

2020 ROAD RACING BRAKE PADS



GO AHEAD

HI-TECH BRAKE SOLUTIONS
MADE IN EUROPE

#1 Kenan Sofuoglu -
5 times World Champion
with Ten Kate Racing,
Puccetti Racing & SBS.



sbsbrakes.com

CHOICE OF DUAL WORLD CHAMPIONS



FIM WORLD CHAMPIONSHIP SUPERSPORT 300



2019

"YOUNGést World Champion ever"

Manuel Gonzalez

Kawasaki Parking GO Team



2018

"1st FEMALE World Champion ever"

Ana Carrasco

Team Kawasaki Provec Racing



SBS 955 DS-2 Dual Sinter



SBS 955 DC Dual Carbon



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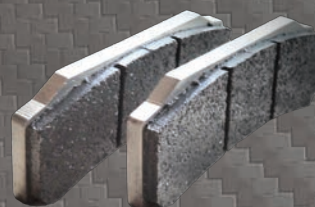
GO AHEAD

CHOICE OF CHAMPION

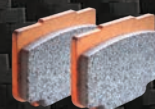
BRITISH SUPERBIKE 2019



Scott Redding
Be Wiser Ducati



FRONT
SBS 889 DS-2 DUAL SINTER



REAR
SBS 941 SP EVO SINTER



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RACING HISTORY

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Andrew Pitt
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.



Kenan Sofuoglu
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 became faster and faster, even 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 has launched for the 2019 season the DS-2 compound to complement the well-known DS Dual Sinter compound.

DC Dual Carbon

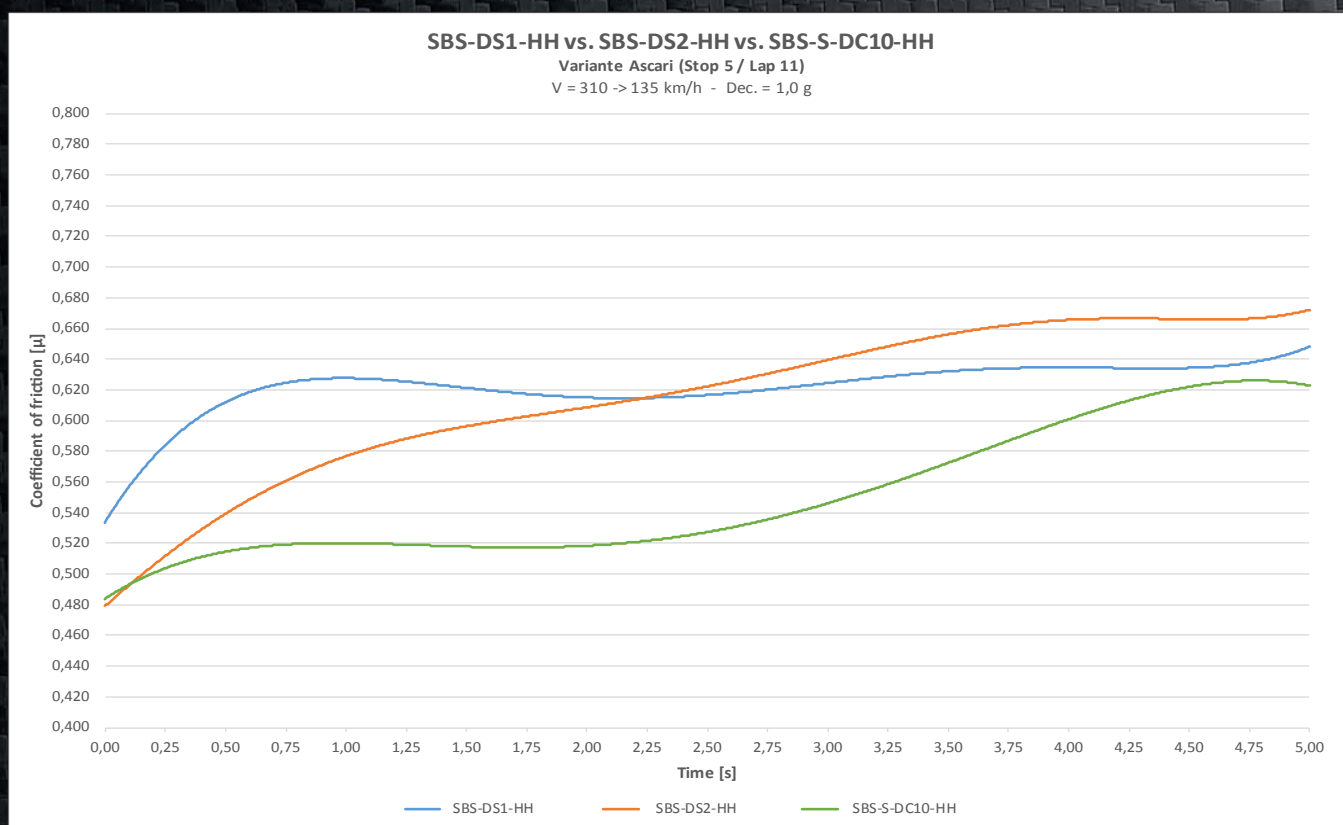
- Smooth initial bite
- Controlable and increasing in-stop performance & brake feel

