

# 2023 ROAD RACING BRAKE BOOK

**Ten Kate Racing & SBS**  
20 years World SBK anniversary  
10 WORLD TITLES TOGETHER



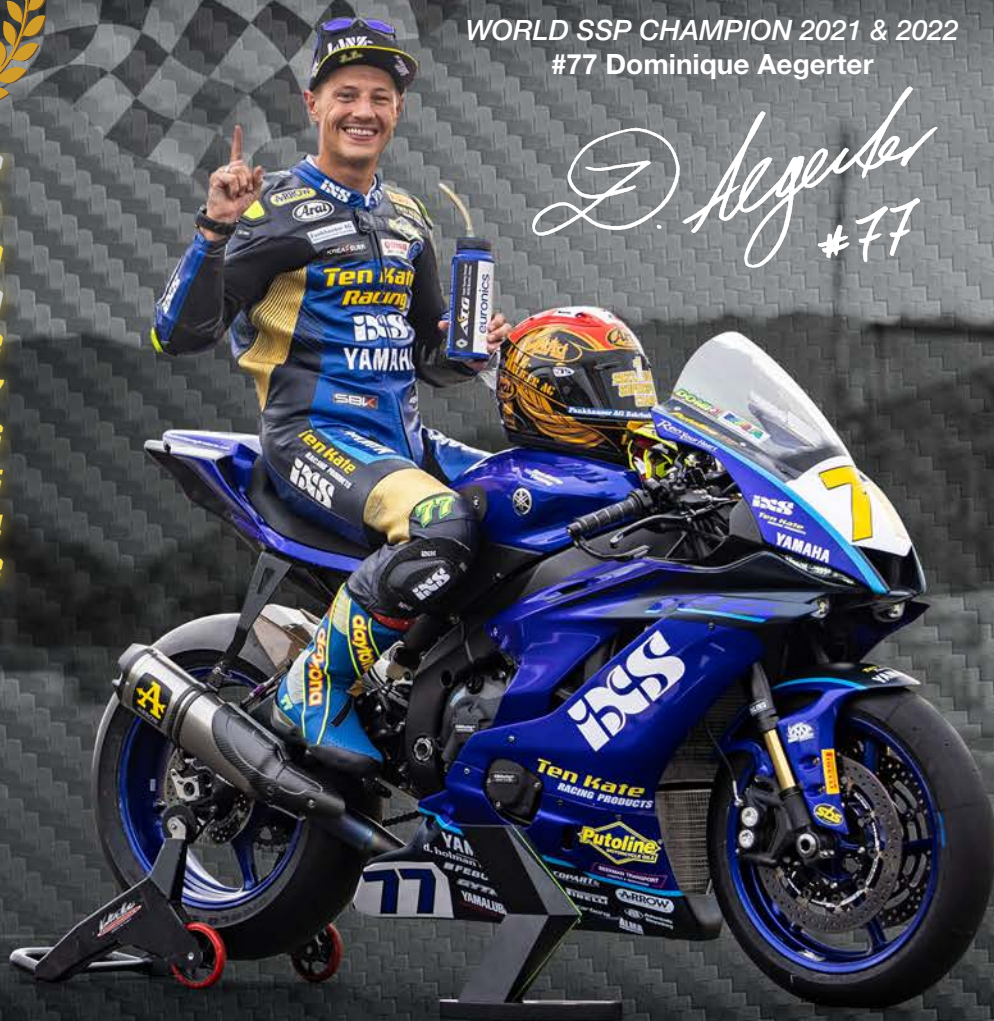
2022	2012
2021	2011
2020	2010
2019	2009
2018	2008
2017	2007
2016	2006
2015	2005
2014	2004
2013	2003



HI-TECH BRAKE SOLUTIONS  
MADE IN EUROPE

WORLD SSP CHAMPION 2021 & 2022  
#77 Dominique Aegerter

*D. Aegerter*  
#77



sbsbrakes.com



# WORLD SUPERSPORT 300

# 2022

**SBK**  
SUPERSPORT 300  
FIM WORLD CHAMPIONSHIP



**#27 Álvaro Díaz**  
Team ARCO Motor University



# 1

2022 WORLD CHAMPION

**SBK** SUPERSPORT 300  
FIM WORLD CHAMPIONSHIP



**SBS 931 DS-1**  
DUAL SINTER



**SBS 932 RQ**  
CARBON TECH



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# SBS

## RACING HISTORY



**Andrew Pitt**

2-TIMES WORLD CHAMPION  
SUPERSPORT

SBS racing history started back in the 80s with ceramic-based brake pads that were developed and complemented with sinter brake pads in the 90's in collaboration with Factory teams such as Yoshimura Suzuki, Ferracci Ducati, Muzzy Kawasaki, Erion Honda and first World Superbike Champion Fred Merkel and Team Rumi Honda.

In the mid-90s, SBS Racing Service became involved in the World Superbike series where the SBS RS Racing Sinter compound was developed in close cooperation between SBS R&D department and the top teams in the Championship.

In 2001, the first DC Dual Carbon version was launched after 5 years of intensive development and testing work.

After several World Champion titles with DC Dual Carbon, the first DS Dual Sinter version was introduced in 2007 after another 5 years of development and testing work.

For the 2019 season, DS-2 Dual Sinter was introduced after several years of R&D work and countless of bike tests performed in World & British Superbike.

In 2020, the newly developed RST compound for Road, Sport & Trackday replaced the RS Racing Sinter compound, extending it into a multi-purpose fitment.



**Kenan Sofuoglu**

5-TIMES WORLD CHAMPION  
SUPERSPORT



# SBS DEVELOPMENT OF RACING COMPOUNDS

The DC Dual Carbon and DS Dual Sinter performance has continuously been improved in line with the introduction of new high tech bikes for road racing.

In particular, the Superstock 1000 class with standard braking system made higher demands for brake pad performance simultaneously with the development of engine performance, tire compounds, suspension components and not least electronic riding aids such as traction, wheelie, slide-control, engine-brake, ABS, etc. With these electronic riding aids, lap times dropped step by step, also for hobby and trackday riders.

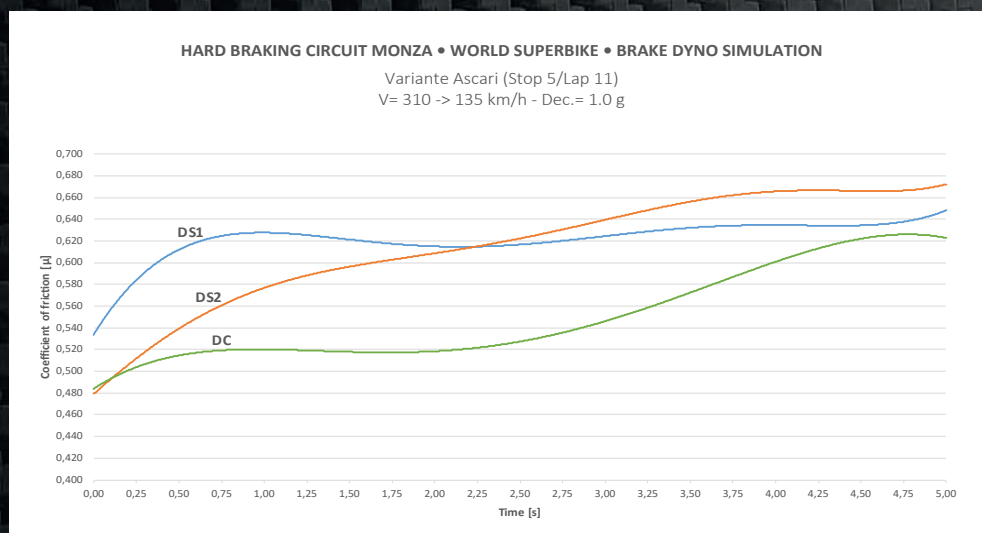
SBS DC Dual Carbon and DS Dual Sinter have since the turn of the millennium enjoyed great popularity among

top-level teams and riders in World Superbike, Moto 2 & 3 GP, World Endurance and TT road racing and for riders in National Championships and Track-day enthusiasts.

After several World Champion titles in collaboration with SBS 'Partners in Racing' teams, first with DC Dual Carbon and later followed by DS Dual Sinter, SBS launched for 2019 season the DS-2 compound to complement the well-known DS Dual Sinter compound.

RS Racing Sinter has been the recommended SBS Trackday brake compound since end of the 90's. As of 2020 RS has been fully replaced by the sintered RST Road, Sport & Track compound, which is now the recommended brake pad for Trackday use.

## SBS RACING COMPOUNDS • CHARACTERISTICS



### DS-1 Dual Sinter

- Strong initial bite
- Linear in-stop performance & brake feel

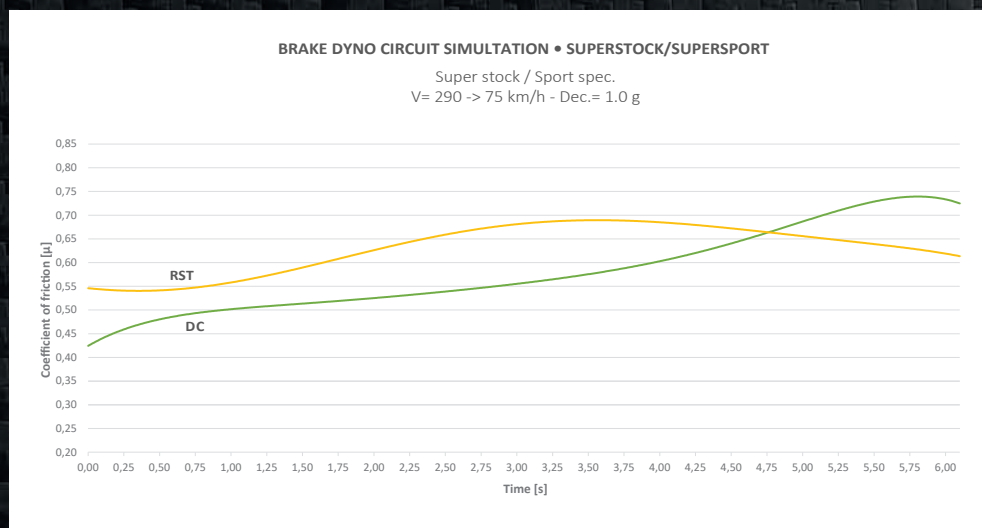
### DS-2 Dual Sinter

- Medium initial bite
- Progressive in-stop performance & brake feel

### DC Dual Carbon

- Smooth initial bite
- Controlable and increasing in-stop performance & brake feel

## SBS TRACKDAY COMPOUNDS • CHARACTERISTICS



### RST Sinter

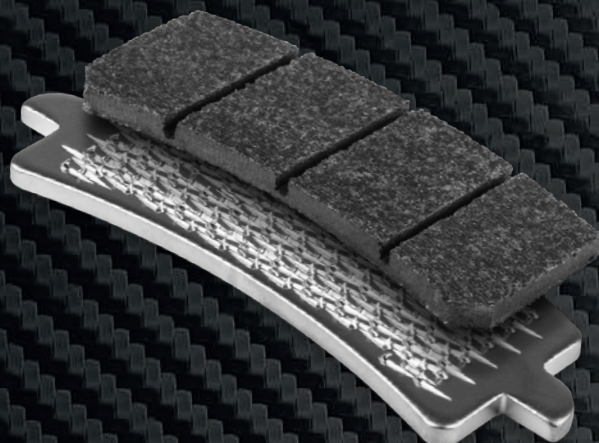
- Medium initial bite
- Linear in-stop performance

### DC Dual Carbon

- Smooth initial bite
- Controlable and increasing in-stop performance & brake feel



# SBS EXCLUSIVE RACING TECH FEATURES



## 100% NRS SAFE – NUCAP RETENTION SYSTEM

As the only manufacturer of racing pads, SBS has since the introduction of DC Dual Carbon in 2001 and DS Dual Sinter in 2007 used NRS technology for both the carbon and the sinter-based compounds.

NRS NUCAP Retention System is an advanced mechanical friction material bonding technology, based on a matrix of steel hooks that are raised from the backing plate steel material. The NRS hooks mold into the friction material, creating an indestructible and corrosion safe mechanical bond without any use of adhesives.

## DEST – DYNAMIC ENERGY SURFACE TREATMENT

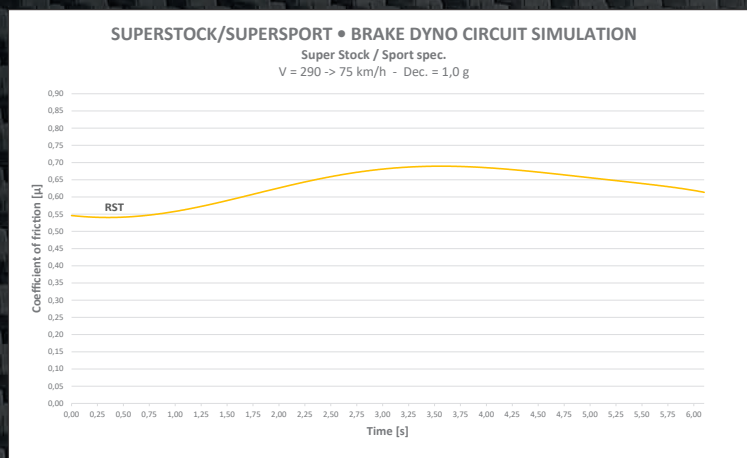
DC Dual Carbon racing brake pads are DEST treated to ensure consistent fade-free performance when leaving from SBS production line. No thermal bedding-in is needed on the bike due to the DEST process which ensures degassing of the carbon based compound to eliminate a gaseous film being created between disc and pad surface to occur loss of brake power (fade).





# TRACKDAY • SINTER

## RST ROAD SPORT & TRACK



### RST - SINTER

## AFFORDABLE CHOICE FOR TRACK DAYS

For combined high-performance road and track bikes.

