BRAKE PADS



■ GENERAL INFORMATION.

- AP RACING PAD MATERIALS.
- BRAKE PAD CHARACTERISTICS.
 - BRAKE PAD PROFILES.

BRAKE PADS - General Information

INTRODUCTION.

As the foremost manufacturer of brake systems for competition and high performance vehicles, AP Racing are continually developing and improving our product ranges.

The friction material used in a brake system is a vital factor in the overall performance of that system and it is therefore important to choose the correct pad for the particular application,



which is why AP Racing has now developed its own (APF) branded range of brake pads to suit AP Racing Calipers for both Road and Competition applications, thus ensuring full system integrity.

The range currently comprises 5 Material Grades across 24 Pad Shapes. (See page 49 for more technical details)

AP Racing's unparalleled experience in racing brake technology puts us in a unique position to evaluate friction materials and brake pad performance both on our dynamometer test beds and through rigorous vehicle track testing.

Note: AP Racing policy is to offer a range of the best friction materials currently available from whatever source.

GENERAL INFORMATION.

Pages 51 to 55 provide details on a range of pads and friction materials, including our own new APF range for competition and road use with AP Racing brake calipers. This section also includes information to assist in the selection of the most suitable pad for a given application and other useful information on choosing the correct brake pad.

AP Racing Technical Section will be pleased to advise on the most suitable equipment for any particular application and can provide more detailed technical information if required.

BRAKE PAD TEMPERATURES.

An important factor in consistent brake performance is maintaining the operating temperatures within the effective range of the pad material being used by controlling the flow of cooling air from the brake ducts.

There are several different methods of monitoring the brake system temperatures:-

- 1. THERMAL PAINTS
- 2. BRAKE TEMPERATURE PYROMETER
- 3. TEMPERATURE STRIPS

For more detailed information of these methods please go to page 44.

'BEDDING IN' PROCEDURES.

RACE FRICTION MATERIALS:

AP Racing offer a large variety of the best friction materials currently available from various sources to suit every racing condition. It is therefore very difficult to recommend a common 'Bedding in' procedures suitable for all friction materials. Please refer to the manufacturers own 'Bedding' information for guidance.

PROAD FRICTION MATERIALS:

For Pads for AP Racing brake calipers or kits use the following procedure:-Bed the pad and disc contact areas by using moderate brake applications for 80Km (50 miles), avoiding excessive speeds, building the stopping power and vehicle speed gradually over the next 80Km (50 miles). This will ensure maximum pad performance and disc life.

FOR OE APPLICATIONS PLEASE REFER TO THE MANUFACTURERS OWN INSTRUCTIONS.

BRAKE NOISE.

Brake noise or squeal is a vehicle system problem since the severity, regularity and tone is a function of the brake and suspension components in combination. This does not represent a problem on competition vehicles where performance is the primary objective but is generally unacceptable for road use. Some vehicles are particularly susceptible to the problem. The contact between the pad and disc during braking creates the raw energy to produce the noise but the actual squeal can be primarily or a combination of the disc, caliper and pad.

Elimination of squeal under all brake operating conditions is difficult to achieve when specifying a brake package whose purpose is to safely absorb very high energy inputs. A number of methods are available to reduce the noise factor of a brake system but assuming the base vehicle suspension system is settled, the reduction or elimination of noise is usually achieved by a process of trial and error. The first and easiest solution to try is the addition of high temperature grease to the back of the pad to provide a damping medium between the piston and pad.

Typically Copper Slip is applied although care must be taken to avoid any grease coming into contact with the pad face. The use of high friction brake pads such as Pagid RS4-2 / M1177 creates high energy at the friction interface which can characteristically lead to more brake squeal but some pads are typical for their lower noise rating. These pads are characterised by their lower friction coefficient and reduced initial 'bite'. Examples of such a materials is Ferodo 3432F.

There are a number of disc variants available from AP Racing & the type chosen can have an effect on brake noise, depending again on the pad choice. Generally it is found the multi drilled or grooved discs used in conjunction with competition pads will give unacceptable noise levels for road use, Plain face discs can cause higher levels of squeal, as the pad is not cleaned by the actions of holes or grooves.

For the AP Racing Formula Big Brake kit conversions, we have found a reduced drill pattern with a radiused edge and using APF405 pads give little or no pad noise and still have good performance. Where the noise is a function of the brake pad temperature, characterised by the noise reducing (possibly to zero) as the brakes are used more severely. The pad may also respond to the addition of pad chamfers which reduce the effective pad area and change the pad shape / centre of pressure. These chamfers (10,0mm x 30 degrees) can be added to the leading edge first and their effect assessed prior to the addition of a chamfer on the trailing edge. Please contact AP Racing technical section for more details.

ANTI-SQUEAL SHIMS.

Anti squeal shims are very effective and CP5070 pad family have them fitted as standard. Anti squeal shims are also available for other pad families, but if you experience noise using other pad families please contact the road car technical section for further advice

MATERIAL AVAILABILITY.

In order to get the best performance from your AP Racing brake system, it is important to choose the friction material which best suits the particular application. AP Racing offer a large variety of the best friction materials currently available from various sources to suit every racing condition. The Individual pad profiles on pages 51 to 55 gives information on all the friction materials available for that pad in the current range.

Note

Should you wish for a pad profile in another material please contact AP Racing Technical Section for more information.