DS-1 (same as DS) Dual Sinter

- Strong initial bite
- Linear in-stop performance & brake feel

DS-2 Dual Sinter

- Smooth initial bite
- Progressive in-stop performance & brake feel

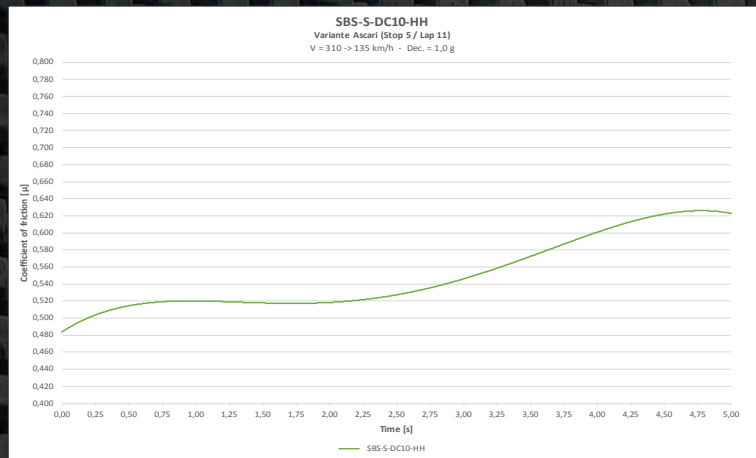


DC DUAL CARBON FRONT BRAKE PADS



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



DC DUAL CARBON

FEED-BACK FROM SBS "PARTNERS IN RACING"

The SBS DC Dual Carbon is preferred by many riders due to its very smooth initial bite and increasing in-stop performance & feel.

World Champions with DC

Andrew Pitt, Chris Vermeulen, Karl Muggeridge & Sebastien Charpentier.

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, but always returned to DC Dual Carbon when DS Dual Sinter proved too aggressive for him. Sebastien's results speak for themselves.

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"



DC DUAL CARBON 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 disc surface.
3. After pad/disc contact is achieved - repeated short brakings building up heat in 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
FOR RACE USE ONLY