- \* State-of-the-art conductive sinter compound formulated for high-performance track use.
- \* Track Upgrade over high-performance standard brake pads.
- \* Available for all high-performance standard bike calipers used for Track day & racing.
- \* Medium initial bite, firm and consistent brake lever feel in cold and hot conditions.
- \* Linear in-stop performance & brake feel, easy control and modulation.
- \* NUCAP NRS technology secures a mechanical and indestructible bonding of the compound.

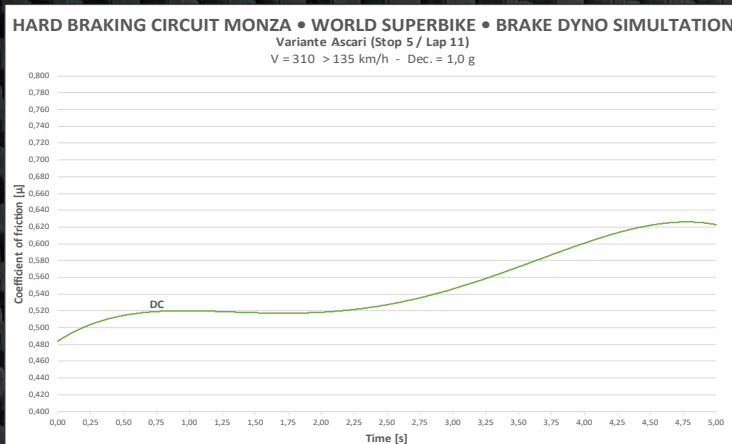
## BEDDING-IN PROCEDURE

When changing to SBS RST from using another type of brake pad material - Follow this Bedding-in procedure very carefully:

1. If the brake discs have severe deposit from other brake pad materials than SBS RST, remove this friction material from the brake disc surface using for instance emery paper #150 or a special diamond file tool.
2. New brake pads need about 3-4 laps of gentle braking, until the pad surface is in full contact with the disc surface.
3. When full contact between disc and pad surface is obtained, the pads are ready to race.



# DC DUAL CARBON FRONT BRAKE PADS



## DC - DUAL CARBON FOR RACE USE ONLY

- \* The upgrade choice for Superbike, Supersport and Superstock racers in National Championship as well as for Track Day riders
- \* High-tech carbon compound developed for racing and standard brake systems used for race and sport bikes
- \* Low heat transfer rate protects brake system and brake fluid against extreme temperatures
- \* Smooth initial bite, progressive in-stop performance with excellent brake lever feel and modulation
- \* DEST technology used for pre-bedding of the compound to eliminate fade and secure consistent performance
- \* NUCAP NRS technology secures a mechanical and indestructible bonding of the compound

## BEDDING-IN PROCEDURE

When changing to SBS DC from using another type of brake pad material - Follow this Bedding-in procedure very carefully:

1. Remove existing friction material deposit from brake discs - using eg. emery paper#150.
2. Do a series of gentle brakings until pad-surface is in full contact with disc surface.
3. After pad/disc contact is achieved - repeated short brakings building up heat i discs and pads until a very thin and uniform dull/black/darkblue layer of friction material (transfer film) is established on the brake disc.
4. Then a period to allow discs to cool again before proper use.
5. Then a few easy laps building up heat - ready for race use.

### When bedding-in procedure IS needed

Always follow the bedding-in procedure - when changing for SBS DC for the first time OR when using new brake discs.

### When bedding-in procedure is NOT needed

When brake discs are covered by SBS DC friction material (transfer film) - new pads only need about one/two laps to be in full contact with disc surface. Then the pads are race ready (thermal bedding-in as described in the bedding-in procedure in point 1. - 4. is not needed).

### Cleaning of brake discs - NOT when using SBS DC

When brake discs are covered by SBS DC friction material (transfer film), do not clean/sand/grind the brake discs after each session.



# DC DUAL CARBON

## FEED-BACK FROM SBS "PARTNERS IN RACING"

SBS DC Dual Carbon is preferred by many riders due to it's very smooth initial bite and increasing in-stop performance & feel, to give rider excellent front end feeling with the bike.

### World Champions with DC

Andrew Pitt, Chris Vermeulen, Karl Muggeridge, Sebastien Charpentier & Ana Carrasco.

### World Superbike/Supersport Championship

Double World Champion in World Supersport 600 Sebastien Charpentier from Ten Kate Honda, swore to DC Dual Carbon, but always tried to improve his braking style by testing SBS DS Dual Sinter. He returned though always to DC Dual Carbon since DS Dual Sinter proved too aggressive for him. Sebastien's results speak for them-selves.

### Ana Carrasco – World Champion

In 2018, Ana Carrasco became the first female World Champion ever in road racing at Kawasaki Provec's Kawasaki 400 Ninja in the World Supersport 300 class, with SBS 955 DC Dual Carbon.

Ana Carrasco has also tested DS-2 Dual Sinter, but prefers SBS DC Dual Carbon's soft and progressive braking performance to her very smooth riding style, which led Ana to her amazing results in 2018 and again in 2019.

### Ana Carrasco

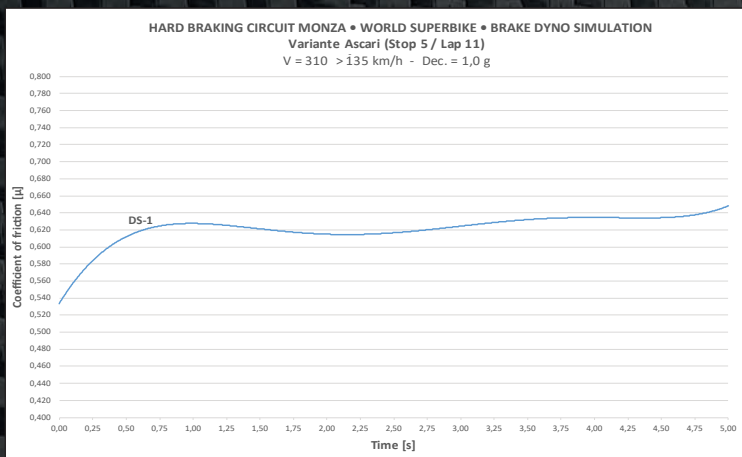
TEAM KAWASAKI PROVEC RACING

"1st FEMALE World Champion ever"





# DS-1 DUAL SINTER FRONT BRAKE PADS



## FOR RACE USE ONLY

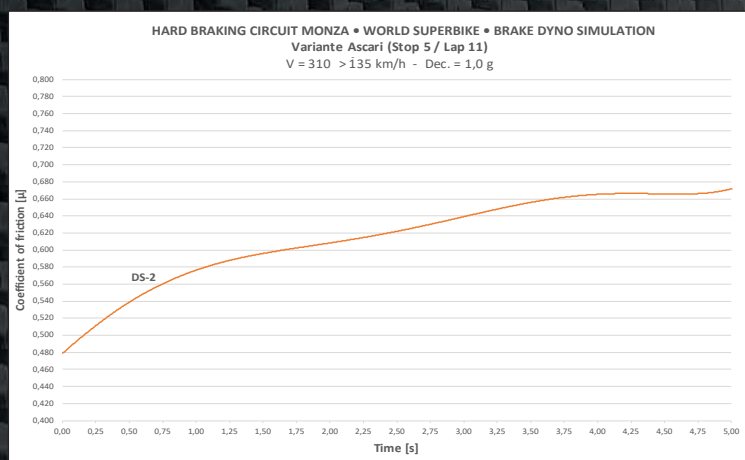
- \* The choice of numerous World Champions in Superbike, Supersport, Moto2 and Endurance
- \* DS-1 is also the preferred choice of most top riders at NW200 & Isle of Man TT
- \* High-tech sintered compound available for racing & standard brake systems used in racing
- \* Strong initial bite
- \* Linear in-stop performance & brake feel
- \* A combination (left and right) of DS-1 & DS-2 compounds makes fine tuning of braking performance possible, see more on page 14 in section "DRC - Dynamic Racing Concept"
- \* NUCAP NRS technology secures mechanical bonding

## BEDDING-IN PROCEDURE

1. If the brake discs have severe deposit from other brake pad materials than SBS DS-1 or DS-2, remove this friction material from the brake disc surface using for instance emery paper #150 or a special diamond file tool.
2. The new brake pads only need about one two laps of gentle brakings until the pad surface is in full contact with the disc surface.
3. When full contact between disc and pad surface is obtained, the pads are ready to race.



# DS-2 DUAL SINTER FRONT BRAKE PADS



## FOR RACE USE ONLY

- \* The choice of numerous World Champions in Superbike, Supersport, Moto2 and Endurance
- \* High-tech sintered compound available for racing & standard brake systems used in racing
- \* Medium initial bite
- \* Progressive in-stop performance & brake feel
- \* A combination (left and right) of DS-1 & DS-2 compounds makes fine tuning of braking performance possible, see more on page 14 in section "DRC - Dynamic Racing Concept"
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1. If the brake discs have severe deposit from other brake pad materials than SBS DS-1 or DS-2, remove this friction material from the brake disc surface using for instance emery paper #150 or a special diamond file tool.
2. The new brake pads only need about one two laps of gentle brakings until the pad surface is in full contact with the disc surface.
3. When full contact between disc and pad surface is obtained, the pads are ready to race.



# DS-1 DUAL SINTER

## FEED-BACK FROM SBS "PARTNERS IN RACING"

SBS DS-1 is preferred by many riders due to its sharp initial bite and linear brake feel.

### World Champions with DS-1

Troy Corser, James Toseland, 5-time WSSP Champion Kenan Sofuoglu, Andrew Pitt, Carlos Checa, Michael van der Mark, Jeffrei Buis, Adrian Huertas, Álvaro Díaz & double WSSP Champion Dominique Aegerter.

### World Superbike/Supersport Championship

At Kenan Sofuoglu's first titles in World Supersport, powerful initial bite was everything in relation to his riding style. Later, Kenan was involved in the development and testing of the DS-2 as his riding and braking style changed, with his change from Honda to Kawasaki.

In the smaller capacity classes, Scott Deroue who is a former teammate with Ana Carrasco in the MotoGP class Moto3, was very close in the battle for the World Supersport 300 title in 2018 and 2019. Scott is the type of rider who changes into new brake pads before a race, to achieve the absolute sharpest initial bite in the first laps of the race. Scott Deroue prefers the SBS DS-1 on his Kawasaki.

### MotoGP Championship

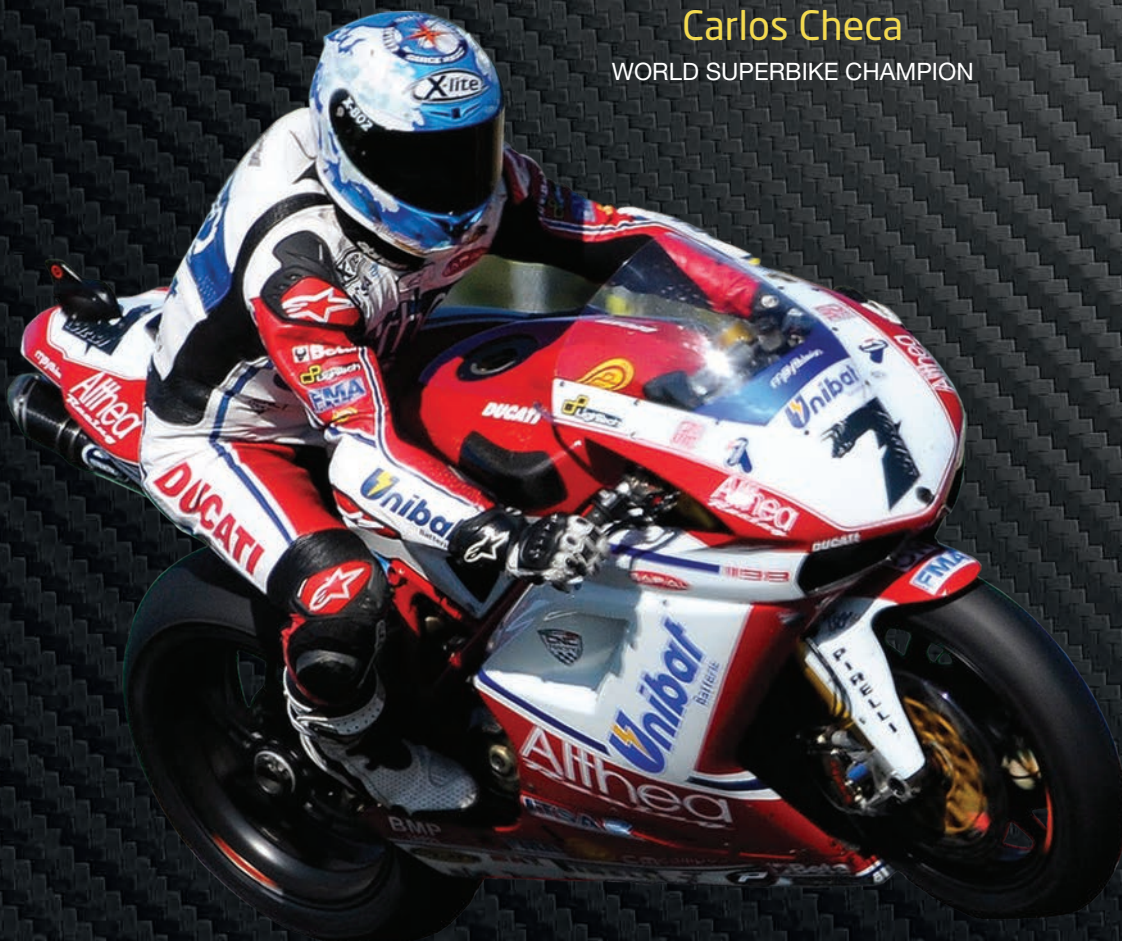
In the smallest capacity class Moto3 World Champion runner up Aron Canet and followed by Romano Fenati the MAX Sterilgarda KTM Moto3 both big fan's of DS-1's aggressive initial bite and linear & controllable in-stop brake power – when winning Moto3 races!

