



# **RALLY** RST 5

THE REVOLUTION IN RALLY BRAKING

## RACING BRAKE PADS FOR RALLY CARS



# THE NEW RST 5 IS THE PERFECT RALLY BRAKE PAD

CRISTIAN GARCÍA, TEAM RMC  
2016 SPANISH TARMAC RALLY CHAMPION



QUALITY

INNOVATION

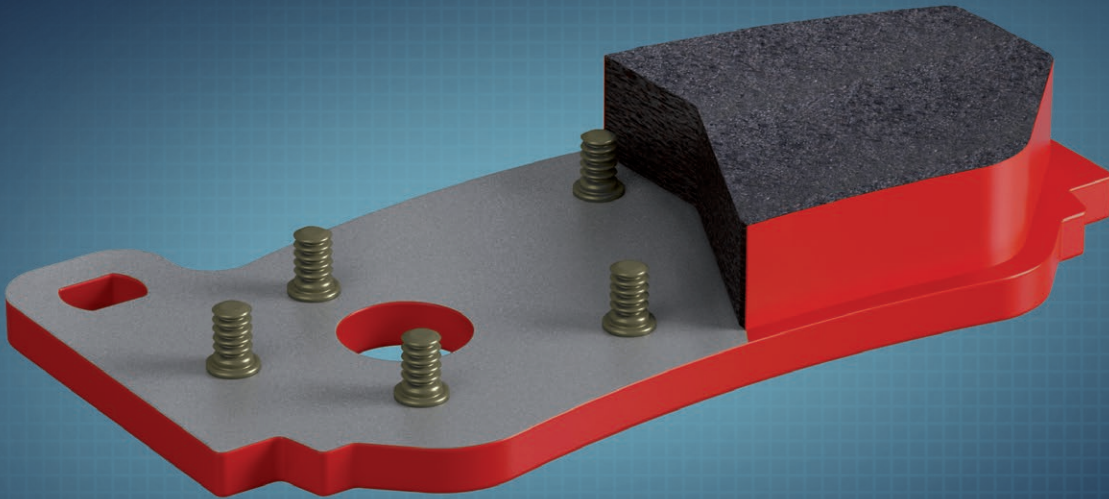
PERFORMANCE

## RALLY RST 5

THE REVOLUTION IN RALLY BRAKING

Tested in 10 rallies in the 2016 Spanish Tarmac Rally Championship, Cristian García has won 8 and secured the championship title two rallies ahead of the season finale with the **new RST 5**.





### **PAGID RACING STEEL BACKING PLATE DESIGN**

#### **BACK TO OUR ROOTS**

Nearly 30 years ago, the very first PAGID Racing rally materials were introduced to the international rally scene. Driven by world rally legends Carlos Sainz and Walter Röhrl, winning event after event, they have become an integral part of our history. In our anniversary year we are going “back to our roots” and have put this motto into action. We developed a material that will change the way we brake in rally racing.

**+** UNIQUE AND PATENTED SYSTEM

**+** FRICTION MATERIAL IS FIXED TO THE BACKPLATE

**+** NO DELAMINATION FROM THE STEEL BACKING PLATE

**+** HIGH TECH AND INNOVATION FOR YOUR VEHICLE



# THE NEW RST 5

## THE REVOLUTION IN RALLY BRAKING

The RST 5 is tailor-made for the challenging requirements of rally sports. Due to its **optimized thermal management**, it provides ideal performance from low temperatures to extremely high temperature conditions. Thus, it has a great cold ramp-up behavior. Its **ideal heat transfer** guarantees that the generated heat stays in the brake pad and does not move into the brake fluid, making the RST 5 highly **fluid fade resistant**.

The recovery properties of the material also provide assurance of a constantly ideal operating temperature. With its **high initial bite** and generally **high friction level** the RST 5 is a new rally material that perfectly manages the balance between high aggression and prevention of wheel spin, providing the driver with a feeling of **reliability** and **outstanding performance**, even under the most demanding conditions.





**+ OPTIMUM THERMAL MANAGEMENT**

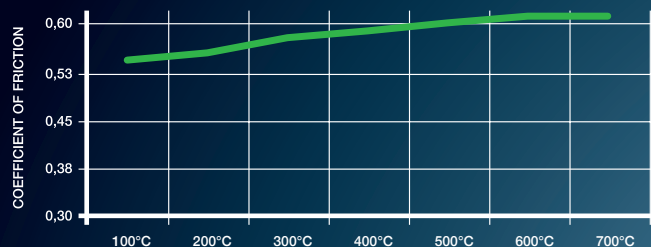
**+ HIGHLY FLUID FADE RESISTANT**

**+ HIGHLY DEVELOPED RECOVERY PROPERTIES**

**+ EXTREMELY HIGH FRICTION COEFFICIENT**



**FRICTION vs. TEMPERATURE RST 5**



### **APPLICATION RANGE**

Specifically designed and developed for rally racing. Comes in a variety of established pad shapes in rally sports, especially in WRC and Group R.