Ana Carrasco

TEAM KAWASAKI PROVEE RACING



CHOICE OF



CHAMPIONS 2018 & 2019



MICHAEL DUNLOP
19-TIME TT WINNER
ISLE OF MAN



DEAN HARRISON
2019 SENIOR TT WINNER
ISLE OF MAN



DYNAMIC RACING CONCEPT
DS-1 & DS-2 DUAL SINTER BRAKE PADS



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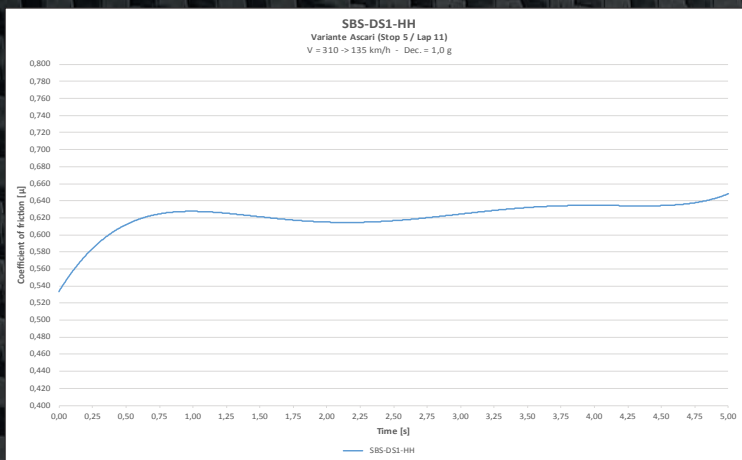
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DS-1 DUAL SINTER FRONT BRAKE PADS

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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 11 in section "DRC - Dynamic Racing Concept"
- // NUCAP NRS technology secures mechanical bonding

Tom Lüthi

INTACTGP DYNAVOLT MOTO2 TEAM



HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

DS-1 DUAL SINTER

FEED-BACK FROM SBS "PARTNERS IN RACING"

The 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

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

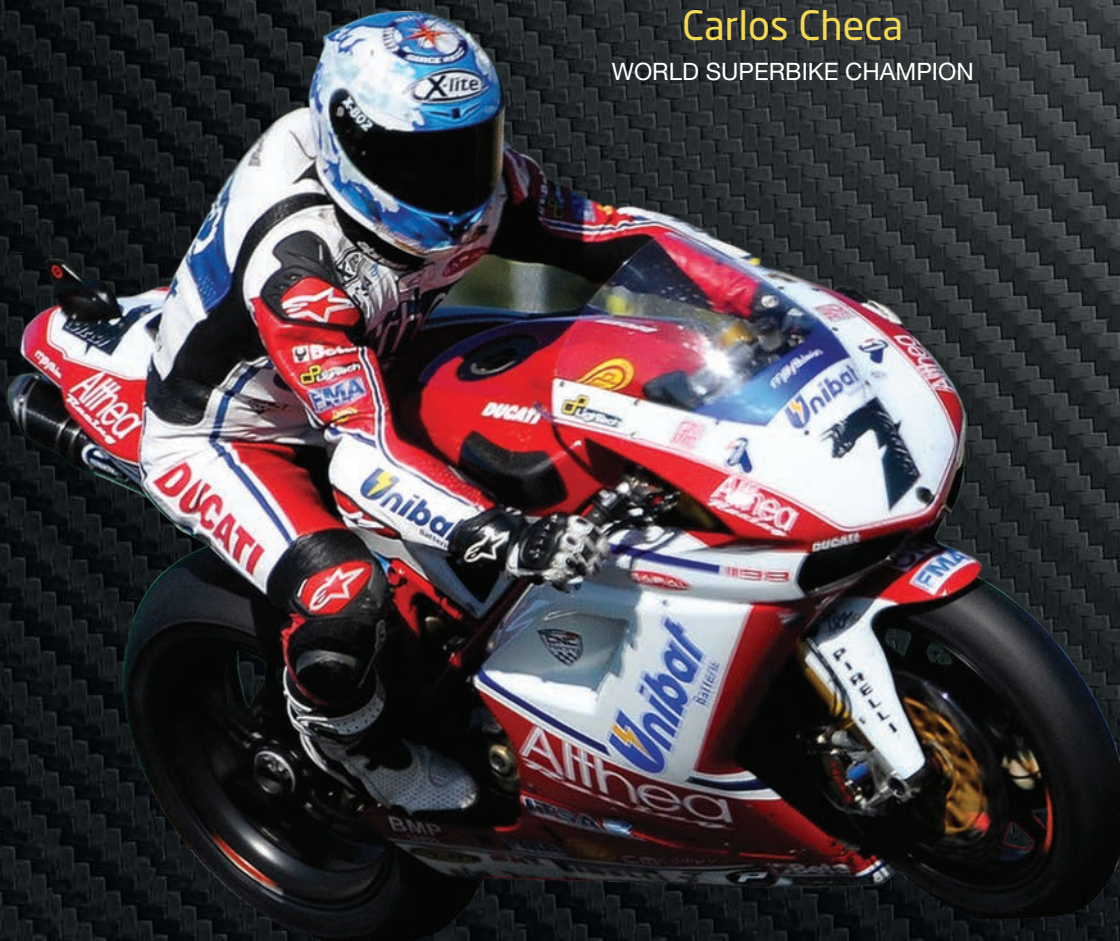
In the smallest capacity class Moto3 World Champion runner up Aron Canet riding his Team MAX Sterilgarda KTM Moto3 is also a big fan of DS-1's aggressive initial bite and linear & controllable in-stop brake power – when winning Moto3 races!