### TT Road Racing

DS-1's powerful and precise initial bite has over the years made DS-1 the most preferred compound among most TT road racing teams and riders at the Isle of Man TT and North West 200 races. The victories and riders of TT road racing speak for themselves: John McGuinness, Ian Hutchinson, Michael Dunlop, Dean Harrison, Peter Hickman, Bruce Anstey, Lee Johnston, Ian Lougher, Conor Cummins, Davey Todd and many more.

**Carlos Checa**

WORLD SUPERBIKE CHAMPION





# DS-2 DUAL SINTER

## FEED-BACK FROM SBS "PARTNERS IN RACING"

SBS DS-2 is the newest dedicated racing compound from SBS and was introduced entering into the 2019 season. DS-2 is preferred by many riders braking very late and with high pressure not to have a too aggressive initial bite, while at the same time having a good feel and strong build-up of braking power during the stop.

### World Champions with DS-2

Kenan Sofuoglu became World Supersport Champion twice with DS-2 during the final development and tests of the compound and most recently young Manuel González became World Supersport 300 Champion, now a regular contender in Moto2 Championship.

### World Superbike/Supersport Championship

World Champion Manuel González started the 2019 winter test season with DS-1, but couldn't really get familiar with the initial bite which did interfere with his bike set-up too much for his riding style. He also wanted more braking power and feel while braking deep into the turns. After testing the DS-2 on his Ninja 400, brake performance was exactly as it should be according to "Manu" - his 2019 championship speaks for itself!

### MotoGP Championship

Moto2 team Intact Dynavolt's previous top rider Tom Lüthi has been an important factor and test rider in the development of the DS-2. Top priority for him has been controllable braking performance from initial bite in start of braking to end of braking deep inside the corner. Tom used DS-2 Dual Sinter at the very top of the Moto2 championship on his Triumph 765 powered Kalex Moto2 racer.

### World Endurance Championship

Throughout the compound test period and the debut season and the years following, DS-2 has also received great popularity among World Endurance teams, with BMW's Factory Team finishing on the podium at the 2020 season's first 24-hour race at Bol d'Or with the BMW S1000RR, while also ended 2021 season as vice champions with the all new BMW M1000RR, always equipped with SBS DS-2 Dual Sinter.

**Kenan Sofuoglu**  
5-TIMES WORLD CHAMPION  
SUPERSPORT





# DYNAMIC RACING CONCEPT

## UNIQUE COMBINATION - DUAL SINTER DS-1 & DS-2

During the test work for the 2018 racing season, the idea for the SBS DRC Dynamic Racing Concept came up.

With 2 available Dual Sinter compounds with different performance, but with similar wear and temperature characteristics, it became possible to fine-tune and adapt the brake characteristics to the individual rider by combining the DS-1 and DS-2 compounds on the same motorcycle.

### Testing in IDM German Superbike

Example of racing tests with IDM German Superbike Champion Ilya Mikhailchik, who from his time racing in the Superstock 600 was really pleased with the SBS DC Dual Carbon and its "smooth" initial bite and progressive brake feel.

When switching to a heavier, and much faster Superstock 1000 with standard braking system, Ilya did not feel he had sufficient braking power with DC Dual Carbon. It was therefore obvious to switch the Superstock 1000er directly to the DS Dual Sinter DS-2 which has the same characteristics as the DC Dual Carbon, but at a higher level. Ilya was immediately happy with the DS-2 and was able to recognize the feel of DC Dual Carbon. But after many laps and further optimization on suspension and engine / electronics, Ilya mentioned that he was now missing a bit more "bite" at the start of braking, which in the race language is called "initial bite". To obtain the desired initial bite, the Dual Sinter DS-1, which has very powerful initial bite, was tested. After a few laps, Ilya came in and announced that "it is too powerful, it affects the fork and bike set-up too much", then DS-1 in the right brake caliber was replaced with DS-2 and Ilya was sent out to try the combination with DS-1 on the left brake disc and DS-2 on the right brake disc.

Only when the session was over did Ilya come in with the comment "this is exactly how I want the brakes to work", a combination of DS-1 and DS-2 and thus a fine-tuning of brake performance by combining performance characteristics of the two DS Dual Sinter compounds. This is how SBS DRC Dynamic Racing concept was born.

### DS-1 & DS-2 = DRC

As a result of intensive test work, SBS is presently the only brake pad supplier that offers a dynamic concept, where complimentary compounds (DS-1 and DS-2) can be used individually with different performance characteristics or used in combination DS-1/DS-2 on left/right brake disc, with the purpose of fine-tuning brake performance according to the rider's individual brake preference.

**Ilya Mikhailchik**

2-TIMES IDM GERMAN SBK  
CHAMPION



**DS-1** / LEFT DISC  
**DS-2** / RIGHT DISC



# BRITISH SUPERBIKE CHAMPION



# 2022



#28 Brad Ray  
OMG Yamaha Racing



PHOTO: Ian Hopgood



SBS 889 DS-1  
DUAL SINTER



SBS 941 RQ  
CARBON TECH



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# REAR BRAKE PADS

## RQ • CARBON TECH & LS • SINTER



### RQ - CARBON TECH

- \* Rear brake carbon compound with high brake performance
- \* Excellent feel and control to use rear brake steering into turns and handle the bike out of turns



### LS - SINTER

- \* Rear brake sintered compound with medium brake performance and long pad life
- \* Recommended for riders using the rear brake occasionally or only slightly entering the turns

**Barni Racing Team**  
WORLD SUPERBIKE





# MOTOAMERICA CHAMPION

## KING OF THE BAGGERS



# 2022



#29 Tyler O'Hara

2022 KOTB Champion  
S&S Cycle Indian



PHOTO: Brian J. Nelson



SBS 845 DS-1  
DUAL SINTER



SBS 900 RST  
SINTER



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MADE IN EUROPE

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## SERVICE & MAINTENANCE

SBS Racing receives many questions on how to service the brake system on race bikes.

To achieve perfect braking performance, point 1 is that the braking system must be 100% free of air. Spend the necessary and preferably a little extra time on a serious bleeding of calipers, brake hoses, banjo-bolts & couplings, brake press sensors and master cylinder.

Additionally, keep all parts, especially the brake caliper parts, clean. Use a water/soap solution and a soft brush to keep caliper brake pad slots and pistons clean and tidy from brake pad dust and deposit. Do not use aggressive pressurized brake cleaner products for cleaning brake system internals and seals. After cleaning & drying, add with a soft brush a thin layer of brake grease (ie ATE) to the piston walls and push pistons in/out until all are moving smoothly in/out in the caliper seals.

Brake disc surface should be kept free of too much brake pad material deposit. In case of buildup of deposit particles, surface can be cleaned with a special diamond file as shown in photo.

## BEDDING-IN PROCEDURE

Bedding-in of brake pads and discs is very important to obtain the best and correct performance, without damaging or destroying any of the parts.

In short, it is about achieving 100% mechanical contact between the brake disc and the brake pad without adding too much thermal and mechanical load to the brake components. This is best done by riding 2-4 slow laps on the track with the sole purpose of braking as easily as possible, as many times as possible without generating heat in the braking system. Even professional riders are often seen braking-in the brake pads in pit lane while entering the track, by repeatedly pulling the brake lever with high pressure all the way out on the track. By doing so, there is a great risk of destroying the brake pads, as some areas

Bobbins/shims/washers/clips in the floating system of the brake discs should be kept clean from brake dust. Use pressurized air eventually brake cleaner product to prevent brake dust and particles to build up and preventing movement of the connecting parts between outer brake disc rotor and inner mounting-hub.

Brake fluid should be interchanged regularly. To avoid fluid related problems like spongy and inconsistent brake lever, flush fresh fluid after every race event. At hard braking circuits, flush fresh fluid after each day.

Always check brake fluid level and the thickness of brake pads before going out on track for a new session.



*Diamond file for cleaning  
brake disc surface.*

of the brake pads will glaze-up and become hard and damaged. This is NOT how SBS recommend to perform a good bedding-in of brake pads.

For SBS Racing brake pads, it is important to follow the described bedding-in procedures for each individual compound. RST, DS-1 and DS-2 are quite simple to bed-in if given the above mentioned 2-4 slow and easy laps.

The same applies to DC, but if discs are new or previous used pads are from another compound or type of brand, attention must be given to establish a so-called DC Transfer film on the discs, see bedding-in details for DC Dual Carbon at page 8.



## FRONT WHEEL DRAG

A known issue with the use of sintered brake pads for racing is that the front wheel/discs drag in the calipers. This problem is generated by the sinter material's good heat transfer properties, which ensures that the heat generated between the brake disc and the brake pad is transferred directly through the friction material to the steel backing plate, after which the heat is distributed to the caliper pistons, brake fluid and the caliper body.

Although brake calipers for race use are one-piece monoblocs the caliper body will expand and flex during use at high temperatures and mechanical load from brake pressure. When the bike is raced on the track and the braking system is hot and constantly exposed to various brake pressures, movement and vibrations from the bike and suspension, there is usually no front wheel/discs drag – this can be inspected quickly when the bike returns to the pit lane by lifting the front wheel of the ground and check that the wheel spins freely.

When the motorcycle and brake system is cooling, it is often seen on hard brake circuits that the front wheel starts to drag more and more. When completely cooled to ambient temperature it is sometimes seen that the front wheel can be difficult to spin.

Before the bike goes out on the track again, it is recommended to “zero” the brake system by pressing the brake pads and thus the pistons back, by moving the floating discs and pads in/out – until the wheel is turning completely free. Then pump the brake lever until there is again contact between the brake pads and disc, and the brake lever feels firm/hard.

Always a good procedure to “zero” the brake system before going out on track for a new session.

## WARPED BRAKE PADS

On circuits (ie GP circuit RedBull Ring) with many subsequent sectors of long hard braking's from high speed, seeing high temperature and mechanical load to the brake pads. Mechanical stress and tension can occur between the steel backing plate and the friction material which can cause a deformation of the brake pad.

Extensive testing within GP and World Superbike of special samples with thicker backing plates or backing plates with special strength properties, special hardening or annealing of backing plate steel has not improved the properties to obtain the perfect and ideal overall mechanical stability of the brake pad.

Experience from 24-hour World Endurance on hard braking LeMans, has shown that thinner steel backplates with more friction material are more resistant to internal mechanical stress and thus backplate deflection.

SBS R&D is working intensively on the ideal solution especially for our DS Dual Sinter brake pads to be used for these extreme hard braking circuits and long-distance races.



## MINIMUM BRAKE PAD THICKNESS

For normal use of SBS Racing brake pads, it is recommended for all references to change for new brake pads when approximately 2.0 mm of the friction material remains.

On circuits with heavy mechanical and thermal load on the brake system and brake pads, it may be an advantage to replace the brake pads earlier to reduce the above described bad habits such as front wheel drag and warped backing plates.

On extreme hard braking circuits, we have with great success tested the following minimum thicknesses for brake pads in Racing & High-Performance brake systems:

### GP MOTO2 / RED BULL RING / BREMBO:

SBS 845 th = 9.6 mm new, change at 7.0 mm,  
min friction material th = 3.0 mm

### WORLD SBK & BSB / IMOLA & DONINGTON / BREMBO:

SBS 889 th = 9.5 mm new, change at 7.5 mm,  
min friction material th = 2.5 mm

### WORLD SBK / IMOLA & DONINGTON / NISSIN:

SBS 950 th = 10.9 mm new, change at 8.0 mm,  
min friction material th = 3.0 mm

### IDM GERMAN SBK / RED BULL RING / OE STANDARD NISSIN:

SBS 985 th = 7.8 mm new, change at 6.5 mm,  
min friction material th = 2.5 mm

### EU & BSB SUPERSTOCK 1000 / IMOLA & DONINGTON / OE STANDARD BREMBO:

SBS 841 th = 8.1 mm new, change at 6.5 mm,  
min friction material th = 2.5 mm

### BSB BRITISH SSP / DONINGTON / OE STANDARD BREMBO:

SBS 900 th = 8.0 mm new, change at 6.5 mm,  
min friction material th = 2.5 mm

## BRAKE SYSTEM TEMPERATURES

To be able to identify brake problems or issues experienced from brake performance, it can be a good idea to know in which pressure and temperature range the brake system works on the various circuits.

Data logging is used in many championships, in which logging of brake pressure front and rear is becoming standard. Temperature measurement of brake discs, brake pads and calipers with IR or thermocouple sensors, as well as position and travel of brake lever with potentiometer sensor is possible, but not as commonly used as logging of pressure due to class technical rules limiting the number of channels.

Many teams use so-called temperature sensitive paint on the outer diameter of the brake discs to indicate in which temperature range the brake pads and brake discs work.

Thermal paint kit is available with the following temperature rate:

- GREEN > change to WHITE at 430°C
- ORANGE > change to YELLOW at 560°C
- RED > change to WHITE at 610°C

To indicate the temperature range of the brake caliper and brake fluid, self-adhesive temperature stickers can be used on the brake calipers. The most used sticker range is: 88-127°C and 132-171°C.

At LeMans and BoldÓr 24 Hours, SBS Racing Service has used 204-260°C for OEM standard calipers while testing new compounds in Superstock category.



*Brake disc prepared with Thermal Paint GREEN (430°C) and ORANGE (560°C).*



*Brake caliper prepared with temperature stickers.*



## BRAKE PAD SHIMS & SPECIAL PISTONS

In connection with above described front wheel drag issues generated by heat transfer from the brake disc and brake pads, it is possible to reduce the heat that causes brake caliper flex and thus inconsistent brake lever, by using so-called brake pad shims or specially designed brake pistons.

Brake pad shims in stainless steel are available and supplied with some OEM standard brake pads. These shims can be used to advantage on the SBS racing brake pads.

For race use, brake pad shims are offered by several manufacturers for most types of standard brake calipers in different designs with the main purpose to reduce contact

area and allow a slight air-stream between pistons/steel backing plate and thereby reduce heat transfer into brake caliper and brake fluid.

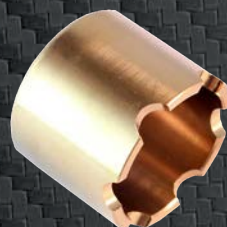
There are also specially made pistons for standard OEM calipers for race use. Standard OEM calipers with ie aluminum pistons can be advantageously equipped with pistons in stainless steel or titanium to reduce heat transfer. Also available are piston kits with optimized cooling achieved by special design of cooling holes or a so-called "castellated" contact surface again to reduce the contact area between piston and the brake pad.



