

ASTON MARTIN RACING
Winners of Le Mans 24H 2020
24 hours of racing without pad change



ENDLESS

Advanced Racing Brake Technology
BRAKE PAD COMPOUNDS

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ME & N Series

ME20

ME20 is a semi-metallic compound developed for racing and rally. It is a step up in initial bite and is more "straight-forward" with regards to brake power. Originally developed for BTCC Super Touring cars where you have high traction afforded by suspension set-up and tire compounds. The pedal feel and brake power is excellent and equal across the speed range with an easy modulation in all instances. With ME20 it is possible to perform very hard and late braking into corners. As with the friction and bite the ME20 is a step up in heat resistance compared to the ME22 and it has shown a very good stable brake performance at high disc temperatures over 650 °C. The wear characteristics of both pads and discs are low, and for cold weather and wet conditions it retains the same excellent resistance to water fade.

Friction: 0,35-0,40 μ
Heat levels: 150-800°C

ME22

ME22 is a further development of our popular ME20 compound. ME22 lubricates the disc better than ME20 and can have less temperature development. ME22 has the same basic properties as ME20 and is suitable on both race cars and street/trackday cars.

Friction: 0,33-0,38 μ
Heat levels: 150-800°C

N35S

N35S has a slightly higher initial bite than ME25 and represents straighter line between initial bite and brake power. It is still easy to control and a special characteristic is that the driver can initiate light braking with a slight touch of the pedal and then directly continue into a hard braking manoeuvre with high pedal pressure if it is requested. The lock up tendencies are low and it has the same easy modulation as ME25. N35S has proved to be very well balanced in both wet and dry conditions, which has made it very popular in rallying for both tarmac and gravel. It is also excellent for race cars with a very high traction and down force. This compound is very much liked by drivers that prefers not to use such a high pedal pressure, and would like to have a quick initial bite and in that way keep the overall speed up and a good rhythm of driving. The high heat resistance is the same as ME20 and ME25, and so are the low disc and pad wear characteristics.

Friction: 0,42-0,52 μ
Heat levels: 300-800°C

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N39S

N39S shares many properties with N35S but has a step higher initial bite and better performance while modulation is still very good. Also, this compound gives a quicker response and builds up the friction exceptionally well starting at cold temperatures. N39S has excellent temperature resistance and will show low pad wear.

Friction: 0,42-0,52 μ
Heat levels: 0-850°C

N40S

As the name implies, N40S falls in between N35S and N50S. The N40S shares all of its basic properties with the other compounds of this range, but gives a midpoint with concern to friction value and bite. This further enhances the possibility to give every driver the specific compound best suited to his or her needs, and get the best feel for the brakes without sacrificing performance.

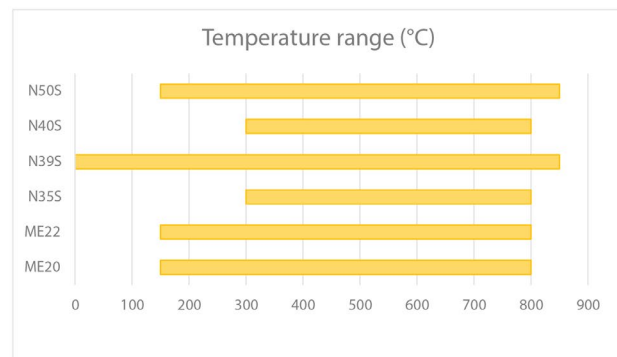
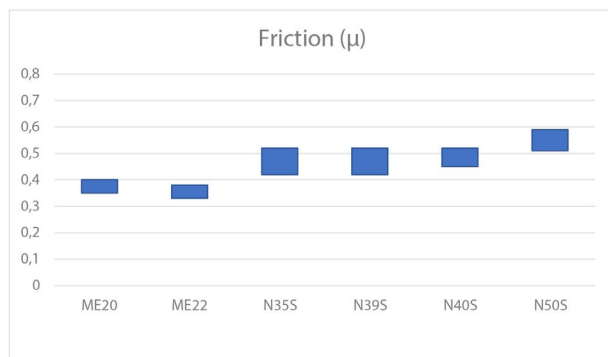
Friction: 0,45-0,52 μ
Heat levels: 300-800°C

N50S

N50S is a very high initial bite compound with fast friction build up and instant release properties. It's a very responsive compound with great modulation and is suited for high grip and downforce applications.