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, Bruce Anstey, Lee Johnston, Ian Lougher, Conor Cummins and many more.

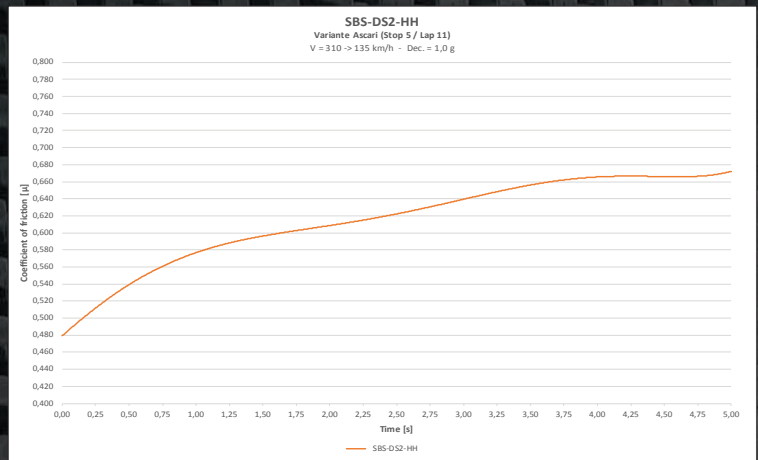
Carlos Checa

WORLD SUPERBIKE CHAMPION



DS-2 DUAL SINTER FRONT BRAKE PADS

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FOR RACE USE ONLY

- // The choice of numerous World Champions in Superbike, Supersport, Moto2 and Endurance
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- // NUCAP NRS technology secures mechanical bonding



Marcel Schrötter

INTACTGP DYNAVOLT MOTO2 TEAM

Tom Lüthi

INTACTGP DYNAVOLT MOTO2 TEAM

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

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 who 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 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 result speaks for itself!

MotoGP Championship

Moto2 team Intact Dynavolt's 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. Today, Tom uses 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 all-new BMW S1000RR and SBS DS-2 Dual Sinter.

Kenan Sofuoglu

WORLD SUPERSPORT CHAMPION



SBS DUAL SINTER

UNIQUE COMBINATION - DYNAMIC RACING CONCEPT

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 ALL 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.

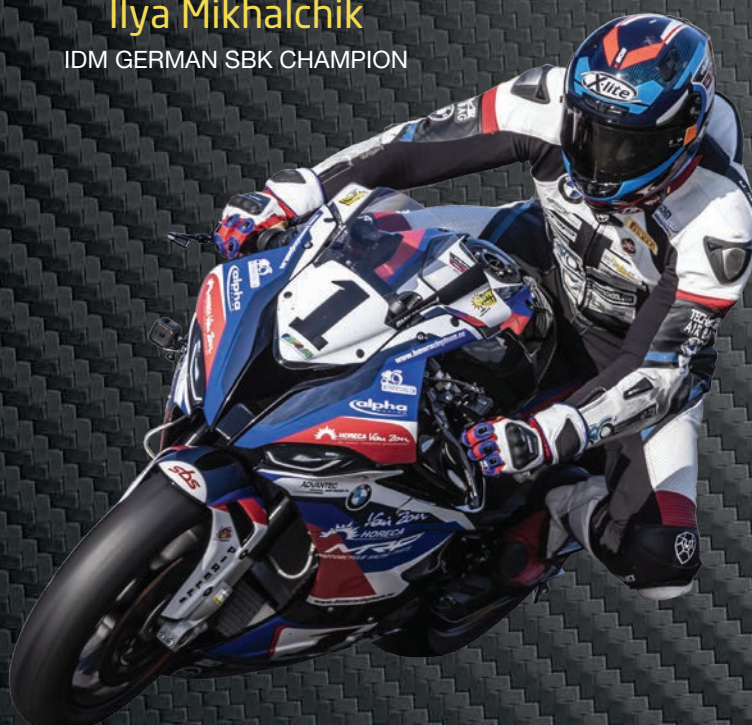
Only when the session was over did Ilya come in with the comment "this is exactly how I want the brakes to work", a combination of DS-1 and DS-2 and thus a fine-tuning of brake performance by combining performance characteristics of the two DS Dual Sinter compounds.