*Standard OEM pad shim.*



*SBS stainless steel ceramic coated shim.*



*Castellated titanium piston.*



*Drilled pistons.*

## BRAKE CALIPER AIR DUCTS

Another or additional solution for reducing temperature in the brake caliper and brake fluid is to use so-called brake caliper air ducts, which have gradually become standard with many World Superbike teams. Again, there are many different designs to optimize airflow into the brake caliper around the brake pads.

Brake caliper air ducts are manufactured for the most used standard sportbikes for racing. Most used material is carbon to keep unsprung weight to an absolute minimum.



*Brake caliper air duct.*



# CHOICE OF CHAMPIONS

**WORLD SUPERSPORT 600 2022**

#77 Dominique Aegerter

**1**

**sbs**

THE POWER TO STOP YOU

**WORLD SUPERSPORT 300 2022**

#27 Alvaro Diaz

**1**

**sbs**

THE POWER TO STOP YOU

**ISLE OF MAN TT RACES CHAMPION**

#10 Peter Hickman

**1**

**sbs**

THE POWER TO STOP YOU

**CHOICE OF WORLD CHAMPION 2021**

World SSP300 Championship #99 Adrian Huetas

**1**

**sbs**

THE POWER TO STOP YOU

**CHOICE OF WORLD CHAMPION 2021**

World SSP 600 #77 Dominique Aegerter

**1**

**sbs**

THE POWER TO STOP YOU

**WORLD CHAMPION**

CONGRATULATIONS Jeffrey Buis

**1**

**sbs**

THE POWER TO STOP YOU

**CHOICE OF CHAMPIONS 2018 & 2019**

Michael Dunlop

**1**

**sbs**

THE POWER TO STOP YOU

**CHOICE OF DUAL WORLD CHAMPIONS**

FIM World Championship Supersport 300

**1**

**sbs**

THE POWER TO STOP YOU

**1st EVER FEMALE ROAD RACING CHAMPION**

World Supersport 300

**1**

**sbs**

THE POWER TO STOP YOU

**CHOICE OF CHAMPION 2018**

Michael Dunlop

**1**

**sbs**

THE POWER TO STOP YOU

**CHOICE OF CHAMPIONS**

Anna Carrasco, Rob Hartog, Bastiaan Heerbruggen

**1**

**sbs**

THE POWER TO STOP YOU

**CHOICE OF CHAMPIONS**

Michael Dunlop

**1**

**sbs**

THE POWER TO STOP YOU

**CHOICE OF CHAMPIONS 2016 WORLD SUPERSPORT CHAMPIONSHIP**

World Champion Kenan Sofuoglu

**1**

**sbs**

THE POWER TO STOP YOU

**CHOICE OF CHAMPIONS**

Carlos Checa

**1**

**sbs**

THE POWER TO STOP YOU

**CHOICE OF CHAMPIONS**

Kenan Sofuoglu

**1**

**sbs**

THE POWER TO STOP YOU

**World Supersport Champion 2014**

SBS congratulates Pato Hernandez

**1**

**sbs**

THE POWER TO STOP YOU

**TT Isle of Man**

Michael Dunlop

**1**

**sbs**

THE POWER TO STOP YOU

**2012 WORLD SUPERSPORT CHAMPION**

Kenan Sofuoglu

**1**

**sbs**

THE POWER TO STOP YOU

**sbs 2011 WORLD SUPERBIKE CHAMPION**

Carlos Checa

**1**

**sbs**

THE POWER TO STOP YOU

**sbs 2010 WORLD SUPERSPORT CHAMPION**

Kenan Sofuoglu

**1**

**sbs**

THE POWER TO STOP YOU

**BRITISH SUPERSTOCK 1000 CHAMPION**

**1**

**sbs**

THE POWER TO STOP YOU

**INT. DUTCH SUPERBIKE CHAMPION**

**1**

**sbs**

THE POWER TO STOP YOU

**EUROPEAN MOTO2 CHAMPION**

**1**

**sbs**

THE POWER TO STOP YOU

**MOTOAMERICA CHAMPION**

**1**

**sbs**

THE POWER TO STOP YOU

**GERMAN SUPERBIKE CHAMPION**

**1**

**sbs**

THE POWER TO STOP YOU

**ITALIAN CIV SUPERBIKE CHAMPION**

**1**

**sbs**

THE POWER TO STOP YOU

**MOTOAMERICA CHAMPION**

**1**

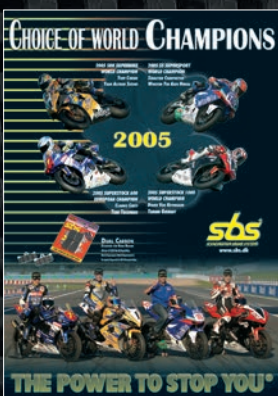
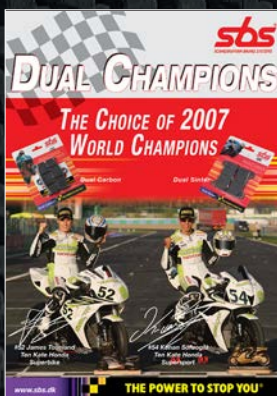
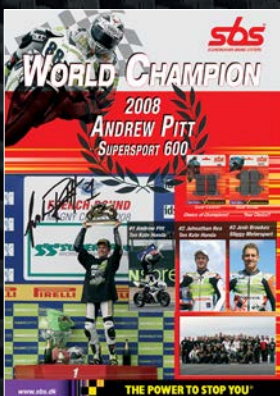
**sbs**

THE POWER TO STOP YOU



# SINCE 2001

**sbs**  
GO AHEAD



# TRUST, FEEL & PERFORMANCE 21 YEARS OF SUCCESS

Vinales • Dean Ellison • Dean Harrison • Dino Iozzo • Dirk Brand • Dominique Aegerter • Dorren Loureiro • Doug Chandler • Doug Polen • Eddi La Marra • Edoardo Rovelli • Eemdi Lahthi • Erwan Nigon • Eugene Laverty • Fabien Foret • Fabio Massei • Fabio Menghi • Fabrizio Pirovano • Federico Caricasulo • Federico Fuligni • Fenton Seabright • Filip Altendorfer • Filip Backlund • Filippo Rovelli • Florian Alt • Florian Marino • Fonsi Nieto • Fred Merkel • Freddy Papunen • Gary Mason • Gary McCoy • Gauthier Duwelz • Geoff May • Giancarlo Falappa • Gianluca Nanelli • Gianluca Vizziello • Gino Borsoi • Gino Rea • Giovanni Bussei • Glen Richards • Glenn Irwin • Glenn Scott • Glenn van Straalen • Graeme Gowland • Gregg Black • Gregorio Lavilla • Gregory Pastre • Gregory Leblanc • Hafiz Syarin • Hannes Soomer • Harry Khouiri • Helge Spjeldnes • Hendra Pratama • Henk vd Mark • Hikari Okubo • Hitoyasu Izutsu • Horst Saiger • Humberto Maier Turquihno • Iain MacPherson • Ian Hutchinson • Ian Lougher • Ian Simpson • Igor Jerman • Iker Garcia • Iker Lecuona • Ilario Dionisi • Ilya Mikhalechik • Ivan Clementi • Jack Cornu • Jack Kennedy • Jacob Kornfeil • Jaimie van Sikkelerus • Jake Gagne • Jake Lewis • Jake Zemke • Jakub Smrz • James Ellison • James Haydon • James Hillier • James Witham • Jamie Coward • Jamie Robinson • Jan Buehn • Jaret Nassaney • Jason O'halloran • Jason Pridmore • Jasper Iwema • Javier Fores • Jed Mettcher • Jeffrey Buis • Jenny Timmouth • Jens Kroon • Jeremy Alcobia • Jeremy Guarmoni • Jeremy McWilliams • Jesco Raffin • Jesper Pellieff • Jimmy Lindstrom • Joan Lascoz • Joe Francis • Joe Roberts • Joel Kelso • Johan Stigefelt • John Crawford • John Crockford • John Hopkins • John Laverty • John McGuinness • John McPhee • John Reynolds • Jonas Folger • Jonathan Rea • Jordi Torres • Jorge Navarro • Josh Brookes • Josh Hayes • Juan Borja • Jules Cluzel • Julian Puffe • Julien da Costa • Julien Enjolras • Jürgen Van der Goorberg • Jörg Teuchert • Kai Børre Andersen • Kaito Toba • Karl Harris • Karsten Rasmussen • Katsuki Fujiwara • Kayla Yaakov • Keith Farmer • Kenan Sofuoglu • Kenny Foray • Kevin Curtian • Kevin Olmedo • Kevin Sabatucci • Kevin Valk • Kevin Wahr • Kim "Ræs" Jensen • Kim Philipp • Koen Meuffels • Koen Zeelen • Kurtis Roberts • Kyle Ryde • Kyle Smith • Kyle Wyman • Larry Pegram • Lars Rulffs • Leandro Mercado • Lee Jackson • Lee Johnston • Leon Camier • Leon Haslam • Leonardo Taccini • Liam MacDonald • Livio Loi • Lorenzo Alfonsi • Lorenzo Zanetti • Loris Baz • Loris Cresson • Lorenzo Baldassarri • Luca Marconi • Luca Scassa • Luca Verdini • Lucas Mahias • Lucas Ockelfelt • Lucy Glöckner • Luis Salom • Lukas Tulovic • Lukas Wimmer • Luke Stapleford • Manuel Gonzalez • Marc Alcobia • Marc Garcia • Marc Moser • Marcel Brenner • Marcel Kellenberger • Marcel Schrötter • Marco Gaggi • Marco Melandri • Marco Tapia • Marcos Ramirez • Maria Herrera • Mark Aitchinson • Markus Reiterberger • Martin Jessop • Marvin Fritz • Marvin Siebdrath • Massimo Roccoli • Mathew Scholtz • Matthias Poulsen • Mathieu Gines • Matt Truelove • Matteo Baiocco • Matthieu Gines • Matthieu Lagrive • Mauro Sanchini • Max Biaggi • Max Neukircher • Maxime Berger • Maximilian Kofler • Meikon Kawakami • Melissa Paris • Michael Barnes • Michael Canducci • Michael Dunlop • Michael Laverty • Michael Rutter • Michael Schulten • Michael vd Mark • Michel Fabrizio • Michele Pirro • Michelle Malatesta • Miguel Duhamel • Miguel Praia • Mika Perez • Mike de Meglio • Mike Edwards • Mike Hale • Mike Jensen • Mike Jones • Mike Smith • Nacho Calero • Neil Hodgson • Nial McKenzie • Niccolò Canepa • Nick Kalinin • Nicky Hayden • Nico Terol • Nicolai Sørensen • Nigel Walraven • Niki Tuuli • Ole Bjørn Plassen • Oli Bayliss • Patric Muff • Paul Young • Pepijn Bijsterbosch • Pere Riba • Peter Goddard • Peter Hickman • Peter Linden • Peter Sebestyen • Peter Öttl • Philipp Hafeneeger • Philipp Öttl • Pier Francesco Chili • Piergiorgio Bontempi • P.J. 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# SUPERSPORT 300

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

## KAWASAKI EX 400 NINJA



### KAWASAKI

EX	400 Ninja	18 - 23
EX	400 Ninja SE	18 - 23

### COMPOUND CHOICE



	DS-1	DS-2	DC	RST
955	△	△	△	△
955	△	△	△	△

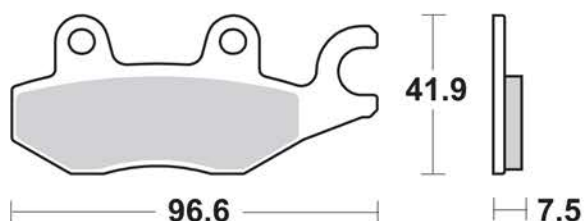
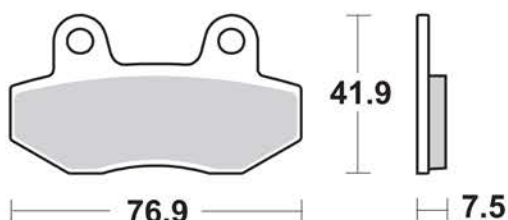
### COMPOUND CHOICE



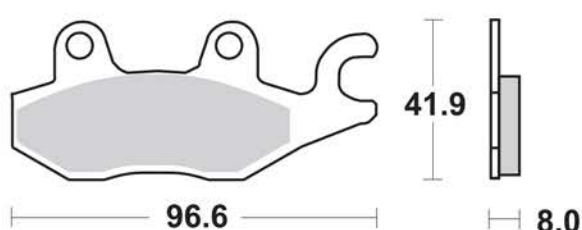
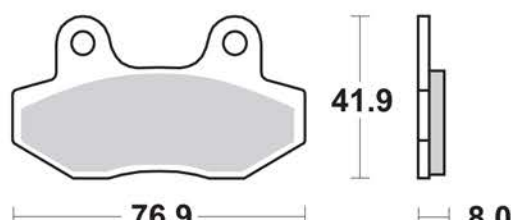
	RQ	LS
638	△	△
638	△	△