Friction: 0,51-0,59 μ
Heat levels: 150-850°C

ME & N Series



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F Series

S89F

S89F is a low steel compound, developed for racing and rally. It is specifically made to be used as a rear compound for front wheel drive cars with a "light" rear set-up to eliminate problems with lock-up. It can also be used for both front and rear applications in light open-wheel single seater racing classes like for example Formula Ford. S89F compound is easy to modulate with smooth delivery of brake power.

Friction: 0,26-0,35 μ
Heat levels: 300-800°C

S90F

S90F is a low steel compound, developed for Touring cars (WTCC) and has a medium initial bite and exceptional response. It is specifically made to be used as a rear compound for front wheel drive cars with a "light" rear set-up to eliminate problems with lock-up. S90F compound is easy to modulate with smooth delivery of brake power.

Friction: 0,22-0,29 μ
Heat levels: 300-800°C

S91F

S91F is a semi-metallic compound developed for rear use in rally cars. It gives a moderately fast friction build-up to not cause lock-ups during hard braking. It can also be used for the rear in racing applications on light cars for drivers with a "light braking foot" that are not using high brake pressures. It can also be used for both front and rear on single seater open-wheel racing cars up to the Formula 3-level.

Friction: 0,26-0,35 μ
Heat levels: 300-800°C

S92F

S92F is a semi-metallic compound similar to S91F but with higher initial bite. An excellent choice as a rear pad for any front wheel driven rally car on both gravel and tarmac. Very predictable friction build-up, stable performance and easy modulation.

Friction: 0,25-0,35 μ
Heat levels: 250-800°C

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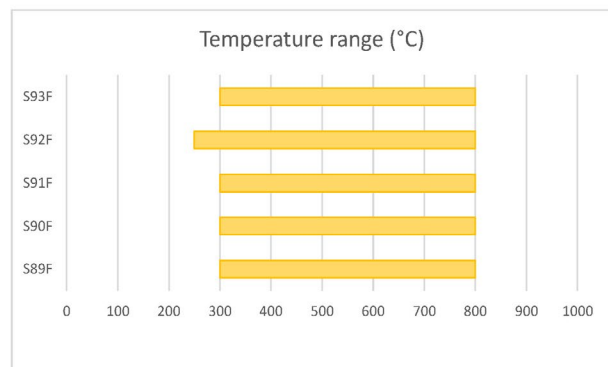
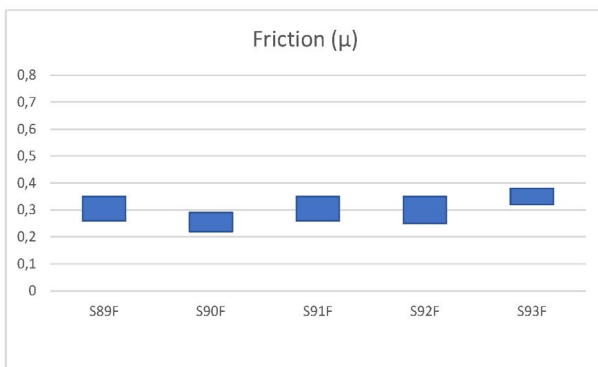
S93F

S93F is a semi-metallic compound similar to S92F but with greater performance. An excellent choice as a rear pad for any front wheel driven rally car on both gravel and tarmac. Very predictable friction buildup, stable performance and easy modulation. It can also be used for both front and rear on Formula 3 / Formula Renault / Formula Nissan and similar types.