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

IDM GERMAN SBK CHAMPION



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

DS-1 & DS-2 DUAL SINTER BEDDING-IN PROCEDURE

1. If the brake discs have severe deposit from other brake pad materials than SBS DS-1 or DS-2, please 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 before 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 - DUAL SINTER
FOR RACE USE ONLY

Scott Deroue
TEAM MTM KAWASAKI RACING



RQ • CARBON TECH & LS • SINTER REAR BRAKE PADS



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

CHOICE OF CHAMPIONS SINCE 2001

CHOICE OF CHAMPIONS

ANA CARRASCO
2003 SUPERMOTARD
EUROPEAN SUPERMOTARD CUP

ROS HARTOG
2004 SUPERMOTARD
EUROPEAN SUPERMOTARD CUP

MARIUS REITTERBERGER
2005 SUPERMOTARD
EUROPEAN SUPERMOTARD CUP

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THE POWER TO STOP YOU

CHOICE OF CHAMPIONS

MICHAEL DUNLOP
2006 SUPERMOTARD
EUROPEAN SUPERMOTARD CUP

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BRAKE PADS FOR ALL YOUR POWERSPORT NEEDS - MADE IN DENMARK

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BRAKE PADS FOR ALL YOUR POWERSPORT NEEDS - MADE IN DENMARK

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World Supersport Champion 2014

SBS congratulates Pato Lavarelly
"the" MotoGP star who took
the 2014 World Supersport 600 title.

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TT Isle of Man

sbs
THE POWER TO STOP YOU

sbs 2010
WORLD SUPERSPORT CHAMPION
Kenan Sofuoglu
"The" Superstar

sbs
THE POWER TO STOP YOU

2012
WORLD SUPERSPORT CHAMPION
Kenan Sofuoglu
"The" Superstar

sbs
THE POWER TO STOP YOU

sbs 2011
WORLD SUPERBIKE CHAMPION
Carlos Checa
"The" Superstar

sbs
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2011 WORLD CHAMPIONS

sbs
THE POWER TO STOP YOU

TT Isle of Man
sbs THE WINNING EDGE

Michael Dunlop
"The" Superstar

sbs
THE POWER TO STOP YOU

sbs HIGH 5 FOR SBI

ALL TOP 5 RIDERS
2006 World Supersport
USED SBS BRAKE PADS

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sbs
WORLD CHAMPION
2008
ANDREW PITT
SUPERSPORT 600

sbs
THE POWER TO STOP YOU

sbs #1 AGAIN!

2007 SUPERSPORT WORLD CHAMPION
KENAN SOFUOGLU
"The" Superstar

sbs
THE POWER TO STOP YOU

sbs
DUAL CHAMPIONS
THE CHOICE OF 2007
WORLD CHAMPIONS

sbs
THE POWER TO STOP YOU

sbs LIVING OFF-ROAD
2010 WORLD CHAMPIONS

M11 - Tony Cairoli
M12 - Marvin Musquin

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CHOICE OF WORLD CHAMPIONS

2005

sbs
THE POWER TO STOP YOU

CHOICE OF WORLD CHAMPIONS

2004
2003
2001

sbs
THE POWER TO STOP YOU

WORLD CHAMPION!

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

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THE POWER TO STOP YOU

World Champion!

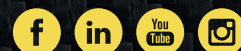
SBS congratulates
Andrew Pitt (AUS) and
Team Eckl Kawasaki Racing
winning the
2001 World Supersport 600 title.