△ = Available compounds

### SBS 955 DS-1 • DS-2 • DC • RST



### SBS 638 RQ • LS





# SUPERSPORT 300

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## KOVE 321 RR



900S-1 & 900S-2



DUAL SINTER



KOVE

321 RR

23 - 23

COMPOUND CHOICE



900\*

DS-1

DS-2

DC

RST

COMPOUND CHOICE



926

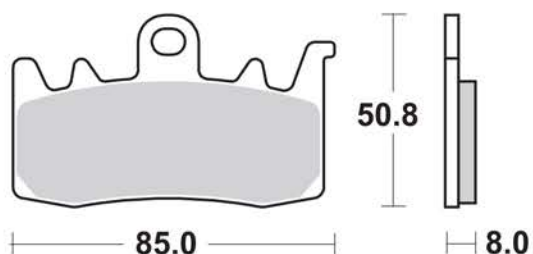
RQ

LS

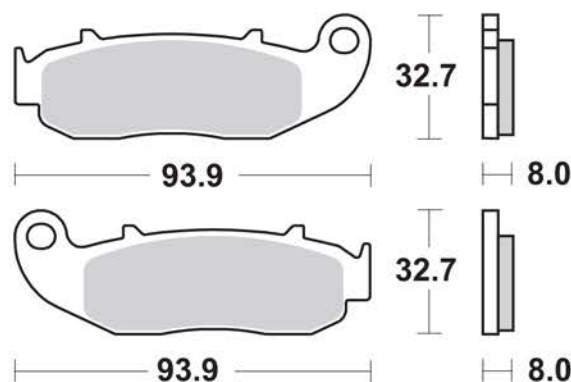
HF

\* = 2 sets required / Δ = Available compounds

SBS 900 DS-1 • DS-2 • DC • RST



SBS 926 HF





# SUPERSPORT 300

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## KTM RC 390 & Upgrade DS



**KTM**

RC 390  
RC 390 Upgrade DS

14 - 23  
14 - 23

**COMPOUND CHOICE**



DS-1 DS-2 DC RST  
877  
634

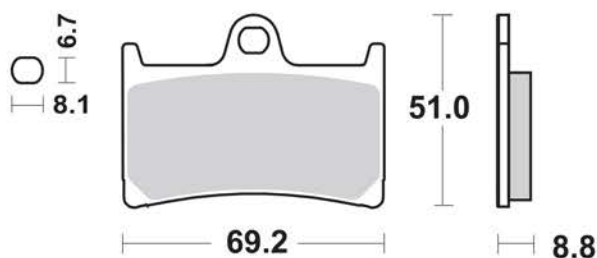
**COMPOUND CHOICE**



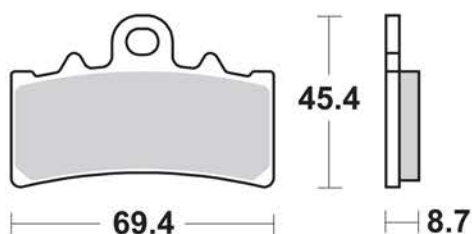
RQ LS  
675  
675

△ = Available compounds

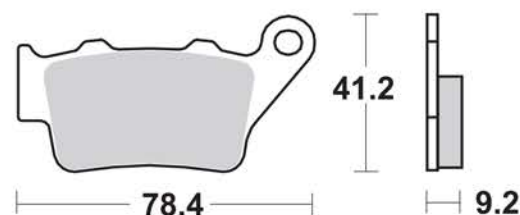
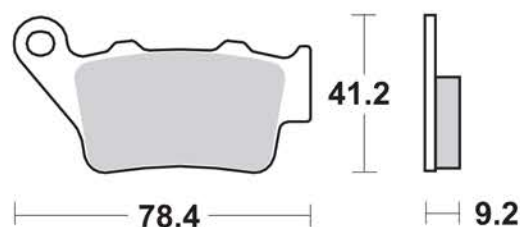
**SBS 634 DS-1 • DS-2 • DC • RST**



**SBS 877 DC • RST**



**SBS 675 RQ • LS**





# SUPERSPORT 300

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## YAMAHA R3



DUAL SINTER



931DC



931RST



932RQ



**YAMAHA**

YZF 321 R3

15 - 23



931

DS-1

DS-2

DC

RST



932

RQ

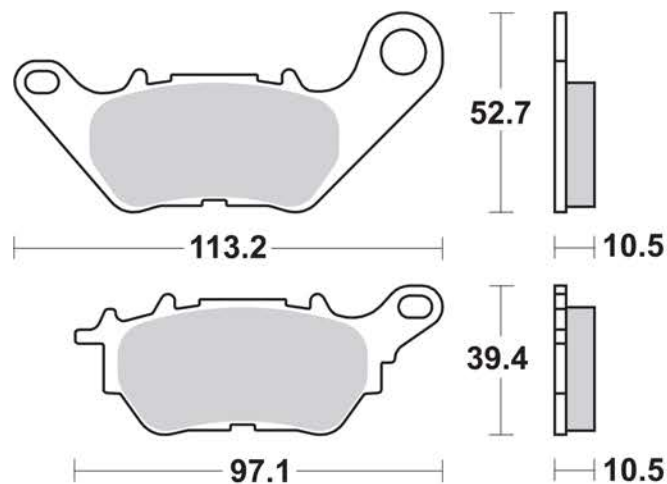
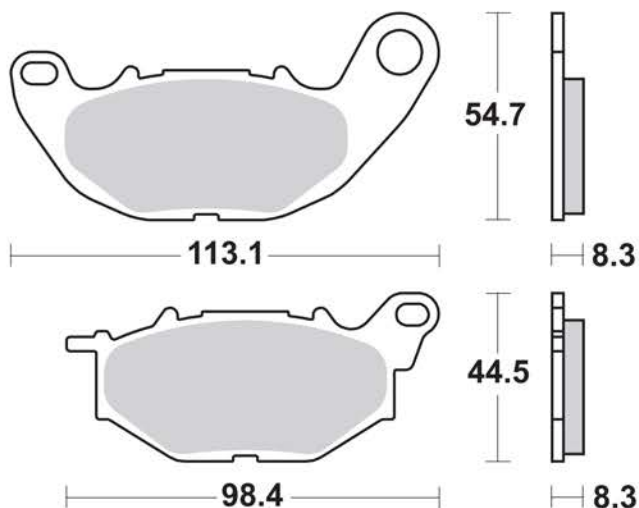
LS

△ = Available quality

△ = Available compounds

**SBS 931 DS-1 • DS-2 • DC • RST**

**SBS 932 RQ**





# WORLD SUPERSPORT 600

**SBS**  
SUPERSPORT  
FIM WORLD CHAMPIONSHIP

# 2022



World Supersport Champion 2021 & 2022

**#77 Dominique Aegerter**

Ten Kate Racing

*D. Aegerter*  
#77

# 1

2022 WORLD CHAMPION

**SBS** SUPERSPORT  
FIM WORLD CHAMPIONSHIP



SBS 634 DS-1 & SBS 966 DS-1  
DUAL SINTER



SBS 834 RQ  
CARBON TECH



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@sbsbrakes . sbsbrakes . #GoAhead



# SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## DUCATI 955 Panigale V2



900DS-1 & 900DS-2

DUAL SINTER

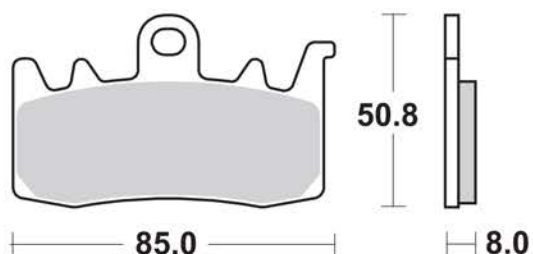


### DUCATI

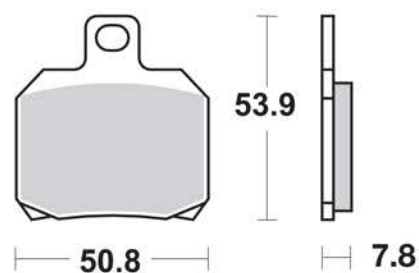
955 Panigale V2	20 - 23	900*	△	△	△	△	730	△	△
955 Panigale V2 Bayliss	20 - 23	900*	△	△	△	△	730	△	△

\* = 2 sets required / △ = Available compounds

### SBS 900 DS-1 • DS-2 • DC • RST



### SBS 730 RQ • LS





# SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## HONDA CBR 600



809DS-1 & 809DS-2

947DS-1 & 947DS-2



DUAL SINTER

DUAL SINTER



### HONDA

CBR 600 RR  
CBR 600 RR

09 - 18  
18 - 21



### COMPOUND CHOICE

DS-1 DS-2 DC RST  
△ △ △ △

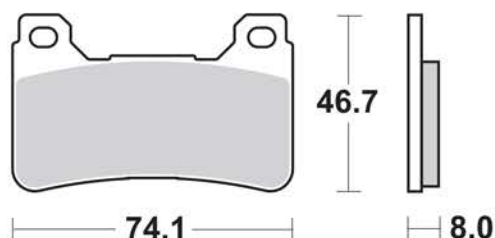


### COMPOUND CHOICE

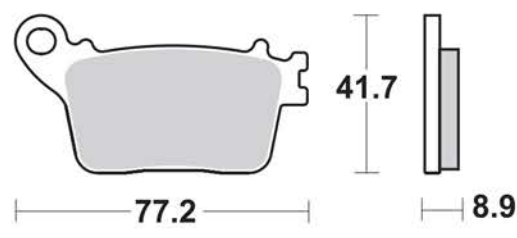
RQ LS  
834 834 △ △

\* = 2 sets required / △ = Available compounds

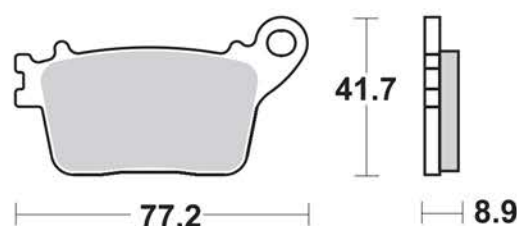
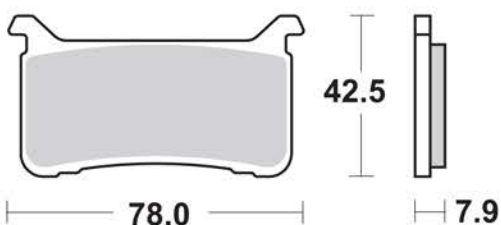
### SBS 809 DS-1 • DS-2 • DC • RST



### SBS 834 RQ • LS



### SBS 947 DS-1 • DS-2 • DC • RST





# SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

## KAWASAKI ZX-6R 600 NINJA



DUAL SINTER



### KAWASAKI

ZX-6R 600 Ninja

07 - 17



#### COMPOUND CHOICE

DS-1 DS-2 DC RST

838\*

△

△

△

△



#### COMPOUND CHOICE

RQ LS

687

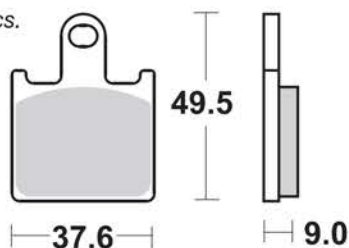
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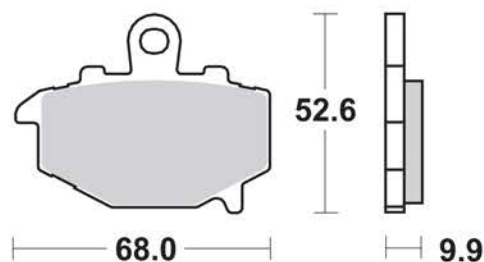
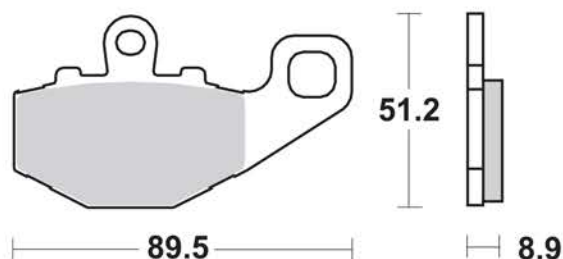
\* = 2 sets required / △ = Available compounds

### SBS 838 DS-1 • DS-2 • DC • RST

1 set = 4 pcs.



### SBS 687 RQ • LS





# SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

## KAWASAKI ZX-6R 636 Ninja



B60DS-1 & B60DS-2



DUAL SINTER



### KAWASAKI

ZX-6R	636 Ninja	13 - 18
ZX-6R	636 Ninja Upgrade DS	13 - 18
ZX-6R	636 Ninja ABS	13 - 23
ZX-6R	636 Ninja ABS Upgrade DS	13 - 23

### COMPOUND CHOICE



	DS-1	DS-2	DC	RST
894*			△	△
860*	△	△		
894*			△	△
860*	△	△		

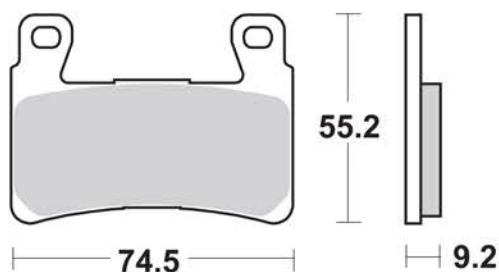
### COMPOUND CHOICE



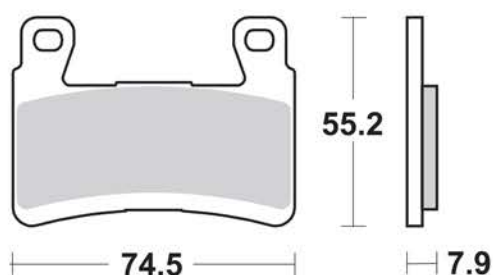
	RQ	LS
834	△	△
834	△	△
834	△	△
834	△	△

\* = 2 sets required / △ = Available compounds

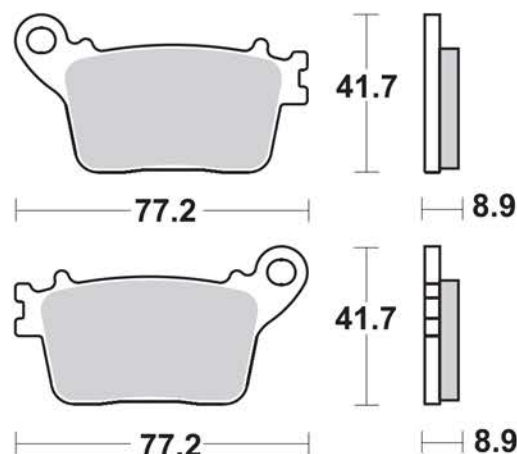
### SBS 860 DS-1 • DS-2



### SBS 894 DC • RST



### SBS 834 RQ • LS





# SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

## MV AGUSTA F3 800 RR



B41DS-1 & B41DS-2



DUAL SINTER



### MV AGUSTA

F3 800 RR

21 - 23



841\*

DS-1

DS-2

DC

RST

730

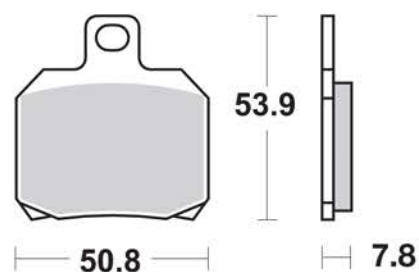
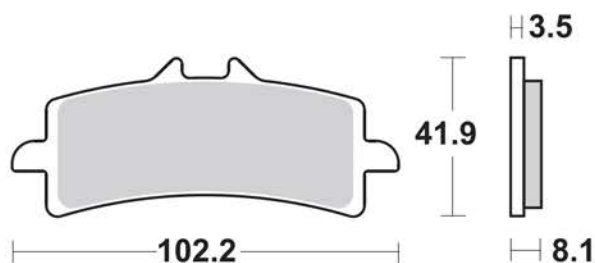
RQ

