

Compound	Characteristics	Applications
<p>BP-10</p> <p>Smart Pads</p>	<ul style="list-style-type: none"> • Medium friction compound with the low noise and low dust of a street performance compound and the increased friction characteristics of a semi-metallic race compound. • Smooth engagement with consistent response from a flat torque curve throughout its entire effective temperature range. • Good low to middle temperature wear rates. • Beds quickly and provides fast response without excessive abrasion on vented iron rotors. 	<ul style="list-style-type: none"> • High performance street / strip, drag race, and track day categories using vented iron rotors. • Light to medium braking on dirt tracks including late models, modifieds, sportsman, and street stocks. • Disc brake conversions on street rods and muscle cars.
<p>BP-20</p> <p>Smart Pads</p>	<ul style="list-style-type: none"> • Provides increased friction levels with extended temperature range over BP-10. • Has a progressive response rate as pedal pressure and temperature increase to provide confident, repeated stops and outstanding modulation characteristics. • Unique metallic composite formulation provides an aggressive feel without the harsh noise, high rotor abrasion and extreme dust levels associated with high metallic based compounds. 	<ul style="list-style-type: none"> • Medium to heavy braking dirt tracks. • Advanced level track day and club sport competition. • Extreme duty dual purpose street/track vehicle. • High speed or heavy weight drag cars. • Hobby or sportsman category asphalt racing
<p>BP-30</p> <p>Smart Pads</p>	<ul style="list-style-type: none"> • Newest racing pad from Wilwood • Medium-high friction compound with good cold response. • Smooth, predictable engagement with excellent control over a wide range of applications. • Long wearing pad in the middle temperature ranges with moderate wear in sustained high heat conditions. • Easily bedded without abrasion on new iron or steel rotors. 	<ul style="list-style-type: none"> • Race ONLY compound is a value priced, proven workhorse for most weekly category asphalt late models, sprints, modifieds, and sportsman divisions. • Hard braking dirt late models, DIRT modifieds, and rear inboard sprint brakes with vented iron or steel rotors. • SCCA club racers, rally, and auto-cross. • High MPH drag cars if high end fade occurs with lower temperature pads.
<p>Q</p> <p>PolyMatrix</p>	<ul style="list-style-type: none"> • Enhanced friction ceramic formula features the lowest noise and dust properties available from a performance compound pad. • Improved friction over OE replacement pad compounds-smooth engagement, long service life, increased fade resistance, & quick recovery time. • Best compound for specialized application aluminum rotors, and compatible with all vented iron rotors. 	<ul style="list-style-type: none"> • Sprint cars with aluminum rotors. • Disc brake conversions on street rods, muscle cars, custom show cars, and all moderate performance applications where low noise and dust are important.
<p>PM</p> <p>ProMatrix</p>	<ul style="list-style-type: none"> • Specially selected compounds for enhanced performance through increased friction properties and extended temperature range. 	<ul style="list-style-type: none"> • Application specific compounds are elements of Wilwood ProMatrix pad and rotor upgrade kits. • Where available, ProMatrix compounds are designated for use in the OE calipers on OE or performance upgraded rotors.



Pad Selection Tips

Temperature range and overall friction value are the primary considerations for pad selection. The pads must be capable of maintaining the proper amount of friction for stopping power within the temperatures that will be realized on the track during the event. Then, overall wear rate must be considered. For most asphalt and road race applications, compounds in the high temperature ranges over 1000°F range are usually necessary. Dirt track, drag race, and street performance applications usually operate at temperatures between 500° and

1000°F. Keep in mind that these are general ranges, and not absolute values. Many factors and unforeseen influences can affect brake temperatures. The best indicator for pad selection will always be on track performance. If pad fade (friction loss) due to overheating occurs, then improved cooling, a heavier rotor, or a higher temperature range pad may all become necessary.