



# NEW PRODUCT RELEASE

## AFCO Racing Introduces New Brake Pads & Superior Stopping Power

AFCO Racing Products is proud to announce the launch of our new Brake Pad Compounds, available for F88 Calipers, F22 Calipers, and GM Metric Calipers.

The new AFCO Racing Brake Pads allow the racer to have different compounds for the front, rear, left side and right side of the car, which custom tunes how the car stops.

AFCO's new brake pads have been tested and validated over the past year by many top racers such as:

- Rick Eckert
- Todd Shute
- Stormy Scott
- Billy Moyer Jr.
- Donnie Moran
- Jason Hughes
- Jimmy Gustin
- Hunter Schuerenburg
- Dennis Erb
- Zack Vanderbeek
- Ryan Gustin
- Brady Short
- Shannon Babb
- Dave Cain
- Brady Short
- Kelly Shryock
- Kelly Shryock
- Kelly Shryock
- Kelly Shryock

**Applications:** • Dirt & Asphalt Late Models • Modifieds • Stock Cars • Sprint Cars



See page 54 of the 2015 AFCO Modified/Street Stock Catalog for more info.

### AFCO Racing Brake Pads Conversion Chart

Compound	Competitor A	Competitor B	Competitor C	Benefits
SR32		DTC05	BP-10	More heat range with lower grip for RF of dirt cars.
SR33	Performance Friction 97	Black	Poly Matrix B	More heat range, less glazing, ideal for front of dirt car and rear asphalt
SR34	Performance Friction 01	Blue	Poly Matrix H	More heat range, less glazing, less rotor wear, ideal for rear of dirt cars and front of asphalt cars.
C1	Performance Friction 97	Black	Poly Matrix B	Medium heat range, low rotor wear, ideal for stock cars and sport mods.
C2	Performance Friction 01	Blue	Poly Matrix H	Very aggressive braking in short application times, ideal for rear of dirt cars and front of asphalt cars.



### F88 Pads - \$174.99 each

#### SR30 Compound

- #6651002
- Developed for the right front of dirt cars where a low grip pad is needed.
- Builds bias in the front brake system, which helps the car turn better when the racer applies 4-wheel brakes.

#### SR33 Compound

- #6651012
- Developed for the front and rear of dirt cars and rear of asphalt cars where a medium grip pad is needed.
- Reduced amount of glazing, resulting in improved stopping power and less rotor wear.
- Wider temperature range reduces brake fade and allows the racer to get more life out of the pad, which saves money.

#### SR34 Compound

- #6651022
- Developed for rear of dirt cars and front of asphalt cars.
- A reduced amount of glazing for improved stopping power and less rotor wear.
- Higher temperature range (200 - 1600 degrees) makes this heavy grip pad very versatile and resistant to fade.



### F22 Pads - \$139.99 each

#### SR30 Compound

- #6652002
- Developed for the right front of dirt cars where a low grip pad is needed.
- Builds bias in the front brake system, which helps the car turn better when the racer applies 4-wheel brakes.

#### SR33 Compound

- #6652012
- Developed for the front and rear of dirt cars and rear of asphalt cars where a medium grip pad is needed.
- Reduced amount of glazing, resulting in improved stopping power and less rotor wear.
- Wider temperature range reduces brake fade and allows the racer to get more life out of the pad, which saves money.

#### SR34 Compound

- #6652022
- Developed for rear of dirt cars and front of asphalt cars.
- A reduced amount of glazing for improved stopping power and less rotor wear.
- Higher temperature range (200 - 1600 degrees) makes this heavy grip pad very versatile and resistant to fade.



### GM Metric Pads - \$119.99 each

#### SR32 Compound

- #6653002
- Developed for the right front of dirt cars where a low grip pad is needed.
- Builds bias in the front brake system, which helps the car turn better when the racer applies 4-wheel brakes.

#### SR33 Compound

- #6653012
- Developed for the front and rear of dirt cars and rear of asphalt cars where a medium grip pad is needed.
- Reduced amount of glazing, resulting in improved stopping power and less rotor wear.
- Wider temperature range reduces brake fade and allows the racer to get more life out of the pad which saves money.

#### SR34 Compound

- #6653022
- Developed for rear of dirt cars and front of asphalt cars.
- A reduced amount of glazing for improved stopping power and less rotor wear.
- Higher temperature range (200 - 1600 degrees) makes this heavy grip pad very versatile and resistant to fade.



Brady Short

"AFCO Brakes give me the most stopping power of any brake package on the market."



Ricky Weeks

"This is by far the best brake package I have ever used on my race cars. They are consistent from lap to lap, release well off the pedal, they never give up no matter how hard I push them, and take less time on the pedal to stop the car."



Rick Eckert

"Throughout the past seasons there are places we race that I always had brake issues. With the AFCO Brake Package, I went the entire season with absolutely zero issues and had the best brakes I have ever had."



Danny Dietrich  
10 2014 Season Wins on AFCO Brakes



Stormy Scott  
Multi-regional crown winner on AFCO Brakes



Randy Korte  
14 2014 Season Wins on AFCO Brakes