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APRILIA			COMPOUND CHOICE					COMPOUND CHOICE		
				DS-1	DS-2	DC	RS		RQ	LS
RSV4	1000 , ABS	09 - 13	841*	△	△	△	△	730	△	△
RSV4-R	1000 , ABS APRC	10	841*	△	△	△	△	730	△	△
RSV4-RF	1000	15 - 20	901*	△	△	△	△	730	△	△
RSV4-RR	1000	15 - 20	901*	△	△	△	△	730	△	△

BIMOTA										
BB3	1000	14 - 18	901*	△	△	△	△	730	△	△
DB5	1000 Mille	05 - 11	762*	△		△	△	730	△	△
DB5	1000 S	07 - 11	762*	△		△	△	730	△	△
DB7	1098	08	762*	△		△	△	730	△	△
DB7	1099	09	901*	△	△	△	△	519	△	△
3D	1100 Tesi	07 - 11	762*	△		△	△	730	△	△
DB8	1198	10 - 14	901*	△	△	△	△	730	△	△

BMW										
S	1000 RR	09 - 18	870*	△	△	△	△	675	△	△
S	1000 RR	19 - 20	960*	△	△	△	△	675	△	△
S	1000 RR HP4	12 - 14	901*	△	△	△	△	675	△	△
	1200 HP2 Sport	08 - 10	901*	△	△	△	△	671	△	△

DUCATI										
	848	08 - 10	706*	△	△	△	△	730	△	△
	848 EVO	11 - 12	841*	△	△	△	△	730	△	△
	899 Panigale	14 - 15	900*	△	△	△	△	730	△	△
	959 Panigale	16 - 20	900*	△	△	△	△	730	△	△
	959 Panigale Corse	18 - 20	900*	△	△	△	△	730	△	△
	1098 R	08 - 10	841*	△	△	△	△	730	△	△
	1098 R Bayliss LE	09 - 10	841*	△	△	△	△	730	△	△
	1000 Panigale V4 R	19 -	841*	△	△	△	△	730	△	△
	1100 Panigale V4	18 - 19	841*	△	△	△	△	730	△	△
	1100 Panigale V4 S	18 - 19	841*	△	△	△	△	730	△	△
	1100 Panigale V4 S Corse	19 -	841*	△	△	△	△	730	△	△
	1100 Panigale V4 Speciale	18 - 19	841*	△	△	△	△	730	△	△
	1198	09 - 13	841*	△	△	△	△	730	△	△
	1198 S	09 - 12	841*	△	△	△	△	730	△	△
	1198 SP	11 - 12	841*	△	△	△	△	730	△	△
	1199 Panigale	12 - 14	841*	△	△	△	△	730	△	△
	1199 Panigale R	13 - 15	841*	△	△	△	△	730	△	△
	1199 Panigale S	12 - 14	841*	△	△	△	△	730	△	△
	1199 Superleggera	14	841*	△	△	△	△	730	△	△
	1299 Panigale	15 - 17	841*	△	△	△	△	730	△	△
	1299 Panigale R	15 - 17	841*	△	△	△	△	730	△	△
	1299 Panigale R Final Edition	17 - 19	841*	△	△	△	△	730	△	△
	1299 Panigale S	15 - 17	841*	△	△	△	△	730	△	△
	1299 Panigale S Anniversario	17	841*	△	△	△	△	730	△	△
	1299 Superleggera	17	841*	△	△	△	△	730	△	△

EBR										
	1190 RS	12 - 15	856	△			△	857		△

HARLEY DAVIDSON										
XR	1200	08 - 10	860*	△			△	808		△

HONDA										
CBR	250 R (Nissin cal)	11 - 13	627			△	△	881	△	△
CBR	500 R	13 - 19	700	△	△	△	△	881	△	△
CBR	600 RR ABS	09 - 18	809*	△	△	△	△	834	△	△
CBR	650 F	14 - 20	700*	△	△	△	△	881	△	△
CBR	650 F ABS	14 - 20	700*	△	△	△	△	881	△	△
CBR	1000 RR Fireblade ABS	09 - 16	809*	△	△	△	△	834	△	△
CBR	1000 RR Fireblade	17 - 20	947*			△	△	834	△	△
CBR	1000 RR SP	14 - 19	901*	△	△	△	△	834	△	△
CBR	1000 RR SP2	17 - 20	901*	△	△	△	△	834	△	△
RC213V-S	1000	16 - 18	901*	△	△	△	△	730	△	△