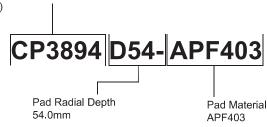
PAD ORDERING.

- 1. Refer to caliper listing on page 55 to obtain the correct pad shape for a given caliper and check this against the pad shape illustrations on pages 51 to 55.
- 2. Consult individual pad profile and select the material from those available referring to the information on pages 47 to 49 if necessary.
- **3.** Example part number below: CP3894D54-APF403. This part number comprises 4 pads (1 axle set).
- **4.** Construct part number as in the example below by adding the material suffix to the basic pad shape family number.
- All pads with the following exceptions are sold in sets of 4.
- CP4226, CP3086, CP4484, CP3386, CP2372, CP3666, CP4466 are in pairs (2 pads).
- NB. For Carbon / Carbon pad material see page 46 for more details
- NB. Materials with the blackout segments are on phase out mode and once stocks have been exhausted will be made inactive.

EXAMPLE PAD PART NUMBER.

Pad Family Part Number

- Defines Pad Shape & Thickness18.00mm (0.71")





APRACING BRAKE PADS

This section provides more detailed information on our own APF branded brake pads, developed for both road and competition applications. The graphs below and adjacent announce the 5 material grades currently available and provide visual details of some pad characteristics.

PAD PROFILES:

Not all materials are available in all pads shapes. Here is a list of the shapes currently available:

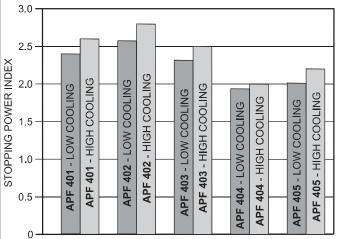
CP2195 / CP2270 / CP2279 / CP2340 / CP2372 / CP2399 / CP3215 / CP3345 / CP3558 / CP3894 / CP5070 / CP5119 / CP5788 / CP6210 / CP6268 / CP6600 / CP6627 / CP6820 / CP7031 / CP7040 / CP7555 / CP7600 / CP7635 / CP8250 / CP8310. (See pages 51 to 55, to check material availability).

NOTE: All the information on this page is offered for guidance only. AP Racing has gathered this information by incorporating the experiences of our engineers and our special dynomometer evaluations carried out in-house.

STOPPING POWER INDEX.

AP Racing have created our own Stopping Power Index. This is related to friction but is also influenced by energy absorption and the change of friction both with temperature and during the braking event. It is based on the total stopping time over a series of constant pressure stops for a range of speed differentials over a complete dynomometer test cycle, this index creates a very good overall measure to compare different friction materials. Higher numbers = more stopping power

N.B. The stopping power is influenced by level of cooling.



MATERIAL GRAPHS.

The traditional friction vs temperature graphs exhibited below are derived from our dynomometer test cycle carried out on our 2 in house dynomometers which we use for all pad evaluations.

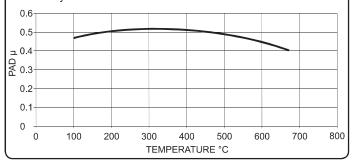
These graphs are for guidance only. Numbers are not absolute - results can vary according to the test cycle used (load, pressure, speed, cooling etc) but we believe the results shown fairly represent the performance that will be experienced by the user under normal conditions.

APF 401

Competition Pad suitable for Circuit & Rally use. Good bite and stable friction give excellent modulation & release characteristics.

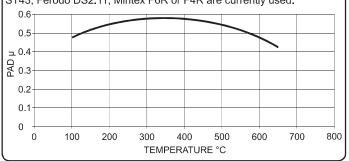
Should be considered where PEC# 01, Ferodo DS1 11 and Mintex E2P.

Should be considered where PFC# 01, Ferodo DS1.11 and Mintex F2R are currently used.



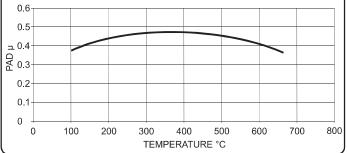
APF 402

Competition Pad for Circuit & Rally use. Not suitable for road use. Higher friction than 401, rising torque, good release, little or no fade. Should be considered where Project Mu H19, PFC # 05, Raybestos ST43, Ferodo DS2.11, Mintex F6R or F4R are currently used.



APF 403

General Competition Pad. Not suitable for road use. Easy to bed, predictable and repeatable performance with good bite & friction. Consider where Raybestos ST41/ST43, Ferodo DS3000 or 4003 are currently used.

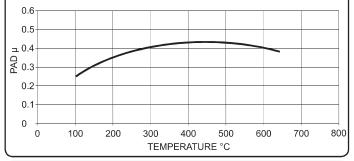


APF 404

Excellent High Performance Road and Track pad.

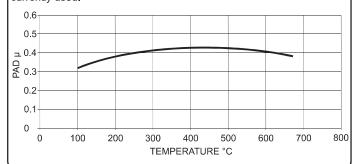
Consistent performance, low wear, disc friendly, low noise, low dust, low fade, good feel.

Consider where Ferodo DS2500, Pagid Blue (RS4-2), Pagid RS421 or Carbo-TechXP10 are currently used.



APF 405

Suitable for High Performance Road, Track and Lightweight circuit cars. Consistent performance, disc friendly, low noise, good feel. Consider where Pagid (Blue) RS4-2, RS4-4, Ferodo DS2500 are currently used.



BRAKE PADS - Pad Characteristics

PAD CHARACTERISTICS.