Friction: 0,32-0,38 μ

Heat levels: 300-800°C

F Series



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SP Series

N28SP

N28SP is a low friction compound with a fast response. It has proven to eliminate locking tendencies in the rear, and can handle very high brake pressure without locking. Suitable for left foot brakers in Rally especially on gravel stages, but as well for tarmac use. Also suitable as a rear compound in GT-cars to get rid of ABS stress and rear wheel lock-ups in sprint set-ups.

Friction: 0,28-0,33 μ
Heat levels: 150-800°C

N36SP

With its extraordinary test and race results during the coldest and roughest winter conditions, we are sure that the brake pad compound N36SP will take a leading position in the market among compounds for the winter season. Try it out yourself and be amazed over the quick response, even in intense cold weather. N36SP will give you an impressive bite directly after the start line, and all the way across the finish line. N36SP is specially designed for winter rally and very cold conditions, with N36SP you will get a quick response, in any type of weather, and N36SP also works very well with hill climbing as no preheating is necessary.

Friction: 0,50-0,60 μ
Heat levels: 150-800°C

N37SP

N37SP is a further development of our popular compound N35S, it has a faster initial response than N35S and is yet easy to modulate. It is designed to run at high constant temperatures for a long time, and is suitable for example at very demanding rally routes on both gravel and tarmac. N37SP also functions perfectly as a sprint compound in GT racing and Touring Cars on the demanding tracks. N37SP has low wear of both discs and pads.

Friction: 0,43-0,54 μ
Heat levels: 175-800°C

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N38SP

N38SP is a further development of N35S and is made to be driven on constant high temperatures. It has a high initial bite and a fast response. It also has very good modulation characteristics, and is a very good allround compound that works in all thinkable conditions.

Friction: 0,40-0,45 μ
Heat levels: 200-800°C

N98SP

N98SP has a slightly lower initial bite than N99SP, but a faster response and friction build up. It also has a lower pad wear than N99SP, and is more suited to sprint races in hot and hard conditions in heavy cars. N98SP works really well under constant high heat and does not fade out even after a long period. It is very easy to modulate and also very gentle towards the discs.

Friction: 0,44-0,50 μ
Heat levels: 0-800°C

N99SP

N99SP has a very good and quick initial bite and brake power, and is easy for the driver to modulate all over the speed range even at slippery conditions. N99SP suits circuit racing and tarmac rallying very well where high constant temperatures arises. N99SP compound is especially made for heavy brake load conditions where the constant operating disc temperatures are 650°C and over, but operates very well even at lower temperatures and more easy conditions like rain and cold outside temperatures. N99SP is gentle to the discs even at high temp and has a low pad wear.

Friction: 0,41-0,47 μ
Heat levels: 300-800°C

N100SP

N100SP gives a great initial bite and response but is still easy to modulate and gives a nice pedal feel for the driver independent of speed range. The response time is very quick and helps the driver to be on the pedal shorter time to decelerate the car. It works well also in slippery conditions. N100SP is, as usual for Endless pads, gentle towards the discs and don't create high heat easily. It also has a very low pad wear which makes the pads last long in performance. It is also high heat resistant. N100SP works very well directly from cold conditions.

Friction: 0,52-0,71 μ
Heat levels: 150-800°C

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N102SP

N102SP is the link between N100SP and N105SP, suitable for those who experience lockups with N105SP but feel they want higher initial bite than N100SP. N102SP has excellent modulation and fast release properties, and works perfect both in cold as well as high heat conditions.

Friction: 0,52-0,62 μ
Heat levels: 150-850°C

N103SP

N103SP is our latest addition to the sprint compound series and is developed for racing at circuits that show very hard conditions for the brakes, for example Zolder, Monza and Spa. It is very gentle to the discs and will, even at really high temperatures, show less heat development and excellent heat resistance. Working in extremely hard conditions it keeps stable levels of bite and performance and will show less pad and disc wear than N102SP. Still this compound has a flat friction curve and is very stable at both low and high speed.

