

Ultimax General Replacement Pads



A high friction pad designed for general replacement use on cars, vans and SUV's (4x4s).

Using shimmed, chamfered and slotted technology and incorporating EBC's unique **BRAKE-IN** coating for super quick pad bed-in.

EBC black coded brake pads are a high friction premium quality friction material approved to ECE R90 brake safety regulations and as such are an exact equivalent to original equipment pads fitted to your vehicle from the factory - but for far less money.

Don't let the lower price point cloud your view of this superb quality product, these pads will stop

your vehicle as fast as any original equipment pad and faster than most aftermarket pads. One brilliant feature of EBC R90 pads is their ability to completely eliminate brake judder and these pads will actually COMPENSATE for mild brake judder after 300-400 miles of use. Nominal friction co-efficient 0.46 with minimal rotor damage and similar dust to original parts.

Reduced Rotor Wear

Disc wear is reduced by up to 50% with the EBC material compared to more abrasive semi metallics. It is common to replace the rotor with every pad change on some OE parts but with EBC it is quite common to see one rotor last TWO sets of pad lifetimes, offering significant savings. This does NOT mean that the EBC pads wear quickly either.

Greenstuff - 2000 Series - Premium Street Pad



Premium street sport pad for cars up to 200bhp. General spirited street driving.

Designed for premium street driving offering better brake effect up to 600°C (1100°F). EBC Greenstuff has a high initial brake effect and gives drivers confidence from first application of the brake pedal. There is no such thing as a NO DUST pad. The very nature of how a brake works requires that some dust be generated to avoid rotor vibration (shimmying). The EBC pad creates less dust and dust is more easily washed off than most. All pads create more dust as they are bedding in especially if rotors are worn. Nominal friction coefficient 0.55. For heavier faster cars and vehicles above 200bhp we strongly recommend Redstuff which DOES offer much less dust.

Greenstuff - 6000 Series - 4x4 (SUV and Light Truck) Pad



An excellent solution for 4x4 use, this heavy duty Greenstuff formulation has slightly lower friction than its 2000 series counterpart (average friction coefficient 0.45mm) but has the benefit of longer life and better resistance to offroad conditions of dust and sand etc. It has an extremely low rotor wear factor and medium-to-good lifetime.

| | |
|-----------------|--------|
| ● Dust Rating | Low |
| ● Cold Friction | Medium |
| ● Hot Friction | Medium |
| ● Lifetime | Good |
| ● Race Use | No |

Greenstuff - 7000 Series - 4x4 / SUV Supreme



For a small price premium over the 6000 series, these pads are THE ULTIMATE SUV/4x4 FRONT END PAD. They will stop faster and last longer with almost zero brake dust and are EBC's premium offering for heavy 4x4s. These pads are GUARANTEED noise free. Average friction coefficient 0.45mm. Features and benefits include chamfers and slots, shimmed, and coated with EBC's own Brake-In friction accelerator for fast bed-in.

| | |
|-----------------|-----------|
| ● Dust Rating | Lowest |
| ● Cold Friction | Medium |
| ● Hot Friction | Medium |
| ● Lifetime | Excellent |
| ● Race Use | No |

Redstuff Ceramic - 3000 Series - For Highly Tuned Cars and Fast Street



Superstreet formula for cars above 200bhp and fastest street driving

This material is a Kevlar® fibre based brake compound enhanced with ceramic particles. If you have previously tried EBC redstuff (pre-ceramic compound) this material is light years ahead. It lasts longer, it brakes better and is quieter. Being a hard wearing pad, bed-in times can be as long as 1000 miles and drivers must be patient until the pad takes up the shape of their disc (brake rotor).

| | |
|-----------------|-----------|
| ● Dust Rating | Low |
| ● Cold Friction | Good |
| ● Hot Friction | Excellent |
| ● Lifetime | Good |
| ● Race Use | No |

This is a truly impressive fast road pad for repeated heavy braking. It emits far less dust than semi-metallic pads and has been proven to stop a passenger car/sedan/sport compact/hot hatch 13 metres quicker than OEM pads from 100mph/160kph. Features EBC Brake-In surface coating which conditions rotor surface and accelerates pad bed-in. Nominal friction

coefficient 0.5 with approx. 50% dust reduction compared to other pads.

Bluestuff - 5000 Series - Endurance Race Pads



EBC Bluestuff is the longest lasting of the EBC brake pad materials family and is designed for heavier and faster sedans/passenger cars/muscle cars in track use.

Bluestuff has a nominal friction coefficient of 0.40, good temperature stability up to 750°C (1300°F) and higher, with significant lifetime making it capable of withstanding 3-5 hour duration races.

Bluestuff material has been used successfully on larger Porsche cars in racing and such as the Emotional Engineering Monaro competing in the British GT Championships and FIA GT World Championships.

The material has also found great success being used on the Drivers Dreamdays which includes Ferrari cars, Subaru and Lamborghini.

EBC Premium Replacement Rotors



EBC Premium Disc - EBC is proud to be one of the only companies selling a British manufactured brake disc programme. 100% of our discs are made in our own casting foundry in the UK from a unique material called "disalloy". This high quality grey iron includes copper to increase thermal conductivity and wear properties.

All EBC Premium Discs are cast to a material strength of 150 N/m² with a tightly controlled surface hardness variation less than 20 HB and are precision CNC machined to a surface tolerance of less than 0.001 mm.

So you see this is no cheap import brake disc. These brake discs have the highest integrity and product quality on the aftermarket. An OE quality replacement disc, made of the finest grade steel and a perfect replacement disc for any car.

Ultimax BlackDash USR Slotted Rotors



Ultra quiet sport slotted brake rotors

Manufactured using premium disc blanks mentioned above, the narrower multi slot design of the Ultimax sport rotor and the progressive angle at which the slots are machined creates a quiet running sport rotor that still has benefits of removing gas, dirt, water and debris and MAINTAINING parallel pad wear. EBC have always been honest enough to say that the biggest advantage of slotted rotors is the fact that they promote flat and parallel pad wear rather than allowing ridges to develop on pads and rotors which is typical of "drilled only" sport rotors. By preventing these ridges brakes stay more consistent throughout pad and rotor wear life (simple physics!).

EBC 3GD Sport Rotors



Slotted and drilled brake rotors for cooler brakes

Manufactured using premium disc blanks mentioned above, the unique wide aperture slots in the EBC sport rotor actually draw cool air under the pad during heavy braking and reduce brake temperatures whilst also helping remove dirt, dust and debris and gasses created by heavy braking from the pad contact area. They also improve braking in off road conditions of wet, mud or sand and as such are a great choice for 4x4 vehicles. Blind drilled holes eliminate the chance of rotor cracking which is common with "through drilled" or completely drilled vent holes.