There are numerous characteristics associated with friction materials, few of which are absolute, for example the friction Coefficient (μ) varies depending on temperature, speed, pressure and energy level and no two dynomometer programmes will ever produce quite the same results. Choosing the most suitable pad for your application is a complex problem requiring careful evaluation of all the available information.

To help you with this AP Racing have developed a rating system for the principal pad characteristics incorporating both the experience gathered by our engineers over many years and our special dynomometer evaluation carried out in-house on our state of the art facility.

The AP Racing dynomometer brake pad evaluation is based around a series of stops which represent the full range of conditions likely to be experienced in use. A composite dynomometer plot and an explanation of the AP Racing evaluation and rating systems is given below & opposite.

COMPOSITE DYNAMOMETER PLOT. This material shows This material has a good friction level This material exhibits relatively poor friction but a climbing (non user friendly) plot slight fade but still and poor initial bite relative to the average maintains a relatively from cold improving as the pad heats up. friction level high friction level. 12 Very severe high speed stop Variety of stops ranging in Very severe stops from high from cold. severity from light to very speed to demonstrate fade (Cold Performance) severe Fig 1. High initial "Bite" Essentially Steeply with friction gradually flat. Type 3. rising plot. reducing & stabilising Least "User through the stop. friendly Most "User Friendly Type 1 Type 5. Fig 2.

AVERAGE FRICTION: Overall mean friction coefficient calculated over the complete test cycle. (Fig 1.)

"BITE": Initial friction at the start of the stop. Rating 1 to 5. (5 = Good, 1 = Poor) (Fig 1.)

■ FADE: Drop off in friction coefficient from stop to stop when used for very hard braking. Calculated from last 4 stops on test plot on a scale of 1 to 5. (5 = No significant fade). (Fig 1.)

a AVERAGE PAD WEAR: A comparative rating of pad wear across all conditions. Rated on a scale of 1 to 5 (1 = best).

■ PLOT SHAPE: The shape of the friction plot during a brake application. High initial "bite" with friction gradually decreasing through the stop as speed drops off is considered to be the easiest to control (most "user friendly"). A climbing friction level through the stop is considered the most difficult to control (least "user friendly") although some pads with this characteristic are extremely popular due to their overall high friction level and fade resistance. Assessed types 5 to 1. (Fig 2.)

■ COMFORT / NOISE: Does the pad promote judder or brake squeal ? Important on road car applications but not usually a consideration for racing use.

■ DISC LIFE: Does the pad promote high disc wear or cracking?. Especially important on road car applications. Rated on a scale of 1 to 5 (5 = best).

■ EFFECTIVE TEMPERATURE RANGE: The temperature range within which the pad material can be considered effective should be used as a comparative guide only as temperature measurement techniques vary significantly and the true picture must include the energy level (quantity of heat). Pad temperatures are affected by disc mass and cooling. Rated 1 to 5 (1 = 200°C / 2 = 350°C / 3 = 500°C / 4 = 650°C and 5 = 800°C).

■ SUITABLE AREA OF USE: The areas for which the pad material is considered most suitable. This is a subjective assessment relying on the pooled experience of AP Racing engineers over many years. Contact AP Racing Technical Section for guidance.

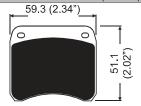
■ PAD MATERIAL PERFORMANCE: The table below provides the ratings given for the characteristics described on the this page. The table results are AP Racing's own, determined from our dynomometer testing and may differ from manufacturers own specifications.

Pad	Performance			Characteristics.			Wear.	Temp Range.	Suitable For.								
Material.	Average Friction Mu.	Bite.	Fade.	Plot Shape.	Disc Life.	Stopping Power	Average Wear.	Temperature Rating.	Road.	Light Comp.	F3 / (T.Car Rear)	Touring Car Front.	Sports Car.	Rally.	Grp 'N'	Hill Climb.	Motor Cycle.
AP Racing F	ad Mater	ials.															
APF401	0.44	4	3	2	3	2.6	4	4				Х	Х	Х	Х		
APF402	0.47	4	4	2	3	2.8	4	4				Х	Х	Х	X		
APF403	0.40	3	3	4	3	2.5	3	4		Х		Х	Х	Х	Х	Х	
APF404	0.35	3	3	4	4	2.0	3	3	Х								
APF405	0.36	3	3	4	4	2.2	3	3	Х	Х	Х					Х	
Ferodo Pad Materials.																	
4003F	0.43	3	3	4	2	N/A	3	2		Х	Х					Х	
DS2500	0.34	3	3	4	4	2.1	3	2	Х								
DS3000	0.42	2	2	4	3	2.5	3	4				Х	Х	Х	Х		
DS3000+	0.41	3	3	3	4	2.5	2	4		Х	Х			Х			
DS1.11	0.43	2	3	1	4	2.5	4	4				Х	Х	Х	Х		
DS2-11	0.47	2	4	2	3	2.7	4	4				Х	Х	Х	Х		
Mintex Pad M	Wintex Pad Materials.																
F1R	0.46	4	4	3	4	2.7	4	4				Х	Х	Х			
F2R	0.42	4	4	3	4	2.6	4	4				Х	Х	Х			
F4R	0.47	4	4	3	4	2.5	4	3			Х		Х	Х			
F6R	0.44	3	4	3	4	2.5	3	3			Х		Х	Х			
M1166	0.38	3	3	3	3	N/A	3	3		Х				Х	X		
Pagid Pad Ma	terials.			•		•											
RS14	0.39	3	4	3	5	N/A	4	3				Х	Х	Х		Х	
RS4-2	0.35	4	2	4	4	N/A	4	3		Х	Х			Х		Х	
RS4-4	0.34	4	3	4	4	N/A	4	3			Х			Х			1
Raybestos Pa	d Materials	s.											•				
ST39	0.40	2	2	2	3	N/A	3	2		Х	Х			Х		Х	
ST41	0.42	5	3	4	4	2.6	4	4				Х	Х	Х	Х		
ST42	0.37	5	4	4	3	2.3	4	4				Х	Х		Х		
ST43	0.39	5	3	5	3	2.5	4	4				Х	Х	Х			
ST45	0.38	5	3	4	3	2.4	4	4				Х	Х	Х			
ST47	No Data C	urrently	Available	e, Contact Al	Racing	•											
Other Friction																	
H16	No Data Currently Available, Contact AP Racing										Х	Х	Х				
H19	No Data Currently Available, Contact AP Racing										Х	Х					
H21	No Data Currently Available, Contact AP Racing										Х	Х					
RQ3	0.41	3	5	3	4	N/A	3	2									Х
APH420	0.39	3	5	3	4	N/A	4	2									Х
SRR	0.46	5	4	5	4	N/A	1	3									Х