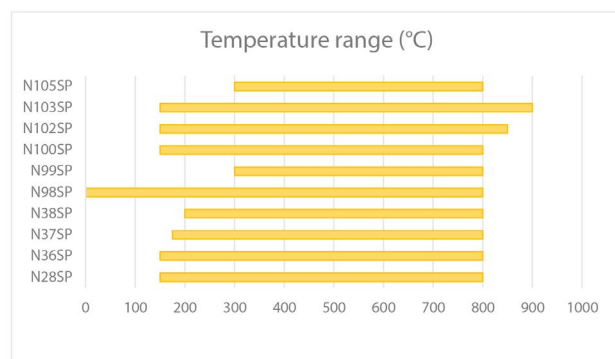
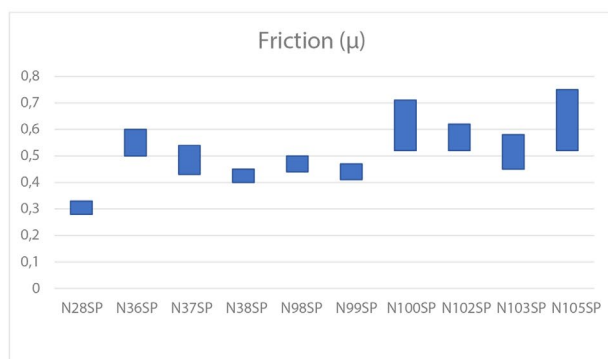
Friction: 0,45-0,58 μ
Heat levels: 150-900°C

N105SP

N105SP is our sprint pad with highest initial bite and decelerates the car down with an easy touch on the pedal. It gives about 10% more initial bite compared with N100SP and is still easy to modulate for the driver. N105SP has proven really well in both tarmac rallying and circuit racing. It is gentle towards the discs and doesn't generate high disc temps. N105SP also has a low wear of the pads and high heat resistance. N105SP works very well directly from cold.

Friction: 0,52-0,75 μ
Heat levels: 300-800°C

SP Series



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Endurance racing compounds

ES66G

ES66G is a sinter compound well suited as a rear axle compound. The low friction makes it a good companion together with a high friction front compound such as ES99G or ES102G in any Endurance setup. With low pad wear and lock-up tendency you can achieve a good brake balance without compromising the handling of the car.

Friction: 0,19-0,22 μ
Heat levels: 300-800°C

ES78G

ES78G is our latest addition of rear sinter compounds. Initial bite level is in between ES66G and ES88G, filling out the gap between two very popular compounds which may have been too low or too high bite in certain setups.

Friction: 0,18-0,38 μ
Heat levels: 250-800°C

ES88G

ES88G is a top-of-the-line endurance compound developed to handle the toughest endurance races, and last all the way to the finish, even if you run a 24 hour race. Suitable for all demands, from the heavier production based sports cars all the way to the pure prototypes. ES88G is used world wide by a number of endurance teams with excellent results. The wear characteristics is exceptional and the pedal feel and brake power is excellent and equal across the speed range with an easy modulation in all instances. This means that a good combination of performance and control is achieved. Depending on the characteristics needed on the car, ES88G can be used either for front pads or in the rear combined with for example ES99G or ES102G in the front.

Friction: 0,29-0,35 μ
Heat levels: 100-850°C

ES89G

ES89G is a further development of ES88G, having better modulation and a step higher initial bite. Depending on the characteristics needed on the car, ES89G can be used either for front pads or in the rear combined with for example ES99G or ES102G in the front.

Friction: 0,28-0,38 μ
Heat levels: 300-900°C

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ES99G

Besides sharing the basic characteristics of ES88G, ES99G has a higher initial bite. ES99G is a compound that takes you one step further into the future of Endurance racing, it has an extremely low pad and disc wear and works very well under high heat conditions and fast GT-tracks. It has a very good modulation and a fast response.