LS

\* = 2 sets required / Δ = Available compounds

### SBS 841 DS-1 • DS-2 • DC • RST

### SBS 730 RQ • LS





# SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## TRIUMPH 765 Street Triple RS



901DS-1 & 901DS-2

DUAL SINTER



TRIUMPH

765 Street Triple RS

17 - 23



COMPOUND CHOICE

DS-1 DS-2 DC RST

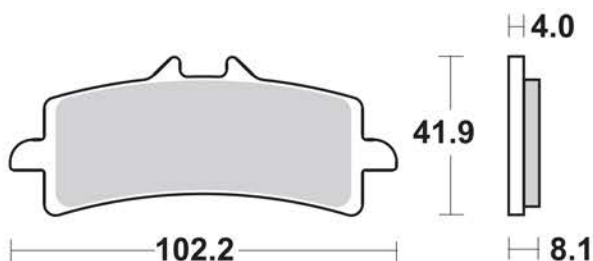
COMPOUND CHOICE



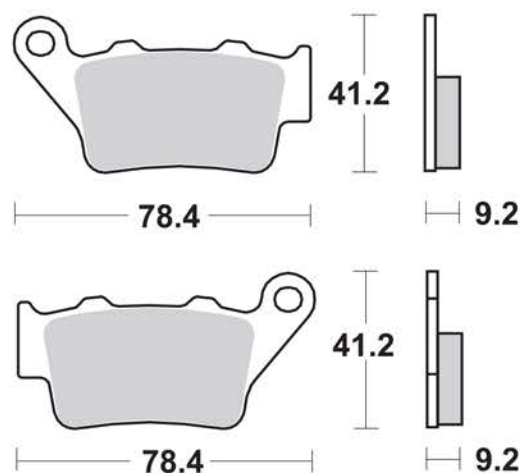
675 RQ LS

\* = 2 sets required / Δ = Available compounds

SBS 901 DS-1 • DS-2 • DC • RST



SBS 675 RQ • LS





# SUPERSPORT 600

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## YAMAHA R6



634DS-1 & 634DS-2



DUAL SINTER



966DS-1 & 966DS-2



DUAL SINTER



### YAMAHA

YZF	600 R6	17 - 23
YZF	600 R6 Quick Change / Front wheel ("flag-to-flag" races)	17 - 23

### COMPOUND CHOICE



	DS-1	DS-2	DC	RST
634	△	△	△	△
966	△	△		

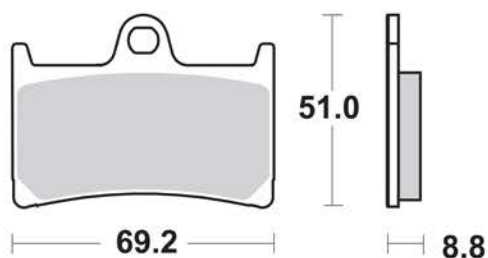
### COMPOUND CHOICE



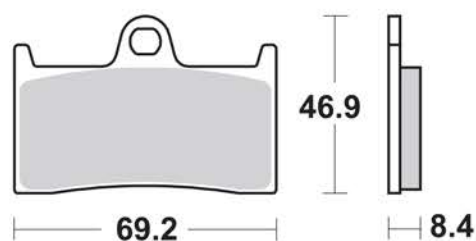
	RQ	LS
834	△	△
834	△	△

△ = Available compounds

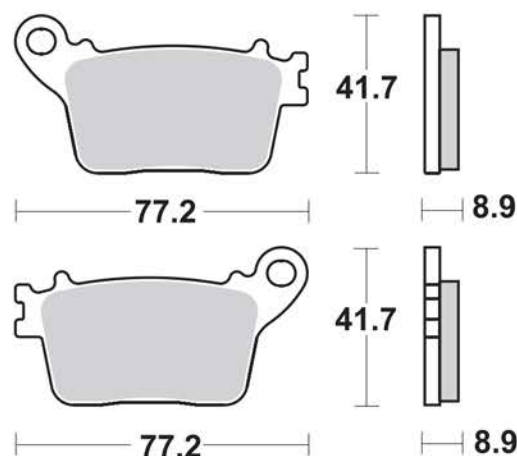
### SBS 634 DS-1 • DS-2 • DC • RST



### SBS 966 DS-1 • DS-2



### SBS 834 RQ • LS





# ISLE OF MAN TT RACES CHAMPION



# 2022

- 1<sup>ST</sup> SENIOR TT
- 1<sup>ST</sup> SUPERBIKE TT
- 1<sup>ST</sup> SUPERSTOCK TT
- 1<sup>ST</sup> SUPERTWIN TT

ISLE OF MAN TT LAP RECORD HOLDER – 135.452 MPH / 217.989 KM/H



#10 Peter "Hicky" Hickman

Gas Monkey Garage by FHO Racing



PHOTO: James Wright



SBS 889 DS-1 & SBS 985 DS-1  
DUAL SINTER



SBS 887 RQ & SBS 984 RQ  
CARBON TECH



HI-TECH BRAKE SOLUTIONS  
MADE IN EUROPE



@sbsbrakes . sbsbrakes . #GoAhead



# SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## APRILIA RSV4



841DS-1 & 841DS-2



DUAL SINTER

901DS-1 & 901DS-2



DUAL SINTER



### APRILIA

RSV4-RF	1000
RSV4-RR	1000
RSV4	1100 Factory

15 - 20
15 - 20
19 - 23



### COMPOUND CHOICE

DS-1	DS-2	DC	RST
901*	△	△	△
901*	△	△	△
841*	△	△	△

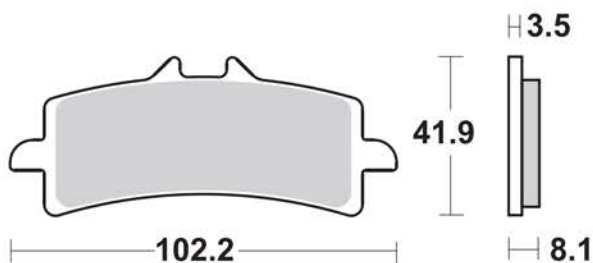
### COMPOUND CHOICE



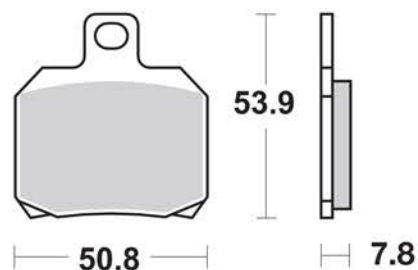
RQ	LS
730	△
730	△
730	△

\* = 2 sets required / △ = Available compounds

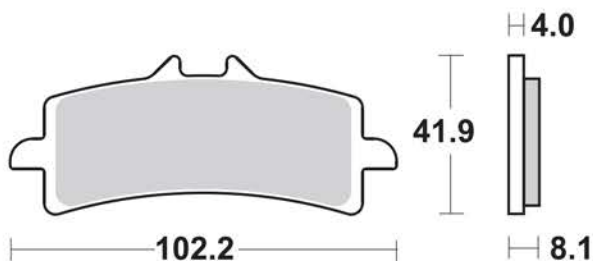
### SBS 841 DS-1 • DS-2 • DC • RST



### SBS 730 RQ • LS



### SBS 901 DS-1 • DS-2 • DC • RST





# SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

**sbs**

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## BMW M 1000 RR



**BMW**

M 1000 RR

21 - 23



985\*

DS-1

DS-2

DC

RST



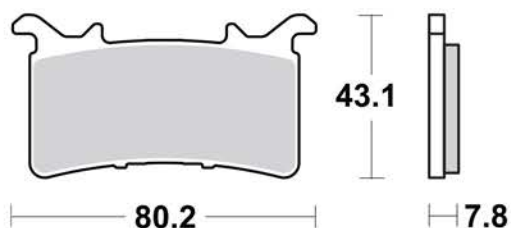
984

RQ

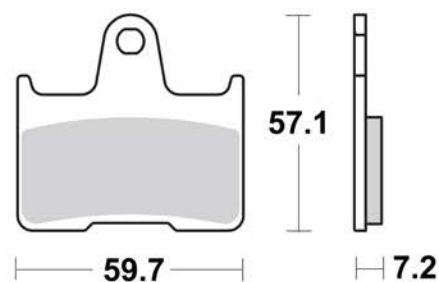
LS

\* = 2 sets required / Δ = Available compounds

**SBS 985 DS-1 • DS-2 • DC • RST**



**SBS 984 RQ • LS**





# SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## BMW S 1000 RR



For BMW S 1000 RR HP4 12-14 & HP4 Race 17-20 – see [sbsbrakes.com](http://sbsbrakes.com)

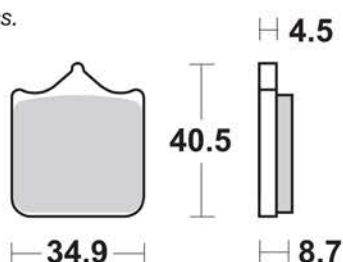


BMW			COMPOUND CHOICE					COMPOUND CHOICE		
				DS-1	DS-2	DC	RST		RQ	LS
S	1000 RR (Brembo)	09 - 18	870*	△	△	△	△	675	△	△
S	1000 RR (Hayes)	19 - 20	960*	△	△	△	△	675	△	△
S	1000 RR (Nissin)	21 - 23	985*	△	△	△	△	675	△	△

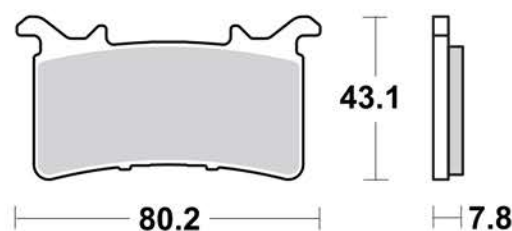
\* = 2 sets required / △ = Available compounds

### SBS 870 DS-1 • DS-2 • DC • RST

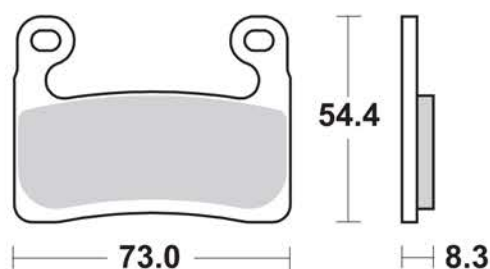
1 set = 4 pcs.



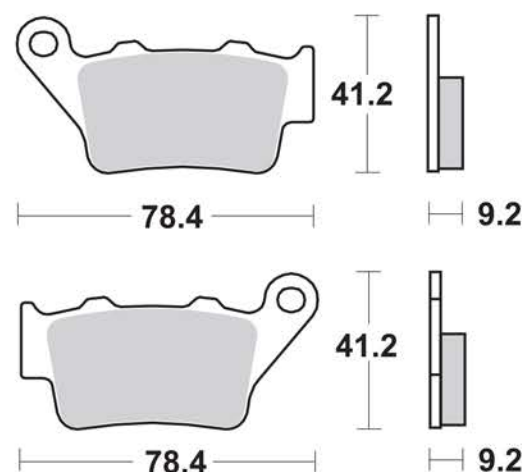
### SBS 985 DS-1 • DS-2 • DC • RST



### SBS 960 DS-1 • DS-2 • DC • RST



### SBS 675 RQ • LS





# SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## DUCATI PANIGALE V4 R & S

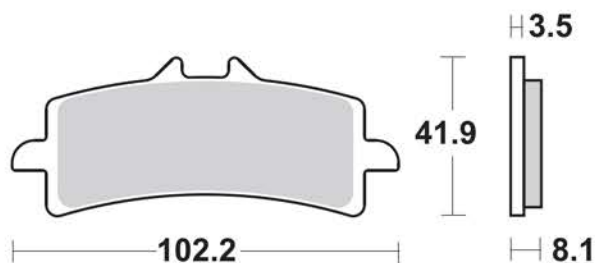


### DUCATI

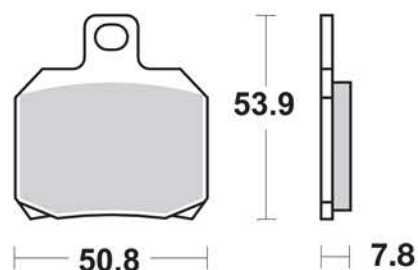
				COMPOUND CHOICE				COMPOUND CHOICE		
				DS-1	DS-2	DC	RST		RQ	LS
1000	Panigale V4 R / all models	19 - 23	841*	△	△	△	△	730	△	△
1100	Panigale V4 / all models	18 - 23	841*	△	△	△	△	730	△	△

\* = 2 sets required / △ = Available compounds

### SBS 841 DS-1 • DS-2 • DC • RST



### SBS 730 RQ • LS





# SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## HONDA CBR 1000 Fireblade RR-R



For Honda CBR 1000 Fireblade 09-19 – see [sbsbrakes.com](http://sbsbrakes.com)