KAWASAKI										
EX	250 R Ninja	08 - 12	638	△		△	△	638	△	△
EX	300 R Ninja, ABS	13 - 17	638	△		△	△	638	△	△
EX	400 Ninja	18 - 19	955	△	△	△	△	638	△	△
ZX-6R	600 Ninja	07 - 17	838*	△	△	△	△	687	△	△
ZX-6RR	600 Ninja	03 - 06	788*	△		△	△	687	△	△
ZX-6R	636 Ninja	13 - 19	894*			△	△	834	△	△

* = 2 sets required
△ = Available quality
RS = recommended for Track-day & Sport use



KAWASAKI			COMPOUND CHOICE					COMPOUND CHOICE		
				DS-1	DS-2	DC	RS		RQ	LS
ZX-6R	636 Ninja ABS	13 - 20	894*			△	△	834	△	△
ZX	1000 H2 Carbon Ninja	17 - 19	841*	△	△	△	△	730	△	△
ZX	1000 H2 Ninja	15 - 19	841*	△	△	△	△	730	△	△
ZX	1000 H2R Ninja	15 - 19	841*	△	△	△	△	730	△	△
ZX-10R	1000 Ninja	08 - 10	806*	△		△	△	687	△	△
ZX-10R	1000 Ninja	11 - 15	806*	△		△	△	834	△	△
ZX-10R	1000 Ninja	16 - 20	841*	△	△	△	△	834	△	△
ZX-10R	1000 Ninja ABS	12 - 15	806*	△		△	△	834	△	△
ZX-10R	1000 Ninja SE	18 - 20	841*	△	△	△	△	834	△	△
ZX-10RR	1000 Ninja	17 - 20	841*	△	△	△	△	834	△	△

KTM										
RC	250	14 - 15	877			△	△	675	△	△
RC	250 Upgrade DS	14 - 15	634	△	△	△	△	675	△	△
RC	390	14 - 20	877			△	△	675	△	△
RC	390 Upgrade DS	14 - 19	634	△	△	△	△	675	△	△
	690 Duke R	14 - 17	841*	△	△	△	△	675	△	△
RC8	1190	08 - 11	841*	△	△	△	△	730	△	△
RC8	1190 R	09 - 15	841*	△	△	△	△	730	△	△
RC8	1190 R Track	11 - 15	841*	△	△	△	△	730	△	△

MORIWAKI										
MD	250	09	782			△	△	618	△	

MV AGUSTA										
	675 F3	11 - 12	706*	△	△	△	△	763	△	△
	675 F3	13 - 14	706*	△	△	△	△	730	△	△
	675 F3	15 - 19	901*	△	△	△	△	730	△	△
	675 F3 RC	16 - 20	901*	△	△	△	△	730	△	△
	800 F3	14 - 20	901*	△	△	△	△	763	△	△
	800 F3 RC	16 - 20	901*	△	△	△	△	730	△	△
	1000 F4 LH44	18 - 20	841*	△	△	△	△	763	△	△
	1000 F4 R	12 - 19	841*	△	△	△	△	763	△	△
	1000 F4 RC	15 - 20	841*	△	△	△	△	763	△	△
	1000 F4 RR	12 - 20	841*	△	△	△	△	763	△	△
	1078 F4 CC	08 - 11	841*	△	△	△	△	763	△	△
	1078 F4 RR	08 - 11	841*	△	△	△	△	763	△	△

SUZUKI										
GSX-R	250	17 - 20	627			△	△	657	△	△
GSX-R	600	06 - 10	806*	△		△	△	833	△	△
GSX-R	600	11 - 20	841*	△	△	△	△	834	△	△
SV	650 ,S ABS	15 - 18	705				△	657	△	△
GSX-R	750	06 - 10	806*	△		△	△	833	△	△
GSX-R	750	11 - 18	841*	△	△	△	△	834	△	△
GSX-R	1000	09 - 11	806*	△		△	△	834	△	△
GSX-R	1000	12 - 20	841*	△	△	△	△	834	△	△
GSX-R	1000 R	17 - 20	841*	△	△	△	△	834	△	△