Friction: 0,34-0,38 μ
Heat levels: 100-850°C

ES102G

ES102G is part of the new generation of ES-compounds, having more initial bite and even better performance than the predecessor ES99G. It is particularly suitable for GT race cars showing high brake stress. The friction curve is very stable throughout the temperature range. ES102G is more gentle to the disc and shows lower wear rates, especially at extremely high temperatures.

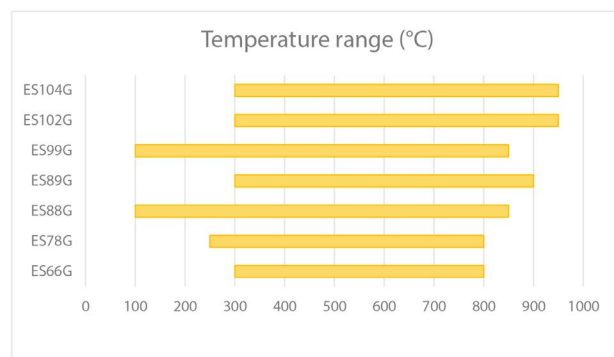
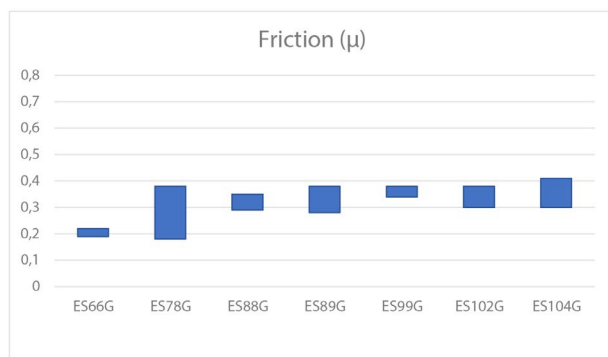
Friction: 0,30-0,38 μ
Heat levels: 300-950°C

ES104G

ES104G is also part of the new generation of ES-compounds, having more initial bite and even better performance than the predecessor ES99G. It is a further development of ES102G with a bit more initial bite and performance.

Friction: 0,30-0,41 μ
Heat levels: 300-950°C

ES Series



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MA35B

MA35B is suitable as a rear compound in lighter GT-cars. It has a low initial bite and a medium response. The brake torque curve is very flat and even, making it very easy to modulate. MA35B is used to prevent lock-ups in the rear. It has low pad wear and is very gentle towards the discs.

Friction: 0,30-0,33 μ
Heat levels: 300-800°C

MA45B

Besides sharing all the basic qualities of any Endless compound the MA45B is a top-of-the-line endurance compound developed for sports cars racing and similar. Suitable for all demands, from the heavier production based sports cars all the way to the pure prototypes, the MA45B is used world wide by a number of endurance teams with excellent results. For this compound the wear characteristics are exceptional and well above those for ME20. This makes it suitable for both medium and short distance endurance races (like 6 hours, 12 hours) as well as full 24 hour races. The initial bite is high, yet the modulation is still excellent. This means a good combination of performance and control is achieved.

Friction: 0,30-0,35 μ
Heat levels: 300-800°C

MA46B

MA46B is a top-of-the-line endurance compound developed for extremely hard tracks. MA46B works very well on tracks like Zolder, SPA, Monza, Oulton Park etc. where you get a lot of heat generated from hard braking. Suitable for both medium and short distance endurance races (like 6 hours, 12 hours) as well as full 24 hour races. The initial bite is high, yet the modulation is still excellent. This means a good combination of performance and control is achieved.

Friction: 0,25-0,36 μ
Heat levels: 300-850°C

MA52B

MA52B is our latest development of semi-metallic endurance pads, developed to stand high speed circuits and heavy conditions even better than ever before. It has higher initial bite and more brake power than its predecessors MA45B and MA46B but still shows low pad wear. MA52B is very easy to modulate.