### HONDA

CBR	1000 Fireblade RR-R	20 - 21
CBR	1000 Fireblade RR-R SP	20 - 21
CBR	1000 Fireblade RR-R SP	22 - 23

### COMPOUND CHOICE



DS-1	DS-2	DC	RST
985*	△	△	△
901*	△	△	△
841*	△	△	△

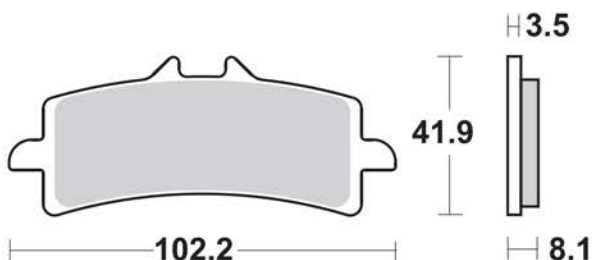
### COMPOUND CHOICE



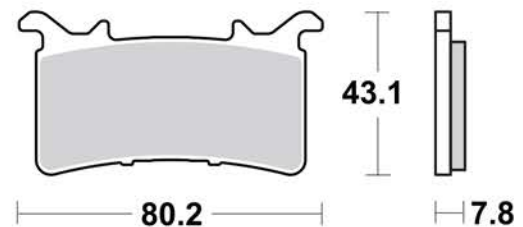
RQ	LS
730	△
730	△
730	△

\* = 2 sets required / △ = Available compounds

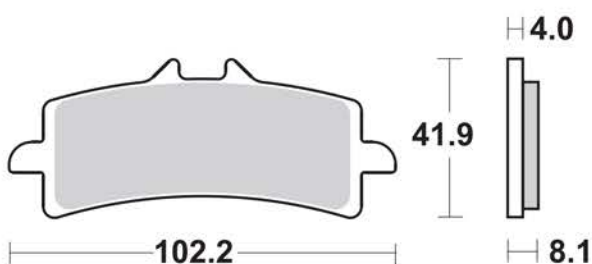
### SBS 841 DS-1 • DS-2 • DC • RST



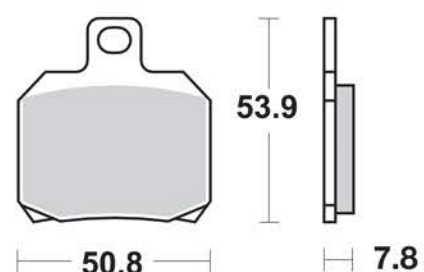
### SBS 985 DS-1 • DS-2 • DC • RST



### SBS 901 DS-1 • DS-2 • DC • RST



### SBS 730 RQ • LS





# SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## KAWASAKI ZX-10RR 1000 NINJA



DUAL SINTER



841DC



841RST



834RQ



834LS

For Kawasaki ZX-10R 1000 Ninja 08-15 – see [sbsbrakes.com](http://sbsbrakes.com)



### KAWASAKI

ZX-10R 1000 Ninja  
ZX-10R 1000 Ninja SE  
ZX-10RR 1000 Ninja

16 - 23  
18 - 22  
17 - 23



### COMPOUND CHOICE

DS-1 DS-2 DC RST

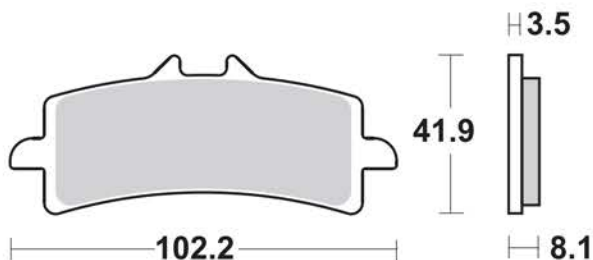
### COMPOUND CHOICE



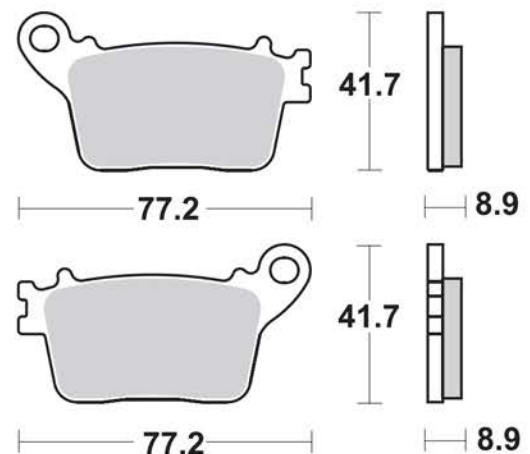
RQ LS

\* = 2 sets required / Δ = Available compounds

### SBS 841 DS-1 • DS-2 • DC • RST



### SBS 834 RQ • LS





# SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## SUZUKI GSX-R 1000



**SUZUKI**

GSX-R 1000

12 - 23

COMPOUND CHOICE



841\* DS-1 DS-2 DC RST

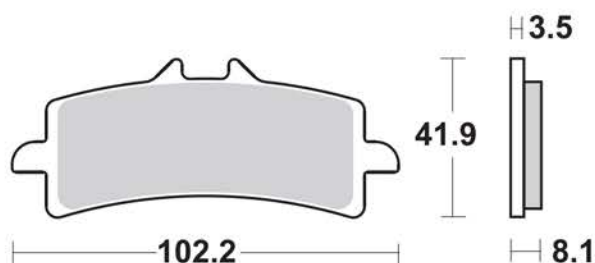
COMPOUND CHOICE



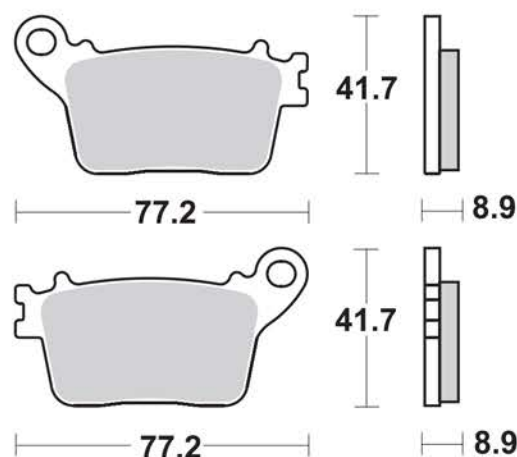
834 RQ LS

\* = 2 sets required /  $\Delta$  = Available compounds

**SBS 841 DS-1 • DS-2 • DC • RST**



**SBS 834 RQ • LS**





# SUPERSTOCK 1000

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## YAMAHA R1



DUAL SINTER



DUAL SINTER



### YAMAHA

YZF	1000 R1	15 - 23
YZF	1000 R1 Quick Change / Front wheel ("flag-to-flag" races)	17 - 23

### COMPOUND CHOICE



	DS-1	DS-2	DC	RST
634	△	△	△	△
966	△	△		

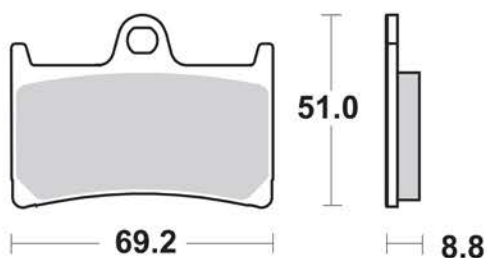
### COMPOUND CHOICE



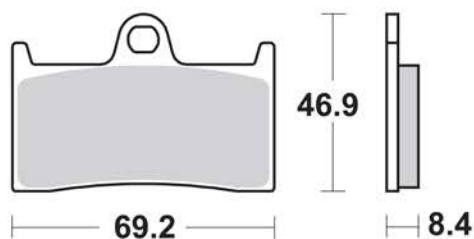
	RQ	LS
834	△	△
834	△	△

△ = Available compounds

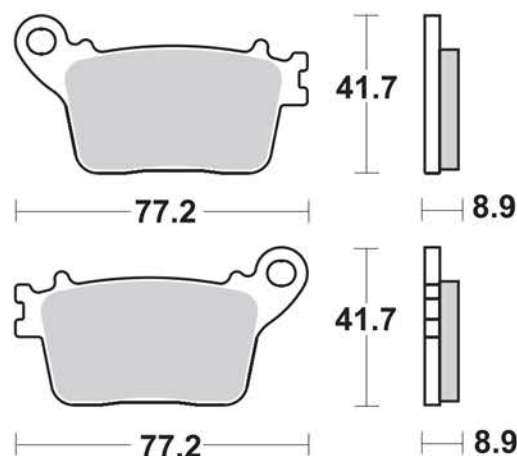
### SBS 634 DS-1 • DS-2 • DC • RST



### SBS 966 DS-1 • DS-2



### SBS 834 RQ • LS





# GERMAN SUPERBIKE CHAMPION



# 2022



#28 Markus Reiterberger

Alpha Racing-Van Zon-BMW



**REITER**  
**28**



PHOTO: Damon Teerink



SBS 985 DS-2  
DUAL SINTER



SBS 984 RQ  
CARBON TECH



HI-TECH BRAKE SOLUTIONS  
MADE IN EUROPE



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# VARIOUS RACE CUP'S & CLASSES

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## BMW F 900 R



900S-1 & 900S-2



DUAL SINTER



BMW

F 900 R

20 - 23

COMPOUND CHOICE



DS-1 DS-2 DC RST

900\* Δ Δ Δ Δ

COMPOUND CHOICE

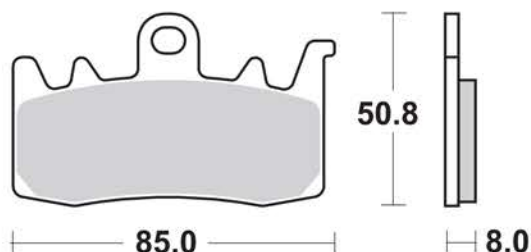


RQ LS

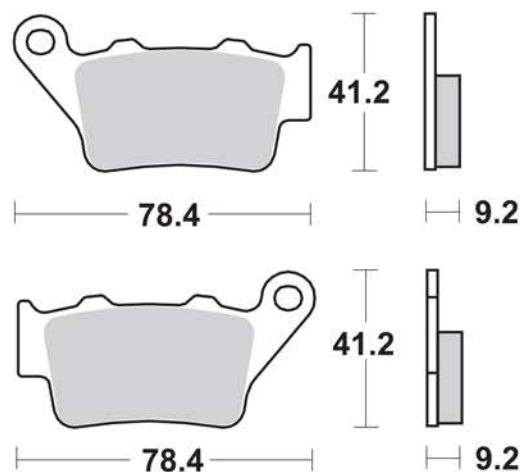
675 Δ Δ

\* = 2 sets required / Δ = Available compounds

SBS 900 DS-1 • DS-2 • DC • RST



SBS 675 RQ • LS





# VARIOUS RACE CUP'S & CLASSES

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## KTM RC8 890 C



B41DS-1 & B41DS-2



DUAL SINTER



KTM

RC8 890 C

22 - 22



841\*

DS-1

DS-2

DC

RST



730

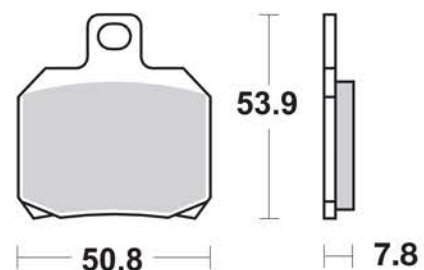
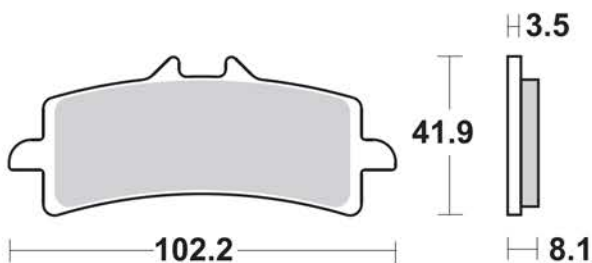
RQ

LS

\* = 2 sets required / Δ = Available compounds

SBS 841 DS-1 • DS-2 • DC • RST

SBS 730 RQ • LS





# VARIOUS RACE CUP'S & CLASSES

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



GO AHEAD

## OHVALE GP-0 & GP-2

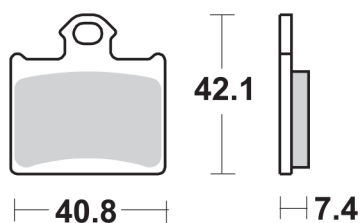


### OHVALE

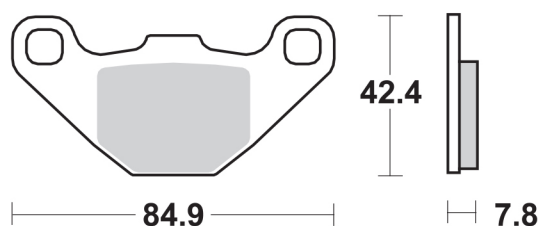
		COMPOUND CHOICE				COMPOUND CHOICE				
			DS-1	DS-2	DC	RST	RQ	LS	HF	
GP-0	110	17 - 23	885				△	872	△	
GP-0	160	17 - 23	885				△	872	△	
GP-0	190	17 - 23	885				△	872	△	
GP-0	212	17 - 23	872*				△	872	△	
GP-2	190	21 - 23	962				△	548		△

\* = 2 sets required / △ = Available compounds

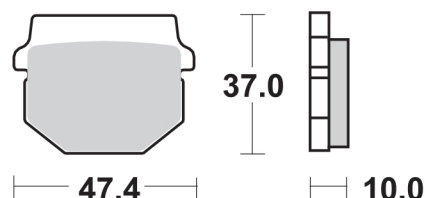
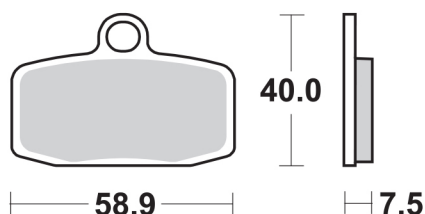
### SBS 872 RST • RQ