The following details provide basic information for each of the pad shapes in the range of brake pads currently available from AP Racing. Please note that drawings are not to scale.

CP2195D38

- Pad Thickness = 10.5mm (0.40")
 - Pad Depth = 38.4mm (1.51")
- Pad Area = 22.4cm² (3.47in²)

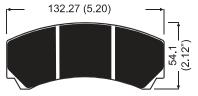


Available Friction Materials:

- APF403 ■ APF405 ■ 4003F ■ APH420
 - DS2500 ■ M1144

CP2279D42

- Pad Thickness = 20.4mm (0.80")
- Pad Depth = 42.0mm (1.65")
- Pad Area = 48.3cm² (7.48in²)

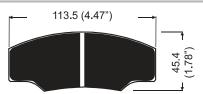


Available Friction Materials:

■ APF403 ■ DS3000

CP2340D40

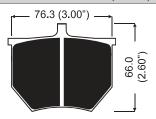
- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 40.0mm (1.57")
- Pad Area = 38.5cm2 (5.96in2)



Available Friction Materials: ■ DS3000

CP2372D52

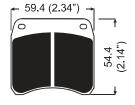
- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 52.3mm (2.06")
- Pad Area = 34.61cm² (5.36in²)



Available Friction Materials: ■ APF403 ■ DS3000

CP2868D38

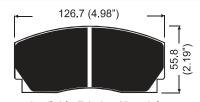
- Pad Thickness = 6.95mm (0.27")
- Pad Depth = 38.4mm (1.51")
- Pad Area = 22.4cm² (3.47in²)



Available Friction Materials: ■ RQ3 - ■ N.B. Set of 2

CP2270D46

- Pad Thickness = 16.6mm (0.65")
- Pad Depth = 46.0mm (1.81")
- Pad Area = 53.4cm² (8.27in²)

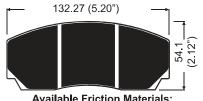


Available Friction Materials:

■ APF401 ■ APF403 ■ APF405 ■ M1144

CP2279D50

- Pad Thickness = 20.4mm (0.80")
- Pad Depth = 50.3mm (1.98")
- Pad Area = 57.4cm² (8.89in²)

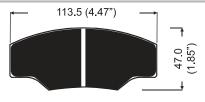


Available Friction Materials:

■ APF401 □ H16

CP2340D43

- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 43.1mm (1.70")
- Pad Area = 40.4cm² (6.26in²)

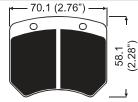


Available Friction Materials:

■ APF403 ■ APF404 ■ ST42 ■ APF401 □ DS2500

CP2399D43

- Pad Thickness = 14.3mm (0.56")
- Pad Depth = 43.0mm (1.69")
- Pad Area = 27.7cm² (4.29in²)

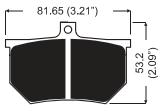


Available Friction Materials:

□ APF403 □ APF405 □ DS1.11 □ DS2500 □ DS3000 □ H12 □ M1144 □ ST41 □ ST42 □ ST45

CP3086D37

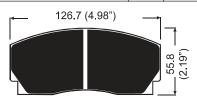
- Pad Thickness = 8.0mm (0.31")
- Pad Depth = 37.0mm (1.45")
- Pad Area = 26.13cm² (4.05in²)



Available Friction Materials: ■ RQ3 - N.B. Set of 2

CP2270D50

- Pad Thickness = 16.6mm (0.65")
- Pad Depth = 50.3mm (1.98")
- Pad Area = 56.3cm² (8.72in²)

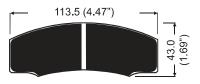


Available Friction Materials:

■ APF403 ■ APF405 ■ DS2500 ■ DS3000

CP2340D38

- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 38.0mm (1.50")
- Pad Area = 37.1cm2 (5.75in2)

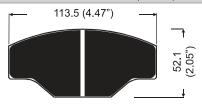


Available Friction Materials:

■ Please Enquire; racetech@apracing.co.uk

CP2340D51

- Pad Thickness = 15,9mm (0,63")
- Pad Depth = 50.8mm (2.0")
- Pad Area = 43.4cm² (6.73in²)

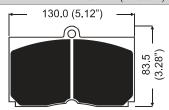


Available Friction Materials:

■ APF402 ■ APF403 ■ APF404 □ DS2500 □ DS3000

CP2749D66

- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 65.5mm (2.58")
- Pad Area = 77.84cm² (12.06in²)

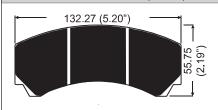


Available Friction Materials:

□ Please Enquire, racetech@apracing.co.uk

CP3215D42

- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 50.29mm (1.98")
- Pad Area = 48.3cm2 (7.48in2)

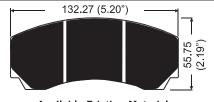


Available Friction Materials:

The following details provide basic information for each of the pad shapes in the range of brake pads currently available from AP Racing. Please note that drawings are not to scale.

CP3215D46

- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 45.67mm (1.79")
- Pad Area = 54.6cm² (8.45in²)



Available Friction Materials: ■ APF403 ■ DS2500 ■ DS3000 ■ ST41 ■ ST43

CP3345D42

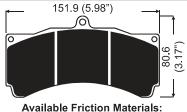
- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 42.00mm (1.65")
- Pad Area = 43.90cm² (6.80in²)



■ APF405 ■ DS2500 ■ APF401 ■ DS1 11 □ DS2.11

CP3558D51

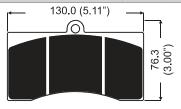
- Pad Thickness = 25.0mm (0.98")
 - Pad Depth = 50.8mm (2.00")
- Pad Area = 73.7cm² (11.43in²)



■ APF402 ■ F2R ■ ST45

CP3714D54

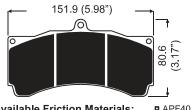
- Pad Thickness = 25.0mm (0.98") - Pad Depth = 54.0mm (2.12")
- Pad Area = 66.02cm² (10.23in²)



Available Friction Materials: □ DS3000

CP3894D54

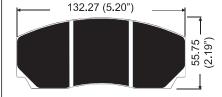
- Pad Thickness = 18.0mm (0.71") - Pad Depth = 54.0mm (2.12")
- Pad Area = 77.44cm² (12.00in²)



■ APF402 **Available Friction Materials:** ■ APF404 ■ DS2500

CP3215D50

- Pad Thickness = 16.75mm (0.66")
 - Pad Depth = 50.29mm (1.98")
 - Pad Area = 57.36cm² (8.89in²)

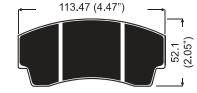


Available Friction Materials:

■ APF402 ■ APF403 ■ APF404 ■ DS2500 ■ DS3000 ■ F4R ■ RS29 ■ ST41 ■ ST43 ■ ST47

CP3345D44

- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 44.14mm (1.74")
- Pad Area = 46.16cm² (7.15in²)

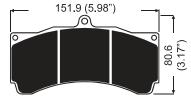


Available Friction Materials: ■ APF403

- APF404 □ DS2500 □ DS3000 ■ RS14
- APF401 □ DS2.11 **□** ST41

CP3558D54

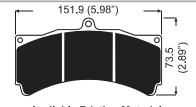
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 77.43cm² (12.00in²)



Available Friction Materials: ■ APF402 **□** H16 □ DS2.11 □ DS3000 ■ RS29 ■ ST41 ■ ST45 ■ ST47

CP3894D46

- Pad Thickness = 18.0mm (0.71") - Pad Depth = 45.7mm (1.80")
- Pad Area = 66.6cm² (10.32in²)

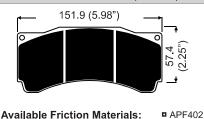


Available Friction Materials:

■ APF405 ■ DS2500 ■ DS3000

CP3905D54

- Pad Thickness = 18.0mm (0.71") - Pad Depth = 54.0mm (2.12")
 - Pad Area = 77.44cm² (12.00in²)

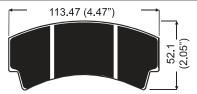


Available Friction Materials: ■ H21

□ ST47

CP3345D38

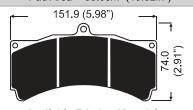
- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 38.0mm (1.49")
- Pad Area = 40.28cm² (6.24in²)



Available Friction Materials: ■ APF403

CP3558D46

- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 45.7mm (1.80")
- Pad Area = 66.6cm² (10.32in²)

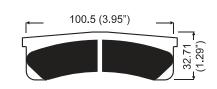


Available Friction Materials:

■ Please Enquire, racetech@apracing.co.uk

CP3666D22

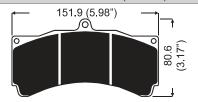
- Pad Thickness = 8.9mm (0.35")
- Pad Depth = 22.0mm (0.86")
- Pad Area = 19.83cm² (3.07in²)



Available Friction Materials: RCA3 - N.B. Set of 2

CP3894D51

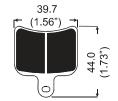
- Pad Thickness = 18.0mm (0.71")
- Pad Depth = 50.8mm (2.00")
- Pad Area = 73.7cm² (11.43in²)



Available Friction Materials: ■ APF402 ■ APF403 ■ APF404 ■ DS2500 ■ DS3000 ■ RS42 ■ RS421 ■ ST41 ■ ST42 ■ ST45

CP4226D27

- Pad Thickness = 7.0mm (0.27")
- Pad Depth = 26.84mm (1.05")
 - Pad Area = 9.4cm² (1.45in²)

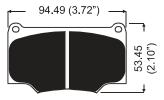


Available Friction Materials: ■ APH420 ■ N.B. Set of 2

The following details provide basic information for each of the pad shapes in the range of brake pads currently available from AP Racing. Please note that drawings are not to scale.