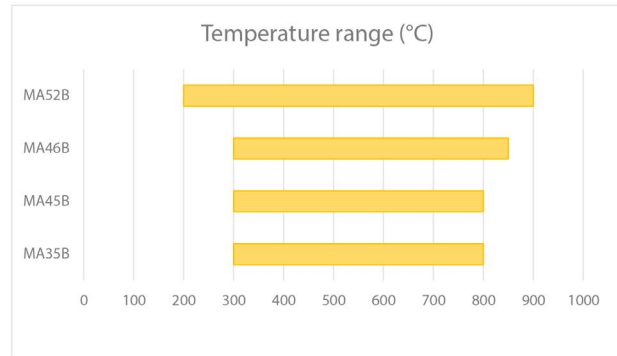
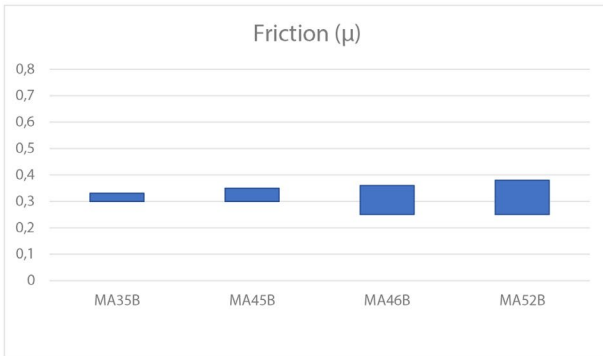
Friction: 0,25-0,38 μ
Heat levels: 200-900°C

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MA Series



SE61H

SE61H has the same characteristics as SE63H but a lower initial bite, and works very well as a rear compound together with SE63H as a front compound.

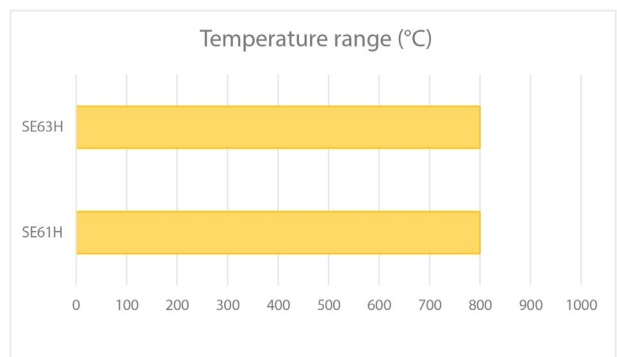
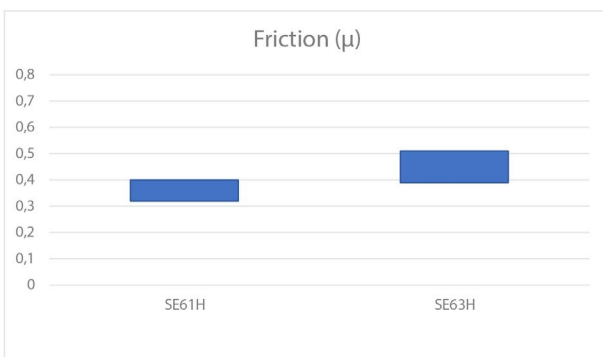
Friction: 0,32-0,40μ
Heat levels: 0-800°C

SE63H

SE63H is a compound developed especially for 6 hour racing. It has characteristics from N99SP, with a slightly lower initial bite and lower pad wear, but it reacts faster than N99SP. It keeps its initial bite even under very high stress and heat. It demands a proper bedding procedure.

Friction: 0,39-0,51μ
Heat levels: 0-800°C

SE Series



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Ceramic disc compounds

CCD-R

Circuit use only. Designed specifically for use with Carbon Ceramic discs. This brake compound has really good heat resistance and is very kind towards Carbon Ceramic discs. Development and testing was done on the Nürburgring circuit. Thermo-paint is definitely recommended for the brake rotors as this brake pad has really good heat resistance to match the heat capacity of CCM Rotors.

