCD Yamaha MS Racing
- \* Vinales Yamaha Racing

### WORLD CHAMPIONSHIP ENDURANCE

- \* Team BMW EWC Racing
- \* Team Bolliger Switzerland
- \* Tati Team Beringer Racing
- \* Yamaha #333 Vita's Experience

### BSB BRITISH SUPERBIKE CHAMPIONSHIP

- \* McAMS Yamaha
- \* PBM VisionTrack Ducati
- \* FHO Racing BMW
- \* Synetiq TAS BMW Racing
- \* FS-3 Kawasaki Racing
- \* Honda Racing UK
- \* Hawk Suzuki Racing
- \* Ashcourt Racing

### IDM GERMAN SUPERBIKE CHAMPIONSHIP

- \* Alpha Racing-Van Zon-BMW
- \* MGM Racing Performance
- \* GERT56 German Endurance Racing Team
- \* RT Motorsports by SKM

### ARRC ASIAN ROAD RACING CHAMPIONSHIP

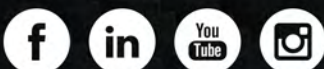
- \* Kawasaki Racing
- \* OneXoX TKKR SAG Racing Team
- \* ZK Racing

### TT & INTERNATIONAL ROAD RACES

- \* Peter Hickmann
- \* Michael Dunlop
- \* Dean Harrison
- \* John McGuinness
- \* Alastair Seeley
- \* Lee Johnston
- \* Conor Cummins
- \* Horst Saiger
- \* Brian McCormack

### CLASSIC ENDURANCE EU CHAMPIONSHIP

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



@sbsbrakes | sbsbrakes.com | #GoAhead

### SBS Racing Service

Product & Race Manager Allan Østli

e-mail: [aj@sbs.dk](mailto:aj@sbs.dk)

Mobile: +45 20661107

6809725100