CP4296D43

- Pad Thickness = 16.0mm (0.63")
- Pad Depth = 43.3mm (1.70")
- Pad Area = 35.9cm² (5.56in²)

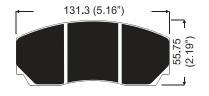


Available Friction Materials:

□ Please Enquire, racetech@apracing.co.uk

CP4479D50

- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 50.3mm (1.98")
- Pad Area = 60.44cm² (9.36in²)

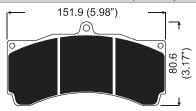


Available Friction Materials:

■ Please Enquire racetech@apracing.co.uk

CP4595D54

- Pad Thickness = 28.5mm (1.12") - Pad Depth = 54.0mm (2.12")
- Pad Area = 77.44cm² (12.00in²)

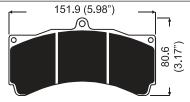


Available Friction Materials:

■ Please Enquire racetech@apracing.co.uk

CP5070D51

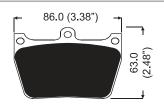
- Pad Thickness = 17.0mm (0.67")
- Pad Depth = 50.8mm (2.00")
- Pad Area = 73.7cm² (11.43in²)



Available Friction Materials: ■ APF404 ■ RS421 □ DS2500 □ DS3000

CP5148D46

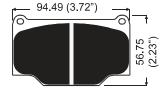
- Pad Thickness = 15.0mm (0.59")
- Pad Depth = 46.0mm (1.81")
- Pad Area = 35.5cm2 (5.50in2)



Available Friction Materials:

CP4296D46

- Pad Thickness = 16.0mm (0.63")
 - Pad Depth = 45.7mm (1.79") - Pad Area = 36.9cm² (5.72in²)

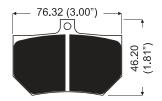


Available Friction Materials:

■ Please Enquire racetech@apracing.co.uk

CP4484D34

- Pad Thickness = 8.0mm (0.31")
- Pad Depth = 34.0mm (1.34")
- Pad Area = 24.14cm² (3.74in²)



Available Friction Materials: ■ N.B. Set of 2

CP4848D46

- Pad Thickness = 18.0mm (0.70")
 - Pad Depth = 46.0mm (1.81")
 - Pad Area = 35.5cm² (5.50in²)

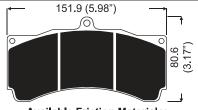


Available Friction Materials:

□ DS3000

CP5070D54

- Pad Thickness = 17.0mm (0.67")
 - Pad Depth = 54.0mm
- Pad Area = 77.2cm2 (11.96in2)

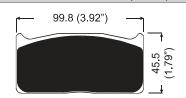


Available Friction Materials:

■ APF404 □ DS2500

CP5510D43

- Pad Thickness = 20.0mm (0.78")
- Pad Depth = 43.0mm (1.69")
- Pad Area = 39.39cm² (6.10in²)

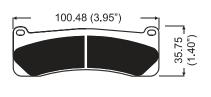


Available Friction Materials:

■ Please Enquire, racetech@apracing.co.uk

CP4466D22

- Pad Thickness = 9.0mm (0.35")
- Pad Depth = 22.0mm (0.86")
- Pad Area = 19.83cm² (3.07in²)

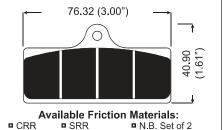


Available Friction Materials:

■ RQ3 ■ SRR ■ N.B. Set of 2

CP4488D27

- Pad Thickness = 9.5mm (0.37")
- Pad Depth = 27.0mm (1.06")
- Pad Area = 18.55cm² (2.87in²)



CP5045D61

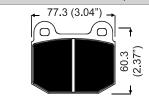
- Pad Thickness = 24.0mm (0.94") - Pad Depth = 60.5mm (2.38")
- Pad Area = 74.0cm2 (11.47in2)



□ DS3000 □ F2R

CP5119D50

- Pad Thickness = 14.35mm (0.56") - Pad Depth = 50.0mm (1.96")
 - Pad Area = 33.70m² (5.22in²)

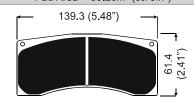


Available Friction Materials:

- APF403 ■ APF405
- DS25HP
- □ DS3000
- 4003F ■ RS14
- APF401 ■ DS2500 ■ RS29

CP5788D48

- Pad Thickness = 20.0mm (0.78")
- Pad Depth = 48.0mm (1.88")
- Pad Area = 63.2cm² (9.79in²)



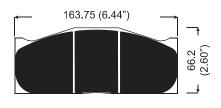
Available Friction Materials: □ DS2.11 ■ ST41 ■ ST43

■ APF402 □ H19 ■ ST45 ■ ST47

The following details provide basic information for each of the pad shapes in the range of brake pads currently available from AP Racing. Please note that drawings are not to scale.