CCD-A

OEM Brake pads for Carbon ceramic discs has been deemed to have certain weakpoints in pad wear and temperature resistance. The CCD-A was born from the CCD-R, and can be used for both street and circuit use. This pad has good heat resistance, pad wear, anti-fade characteristics and pedal feeling.

CCD-P

Street use only. The pad is highly durable with a very low wear rate. The CCD-P compound is not adversely detrimental to the PCCB disc and the compound is anti-water fade resistant. It is produced with the same production techniques as all Endless race compounds which features the use of backplate reinforcement that ensures the compound will not delaminate from the back plate under very high temperatures. CCD-P is shown to work well with both ABS and ESP systems as the initial bite is precise with a very fast but gentle response. This gives the ABS system stability in its operation and, in so doing, prevents excessive heat build up in the discs. This results in a more controlled temperature and prevents harmful effects on the silitium surface of the PCCB disc.

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Street compounds

PC compound

PC is a high initial bite street compound that reacts quickly at low and high temperatures and is consistent over the heat range.

Developed for lots of stop-and-go driving, this compound is a soft compound that is strong and resistant against high temperatures. It is ideal also for closed course drag racing. PC has a non-steel developmental process with no steel materials in the compound, this makes the deposit dust minimal and rusting is prevented, enabling ease of cleaning the wheels.

Friction: 0,35-0,45 μ
Heat levels: 0-400°C

MX72

MX72 is the ultimate street ceramic-carbon-metallic compound developed for extreme speeds and power. MX72 is developed with lots of technology and effort in it to cope with the demands of an extreme street compound. It is suited for use in a power brake system with or without ABS and EPS. The MX72 is a high heat resistance compound which can also be used for circuit racing, like a sports car club race day, so there is no need to change pads for such an event. The initial bite and response is excellent even at very high speed like 250-300 km/h and so also the pedal feel and brake balance.

Friction: 0,37-0,47 μ
Heat levels: 50-700°C

MX72-PLUS

MX72-PLUS is a further development of the trustworthy compound MX72, with even higher heat resistance and a higher initial bite than MX72 and has its main focus on brake control. MX72-PLUS maintains braking force at very high temperatures and is suited for both street driving and track days.

Friction: 0,39-0,47 μ
Heat levels: 50-750°C

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SSM

SSM has been known for its extremely low levels of dust, low noise levels and long life characteristics. Many consider this the highest grade brake pad for street-type conditions. Very popular amongst car show users and high-end vehicle owners that care very much about maintaining clean wheels and an overall clean look. Part of the Non-Steel Series, Endless uses a Non-Steel Developmental Process. With no steel materials, dust is minimal and rusting is prevented, enabling ease of cleaning wheels (even with water).

Friction: 0,30-0,40 μ

Heat levels: 0-530°C

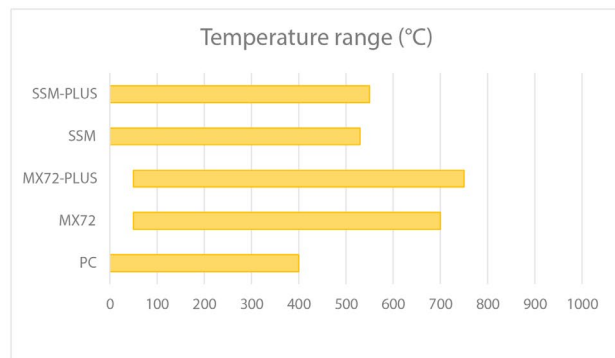
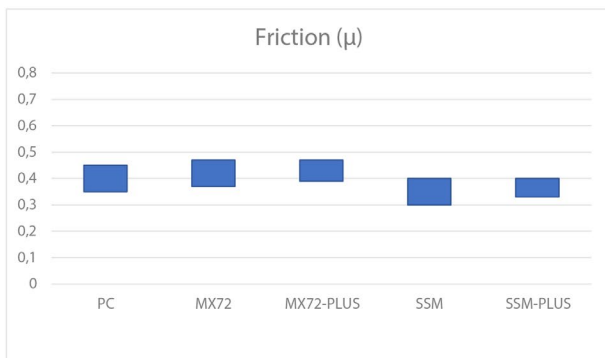
SSM-PLUS