## APPLICATION LIST RALLY CARS

Vehicle Type / Model	Year	Front		Rear	
		Pad Shape No.	Thickness	Pad Shape No.	Thickness

### Citroën

DS3 R3 Tarmac	15 -	1595	16.0 mm	3102	14.4 mm
DS3 R3 Tarmac	15 -	1607	20.0 mm	3102	14.4 mm
DS3 R5 Tarmac	15 -	1595	16.0 mm		
DS3 N5 Spec. 2017	17 -	1616	16.0 mm	1616	16.0 mm
DS3 N5 Spec. 2016	16 -	1361	17.0 mm	1361	17.0 mm

### Fiat

124 Abarth Rally	17 -	1616	16.0 mm	1616	16.0 mm
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### Ford

Fiesta N5 Spec. 2017/18	17 -	1616	16.0 mm	1616	16.0 mm
Fiesta N5 Spec. 2016	16 -	1361	17.0 mm	1361	17.0 mm
Fiesta R2 Tarmac / Spec. 2015	15 -	2555	20.0 mm		
Fiesta R2 Tarmac / Spec. 2016	15 -	1595	16.0 mm	3102	14.4 mm
Fiesta R5 Tarmac	15 -	1616	16.0 mm	1616	16.0 mm
Fiesta R5 Gravel	15 -	1617	16.0 mm	1617	16.0 mm

### Hyundai

i20 N5 / Spec. 2017	17 -	1616	16.0 mm	1616	16.0 mm
i20 R5 Tarmac	16 -	1616	16.0 mm	1616	16.0 mm
i20 R5 Tarmac	16 -	8030	17.0 mm	8030	17.0 mm

Vehicle Type / Model	Year	Front		Rear	
		Pad Shape No.	Thickness	Pad Shape No.	Thickness

### Mitsubishi

Lancer Evo V - Evo IX [Standard series caliper]	98 - 06	2487	15.4 mm		
Lancer Evo IX / N4 Gravel	05 - 07	8030	17.0 mm	1283	20.0 mm
Lancer Evo X	07 - 16	2487	15.4 mm		
Lancer Evo X R4 / Tarmac [Brembo Caliper]	07 - 16	8030	16.0 mm	1283	20.0 mm
Lancer Evo X R4 / Gravel [AP Caliper]	07 - 16	1361	17.0 mm	1361	17.0 mm
Lancer Evo X / Tarmac / FIA Gr. N	07 - 16	8033	17.5 mm		
Lancer Evo X R4 / Tarmac / FIA Gr. N [AP Caliper]	07 - 16	1904	18.0 mm		

### Opel

Adam Rally Cup [Brembo Caliper]	12 -	8023	15.5 mm		
Adam R2 [AP Caliper]	12 -	2555	20.0 mm		

### Peugeot

207 Asphalt	06 - 15	8033	17.5 mm		
208 N5 Spec. 2017	17 -	1361	17.0 mm	1361	17.0 mm
208 N5 Spec. 2017-2018	17 -	1616	16.0 mm	1616	16.0 mm
208 R2	12 -	1595	16.0 mm	3102	14.4 mm
208 R5	12 -	1595	16.0 mm	1595	16.0 mm

### Porsche

997 GT3 Rally	05 - 12	8003	17.5 mm	8006	19.0 mm
997 GT3 Rally	05 - 12	8004	19.5 mm	8006	19.0 mm

### Proton

Iriz R5	17 -	1616	16.0 mm	1616	16.0 mm
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## APPLICATION LIST RALLY CARS

Vehicle Type / Model	Year	Front		Rear	
		Pad Shape No.	Thickness	Pad Shape No.	Thickness

### Renault

Clio II V6	01 - 05	1361	17.0 mm	1270	20.0 mm
Clio III 2.0 16V Sport	05 -	8023	15.5 mm		
Clio IV N5		1361	17.0 mm	1361	17.0 mm
Clio IV N5		1616	16.0 mm	1616	16.0 mm

### Skoda

Fabia R5 Tarmac	14 -	1616	16.0 mm	1616	16.0 mm
Fabia R5 Tarmac	14 -	8030	17.0 mm	8030	17.0 mm
Fabia R5	14 - 17	1896	20.0 mm		

### Subaru

Impreza / Tarmac / FIA Gr. N	98 - 03	1361	17.0 mm	1749	16.0 mm
Impreza / Tarmac / FIA Gr. N	98 - 03	1270	20.0 mm	2127	16.0 mm
Impreza / Gravel / FIA Gr. N	98 - 03	1361	17.0 mm	1749	16.0 mm
Impreza / Gravel / FIA Gr. N	98 - 03	1361	17.0 mm	2127	16.0 mm
Impreza Gr. N	98 - 03	1270	20.0 mm	1749	16.0 mm
Impreza - STi	03 -	2487	15.4 mm		

### Suzuki

Swift N5		1595	16.0 mm	1595	16.0 mm
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### Toyota

GT86 2.0 GT R3 Rally	15 -	1595	16.0 mm	3102	14.4 mm
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## UPGRADE CALIPER

Make / Type	Thickness	Pad Shape No.
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### Alcon

H type [4463] D40 / D44 / D48	16 mm	1265 / 2127
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### AP Racing

CP2340 D40 / D48	16 mm	1265
CP2361	16 mm	1265
CP3215 D42	17 mm	2126
CP3228-26/27 S4	16 mm	1265
CP3345 D40 / D44	16 mm / 17 mm	2127
CP3345 D44	16 mm	2127
CP4479 D42	17 mm / 18 mm	2126
CP6766 D50	18 mm	8044

### Brembo

XA3.40.xx 6 piston [type "164B" or "B22" family]	18 mm	8044
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