TRIUMPH										
	675 Daytona R Triple	11 - 12	901*	△	△	△	△	614	△	△
	675 Daytona R Triple	13 - 18	901*	△	△	△	△	675	△	△
	675 Daytona Triple	09 - 12	864*			△	△	614	△	△
	675 Daytona Triple	13 - 18	864*			△	△	675	△	△

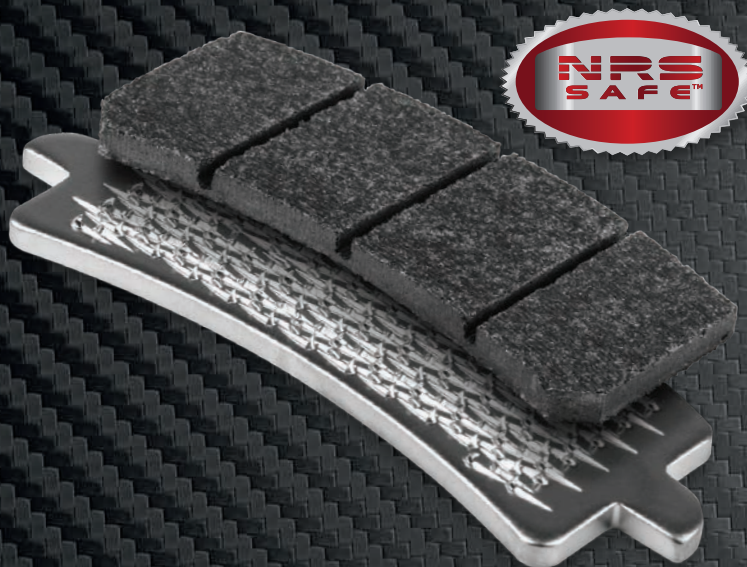
YAMAHA										
YZF	250 R25	15 - 19	931	△	△	△	△	932	△	
YZF	321 R3	15 - 20	931	△	△	△	△	932	△	
YZF	600 R6	05 - 20	634*	△	△	△	△	657	△	△
YZF	600 R6	17 - 20	634*	△	△	△	△	834	△	△
YZF	1000 R1	15 - 20	634*	△	△	△	△	834	△	△
YZF	1000 R1(4-pad)	07 - 14	839*	△		△	△	657	△	△
YZF	1000 R1(4-pad) ABS	12 - 14	839*	△		△	△	657	△	△
YZF	1000 R1M	15 - 20	634*	△	△	△	△	834	△	△
YZF	1000 R1S	16	634*	△	△	△	△	834	△	△

* = 2 sets required
△ = Available quality
RS = recommended for Track-day & Sport use

100% NRS SAFE – NUCAP RETENTION SYSTEM

Also 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.

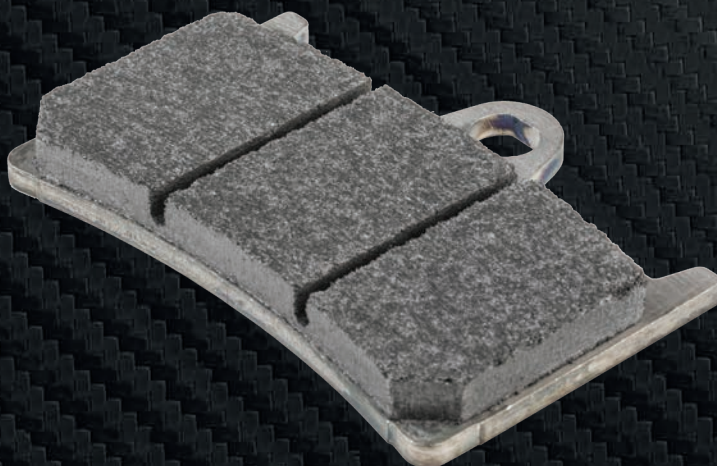
NRS Nucap Retention System is an advanced mechanical friction material bonding technology based on a matrix of steel hooks raised from the backing plate steel material. The NRS hooks mold into the friction material creating an indestructible and corrosion safe mechanical bond without any use of adhesives.



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)



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