CP5820D62

- Pad Thickness = 29.8mm (1.17")
 - Pad Depth = 62.0mm (2.44")
- Pad Area = 89.84cm² (13.78in²)

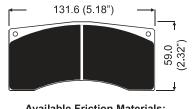


Available Friction Materials:

■ Please Enquire, racetech@apracing.co.uk

CP6070D49

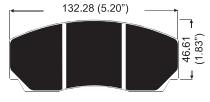
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 49.0mm (1.92")
- Pad Area = 61.6cm² (9.54in²)



Available Friction Materials: □ DS3000 □ H16

CP6267D50

- Pad Thickness = 25.0mm (0.98")
 - Pad Depth = 50.0mm (1.96")
- Pad Area = 60.4cm² (9.36in²)

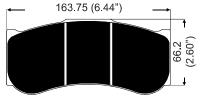


Available Friction Materials:

□ Please Enquire, racetech@apracing.co.uk

CP6276D62

- Pad Thickness = 30.0mm (1.18")
 - Pad Depth = 62.0mm (2.44")
- Pad Area = 94.72cm2 (9.36in2)

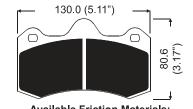


Available Friction Materials:

■ Please Enquire, racetech@apracing.co.uk

CP6600D55

- Pad Thickness = 16,75mm (0,66")
 - Pad Depth = 55.0mm (2.16")
- Pad Area = 64.6cm² (10.01in²)

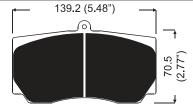


Available Friction Materials: ■ RS14B

■ APF404 ■ DS2500 □ DS3000

CP5850D62

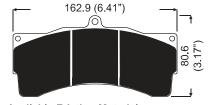
- Pad Thickness = 27.7mm (1.09")
- Pad Depth = 62.0mm (2.44") - Pad Area = 78.88cm² (12.22in²)



Available Friction Materials: □ ST42 □ ST47

CP6210D54

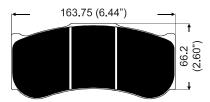
- Pad Thickness = 30.0mm (1.18")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 83.07cm2 (12.97in2)



Available Friction Materials: ■ APF402 □ H16

CP6268D62

- Pad Thickness = 28.0mm (0.98")
- Pad Depth = 62.0mm (2.44")
- Pad Area = 97.9cm² (15.17in²)

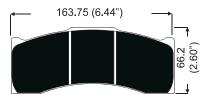


Available Friction Materials:

■ Please Enquire, racetech@apracing.co.uk

CP6277D54

- Pad Thickness = 32.0mm (1.25")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 82.33cm² (12.76in²)

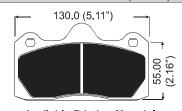


Available Friction Materials:

■ Please Enquire, racetech@apracing.co.uk

CP6627D51

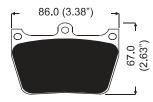
- Pad Thickness = 14.75mm (0.58")
 - Pad Depth = 51.0mm (2.00")
- Pad Area = 55.60cm² (8.61.in²)



Available Friction Materials: ■ APF404

CP6050D50

- Pad Thickness = 20.0mm (0.78")
- Pad Depth = 50.0mm (1.96")
- Pad Area = 38.8cm² (6.01in²)

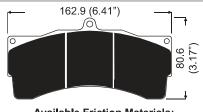


Available Friction Materials:

■ Please Enquire, racetech@apracing.co.uk

CP6230D54

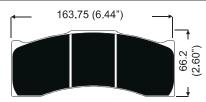
- Pad Thickness = 25.0mm (0.98")
 - Pad Depth = 54.0mm (2.12")
- Pad Area = 81.62cm² (12.65in²)



Available Friction Materials: □ DS3000 ■ H16

CP6276D54

- Pad Thickness = 30.0mm (1.18")
- Pad Depth = 54mm (2.12")
- Pad Area = 82.33cm2 (12.76in2)

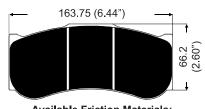


Available Friction Materials:

■ Please Enquire, racetech@apracing.co.uk

CP6277D62

- Pad Thickness = 32.0mm (1.25")
- Pad Depth = 62.0mm (2.44")
- Pad Area = 97.9cm2 (15.17in2)

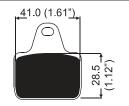


Available Friction Materials:

■ Please Enquire, racetech@apracing.co.uk

CP6688D29

- Pad Thickness = 10,0mm (0,39")
- Pad Depth = 28.5mm (1.12")
- Pad Area = 11.09cm² (1.71 in²)



Available Friction Materials:

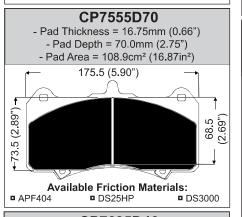
The following details provide basic information for each of the pad shapes in the range of brake pads currently available from AP Racing. Please note that drawings are not to scale.