SSM has been known for its extremely low levels of dust, low noise levels and long life characteristics. Now comes the brand new SSM-PLUS that shares these same qualities but with even better initial bite and modulation.

Friction: 0,33-0,40 μ

Heat levels: 0-550°C

Street Compounds



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Trackday compounds

TRZ

TRZ is a compound developed especially for track days. TRZ is a perfect fit for any tuned lightweight to semi lightweight car that is used for track day and sports driving. TRZ is also fully functional as a street driving compound, with low noise and low dust deposits. It is suited for use in a power brake system with or without ABS and EPS.

TRZ Supersport

TRZ Supersport is a compound developed especially for track days. TRZ Supersport is a perfect fit for any tuned heavyweight car that is used for track day and sports driving. It is also fully functional as a street driving compound, but the noise level can be high so anti noise shims are recommended. It is suited for use in a power brake system with or without ABS and EPS.

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ENDLESS
Advanced Racing Brake Technology

Rally Raid compounds

N60Z

N60Z is a compound especially developed for rough rally conditions and can withstand the most demanding situations. It works just as well in cold/hot conditions as on high/low altitude, and can go from extremely wet to extremely dry and adapt to the situation without any fade nor brake lag. N60Z is very easy to modulate and has a great initial bite with fast release characteristics. It's an advanced yet simple to drive compound that suits a lot of rally raid cars. It's very popular within the Dakar Rally.

Friction: 0,42-0,52 μ
Heat levels: 175-800°C

N70Z

N70Z is a step up in initial bite from N60Z, and with even better heat properties. It is suited for heavy load Rally raid applications and work well in tough conditions.. N70Z can handle very high heat without any fade, and works just as well in cold as in hot conditions.

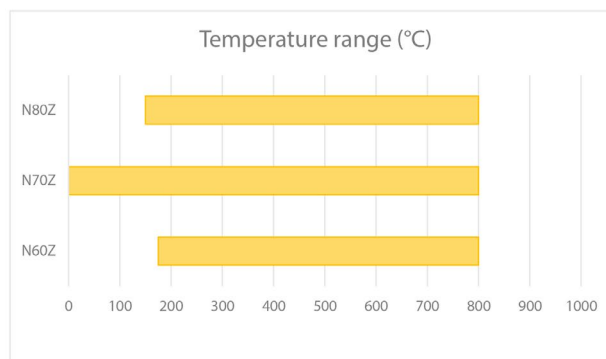
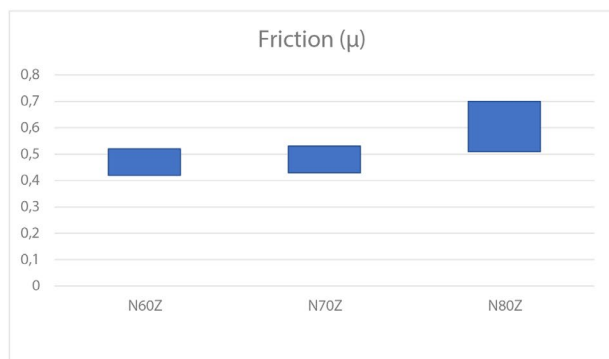
Friction: 0,43-0,53 μ
Heat levels: 0-800°C

N80Z

N80Z is a high friction compound developed for Rally raid applications where a very high initial bite is appreciated. The heat properties of N80Z makes it suitable for heavy load cars in really tough conditions.

Friction: 0,51-0,70 μ
Heat levels: 150-800°C

Z Series



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