CP6766D50 - Pad Thickness = 18mm (0.70") - Pad Depth = 50.5mm (1.98") - Pad Area = 81.9cm² (12.69in²) 163.85 (6.45") Available Friction Materials:

Available Friction Materials: - ST41 - Pad Thickness = 15.75mm (0.62") - Pad Depth = 32.0mm (1.26") - Pad Area = 30.35cm² (6.74in²) - 99.8 (3.92") - 99.8 (3.92")

Available Friction Materials:

■ DS2.11

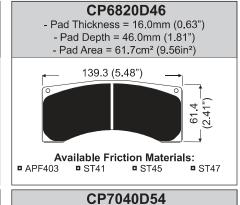


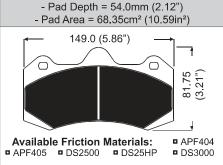
■ APF402

□ F6R









- Pad Thickness = 16.75mm (0.66")

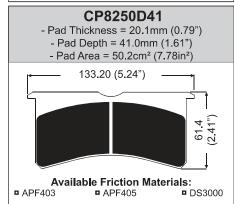
- Pad Depth = 43.0mm (1.69") - Pad Area = 30.35cm² (4.70in²) 113.48 (4.46") LE 82 2

□ DS3000

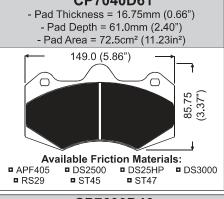
□ DS2500

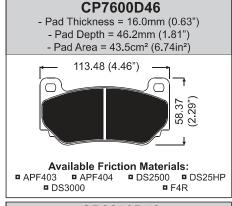
CP7600D43

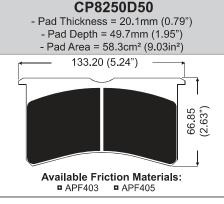
- Pad Thickness = 16.0mm (0.63")











BRAKE PADS - Pad To Suit AP Racing Calipers

BRAKE PADS TO SUIT AP RACING BRAKE CALIPERS.

The tables below provide details of the complete range of AP Racing brake calipers and the correct pad shape to suit each caliper in the range. As well as providing information on current calipers, the table also includes all the obsolete AP Racing calipers.

(Calipers no longer in production or no longer available from AP Racing), and gives the correct pad family number where still available. Please refer to the individual pad profiles on pages 51 to 55 to ensure that the pad shape is still available. When using the chart the following points should be noted:-

- 1. Some installations require the use of a 'Scalloped' version of the given pad family. In these cases the full area pad cannot be used.
- 2. In most cases a thinner version of the original pad can be used as an alternative.
- 3. A 'Scalloped' pad (smaller radial depth) can usually be used in place of the full area pad but may affect ultimate performance. NB Inclusion of a caliper in this list does not indicate availability.

Caliper No.	Pad No.	Caliper No.	Pad No.	Caliper No.	Pad No.	Caliper No.	Pad No.	Caliper No.	Pad No.	Caliper No.	Pad No.	Caliper No.	Pad No.	Caliper No.	Pad No.
CP2195	CP2195	CP3045	CP2372	CP3470	CP3215	CP3727	CP3215	CP4488	CP4488	CP5060	CP3894	CP5928	CP2399	CP6840	CP6820
CP2270 CP2271	CP2270 CP2270	CP3048 CP3086	CP2279 CP3085	CP3471 CP3475	CP2279 CP3215	CP3733 CP3735	CP3215 CP2340	CP4554 CP4556	CP3558 CP2340	CP5070 CP5090	CP5070 CP2279	CP5960 CP5970	CP4970 CP4970	CP7031 CP7040	CP7031 CP7040
CP2279	CP2279	CP3088	CP3086	CP3477	CP2340	CP3736	CP2279	CP4558	CP2340	CP5095	CP3558	CP5971	CP4970	CP7041	CP7040
CP2290 CP2340	CP2279 CP2340	CP3089 CP3090	CP2279 CP2279	CP3479 CP3480	CP2340 CP2279	CP3737 CP3738	CP2340 CP2279	CP4567 CP4575	CP3345 CP3558	CP5100 CP5104	CP3345 CP2340	CP5990 CP6030	CP5788 CP2340	CP7045 CP7060	CP7040 CP7040
CP2340	CP2340	CP3093	CP2279	CP3481	CP2340	CP3746	CP2702	CP4576	CP3558	CP5104	CP3345	CP6040	CP4970	CP7600	CP7600
CP2372	CP2372 CP2372	CP3094	CP2279	CP3482 CP3483	CP2340 CP2279	CP3750	CP3215	CP4577 CP4586	CP3558	CP5111	CP5111	CP6041 CP6042	CP4970 CP4970	CP7601 CP7602	CP7600 CP7600
CP2373 CP2382	CP2372 CP2372	CP3107 CP3118	CP3107 CP2279	CP3483 CP3484	CP2279 CP2279	CP3755 CP3760	CP3554 CP2279	CP4586 CP4595	CP2399 CP4595	CP5116 CP5120	CP5234 CP3345	CP6042 CP6044	CP4970 CP4970	CP7602 CP7603	CP7600
CP2383	CP2372	CP3129	CP2340	CP3485	CP3086	CP3769	CP3086	CP4596	CP2399	CP5130	CP2340	CP6050	CP6050	CP7605	CP7600
CP2384 CP2385	CP2372 CP2340	CP3138 CP3139	CP2279 CP2279	CP3488 CP3489	CP2279 CP2279	CP3779 CP3788	CP2561 CP2279	CP4597 CP4598	CP2749 CP4595	CP5144 CP5145	CP2340 CP2279	CP6051 CP6055	CP6050 CP4240	CP7606 CP7607	CP7600 CP7600
CP2399	CP2399	CP3140	CP2279	CP3490	CP2279	CP3789	CP2279	CP4599	CP4595	CP5146	CP5070	CP6056	CP3558	CP7609	CP7600
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