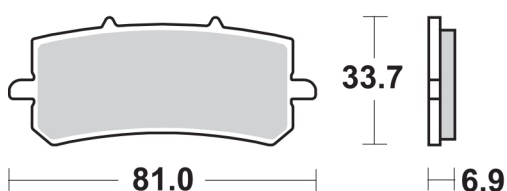
### SBS 548 HF



### SBS 885 RST



### SBS 962 RST





# VARIOUS RACE CUP'S & CLASSES

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE



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## YAMAHA YZF 700 R7



634DS-1 & 634DS-2



DUAL SINTER



**YAMAHA**

YZF 700 R7

22 - 23



634\*

DS-1

DS-2

DC

RST



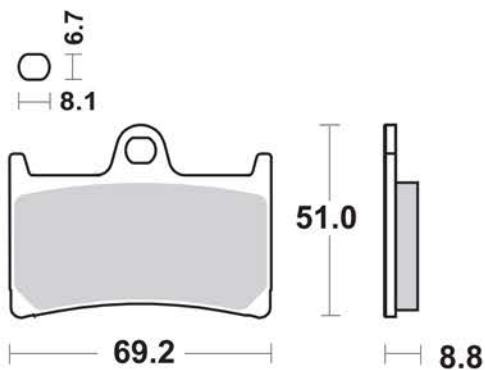
657

RQ

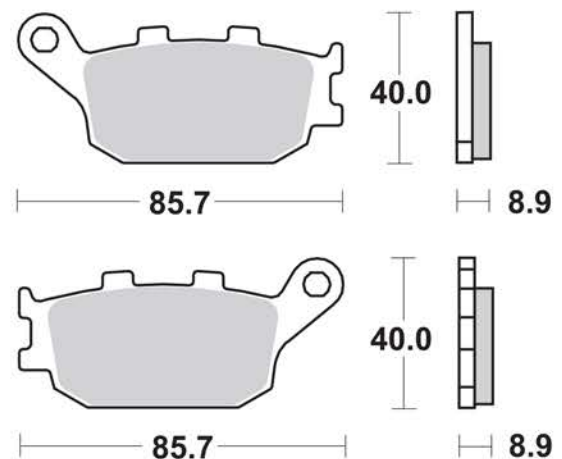
LS

\* = 2 sets required / Δ = Available compounds

**SBS 634 DS-1 • DS-2 • DC • RST**



**SBS 657 RQ • LS**





# SUPERBIKE APPLICATIONS

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

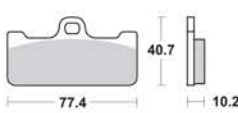
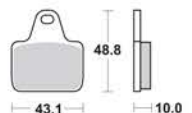
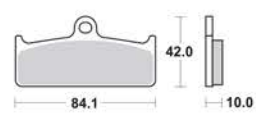
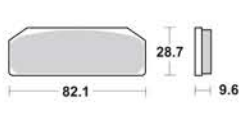

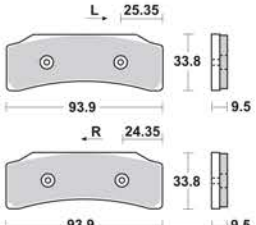
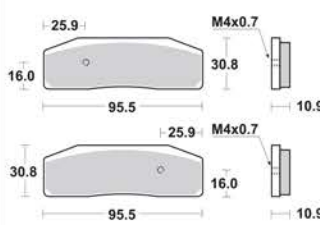
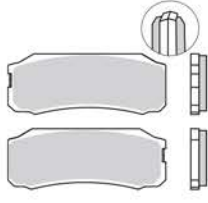

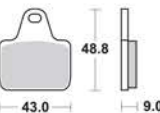
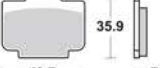
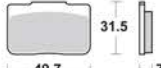


GO AHEAD



FRONT

REAR

<b>SBS 711</b> DC • RST • DS-1 • DS-2 	<b>SBS 805</b> DC • DS-1 • DS-2 1 set = 4 pcs. 	<b>SBS 825</b> DC • DS-1 • DS-2 	<b>SBS 845</b> DC • DS-1 • DS-2 
<b>SBS 889</b> DS-1 • DS-2 	<b>SBS 909</b> DS-1 • DS-2 	<b>SBS 950</b> DS-1 • DS-2 	<b>SBS 989</b> DS-1 • DS-2 
<b>SBS 732</b> RQ 	<b>SBS 887</b> DC • DS-1 • DS-2 1 set = 4 pcs. 	<b>SBS 941</b> RQ • LS • RST 	<b>SBS 942</b> RQ • LS 



# MOTO2 APPLICATIONS

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

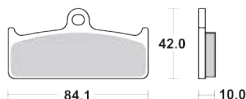


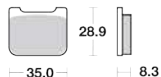




GO AHEAD



FRONT

REAR

<p>SBS 825 DC • DS-1 • DS-2</p> 	<p>SBS 845 DC • DS-1 • DS-2</p> 	<p>SBS 889 DS-1 • DS-2</p> 	
<p>SBS 732 RQ</p> 	<p>SBS 941 RQ • LS • RST</p> 	<p>SBS 942 RQ • LS</p> 	



# MOTO3 APPLICATIONS

HI-TECH BRAKE SOLUTIONS MADE IN EUROPE

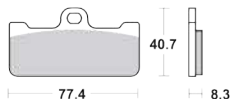
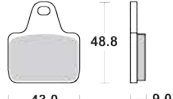
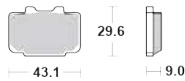
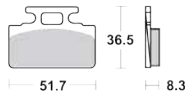
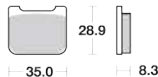


GO AHEAD



FRONT

REAR

<p>SBS 695 DC • RST • DS-1 • DS-2</p> 	<p>SBS 887 DC • DS-1 • DS-2</p> 	<p>SBS 990 DS-1 • DS-2</p> 	
<p>SBS 618 RQ</p> 	<p>SBS 732 RQ</p> 		

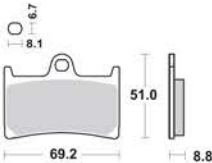
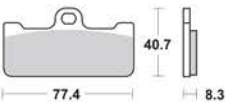
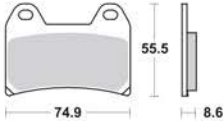
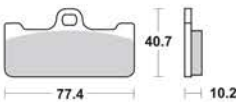
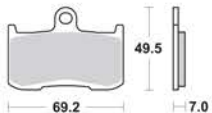
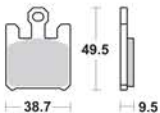
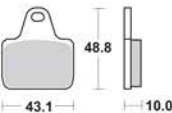
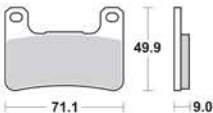
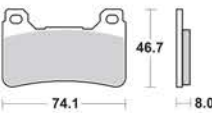
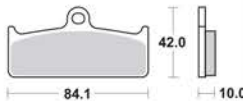
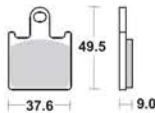
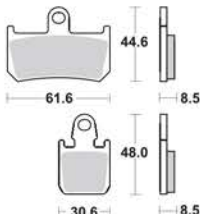
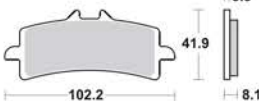

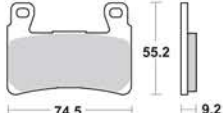
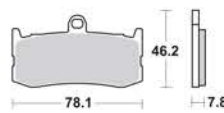
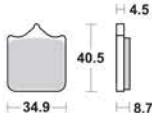
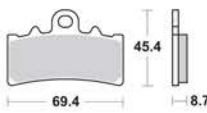
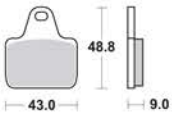

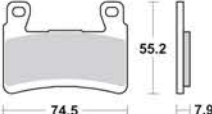
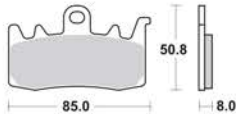
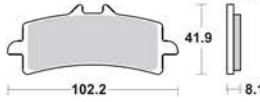
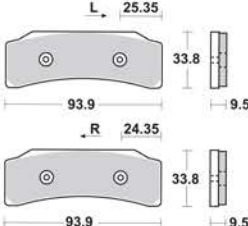


# FRONT RACING BRAKE PAD DRAWINGS

MOST USED RACING BRAKE PAD REFERENCES

BRANDS • AVAILABLE COMPOUNDS



<b>SBS 634</b> DC • RST • DS-1 • DS-2 <b>KTM</b> <b>YAMAHA</b> 	<b>SBS 695</b> DC • RST • DS-1 • DS-2 <b>BREMO</b> <b>RACING</b> 	<b>SBS 706</b> DC • RST • DS-1 • DS-2 <b>DUCATI</b> 	<b>SBS 711</b> DC • RST • DS-1 • DS-2 <b>BREMO</b> <b>NISSIN</b> <b>RACING</b> 
<b>SBS 782</b> DC • RST <b>MORIWAKI</b> 	<b>SBS 788</b> DC • RST • DS-1 1 set = 4 pcs. <b>KAWASAKI</b> 	<b>SBS 805</b> DC • DS-1 • DS-2 1 set = 4 pcs. <b>BREMO</b> <b>RACING</b> 	<b>SBS 806</b> DC • RST • DS-1 • DS-2 <b>KAWASAKI</b> <b>SUZUKI</b> 
<b>SBS 809</b> DC • RST • DS-1 • DS-2 <b>HONDA</b> 	<b>SBS 825</b> DC • DS-1 • DS-2 <b>NISSIN</b> 	<b>SBS 838</b> DC • RST • DS-1 • DS-2 1 set = 4 pcs. <b>KAWASAKI</b> 	<b>SBS 839</b> DC • RST • DS-1 1 set = 2 pcs. small/large <b>YAMAHA</b> 
<b>SBS 841</b> DC • RST • DS-1 • DS-2 <b>APRILIA</b> <b>DUCATI</b> <b>KAWASAKI</b> <b>KTM</b> <b>MV AGUSTA</b> <b>SUZUKI</b> 	<b>SBS 845</b> DC • DS-1 • DS-2 <b>BREMO</b> <b>RACING</b> 	<b>SBS 860</b> DS-1 • DS-2 <b>KAWASAKI</b> 	<b>SBS 864</b> DC • RST <b>TRIUMPH</b> 
<b>SBS 870</b> DC • RST • DS-1 • DS-2 1 set = 4 pcs. <b>BMW</b> 	<b>SBS 877</b> DC • RST <b>KTM</b> 	<b>SBS 887</b> DC • DS-1 • DS-2 • LS • RQ <b>BREMO</b> <b>RACING</b> 	<b>SBS 889</b> DS-1 • DS-2 <b>BREMO</b> <b>RACING</b> 
<b>SBS 894</b> DC • RST <b>KAWASAKI</b> 	<b>SBS 900</b> DC • RST • DS-1 • DS-2 <b>APRILIA</b> <b>DUCATI</b> 	<b>SBS 901</b> DC • RST • DS-1 • DS-2 <b>APRILIA</b> <b>BIMOTA</b> <b>BMW</b> <b>HONDA</b> <b>MV AGUSTA</b> <b>TRIUMPH</b> 	<b>SBS 909</b> DS-1 • DS-2 <b>BREMO</b> <b>RACING</b> 





<p><b>SBS 931</b> <span style="color: red;">YAMAHA</span> DC • RST • DS-1 • DS-2</p>	<p><b>SBS 947</b> <span style="color: red;">HONDA</span> DC • RST • DS-1 • DS-2</p>	<p><b>SBS 950</b> <span style="color: red;">NISSIN</span> DS-1 • DS-2</p>	<p><b>SBS 955</b> <span style="color: red;">KAWASAKI</span> DC • RST • DS-1 • DS-2</p>
<p><b>SBS 960</b> <span style="color: red;">BMW</span> DC • RST • DS-1 • DS-2</p>	<p><b>SBS 966</b> <span style="color: red;">YAMAHA</span> DS-1 • DS-2</p>	<p><b>SBS 985</b> <span style="color: red;">BMW HONDA</span> DC • RST • DS-1 • DS-2</p>	<p><b>SBS 989</b> <span style="color: red;">BREMBO RACING</span> DS-1 • DS-2</p>
<p><b>SBS 990</b> <span style="color: red;">BREMBO RACING</span> DS-1 • DS-2</p>			



# REAR RACING BRAKE PAD DRAWINGS

MOST USED RACING BRAKE PAD REFERENCES

BRANDS • AVAILABLE COMPOUNDS



<b>SBS 618</b> RQ  51.7 36.5 8.3	<b>SBS 638</b> RQ • LS  76.9 41.9 8.0 96.6 41.9 8.0	<b>SBS 657</b> RQ • LS  85.7 40.0 8.9 85.7 40.0 8.9	<b>SBS 675</b> RQ • LS  78.4 41.2 9.2 78.4 41.2 9.2
<b>SBS 687</b> RQ • LS  89.5 51.2 8.9 68.0 52.6 9.9	<b>SBS 730</b> RQ • LS  50.8 53.9 7.8	<b>SBS 732</b> RQ  35.0 28.9 8.3	<b>SBS 763</b> RQ • LS  69.4 42.5 7.5
<b>SBS 833</b> RQ • LS  88.9 39.1 9.7 88.9 39.1 9.7	<b>SBS 834</b> RQ • LS  77.2 41.7 8.9 77.2 41.7 8.9	<b>SBS 887</b> DC • DS-1 • DS-2 • LS • RQ  43.0 48.8 9.0	<b>SBS 932</b> RQ  113.2 52.7 10.5 97.1 39.4 10.5
<b>SBS 941</b> RQ • LS • RST  49.7 35.9 7.5	<b>SBS 942</b> RQ • LS  49.7 31.5 7.5	<b>SBS 984</b> RQ • LS  59.7 57.1 7.2	





GO AHEAD

# SBS PARTNERS IN RACING

## WORLD CHAMPIONSHIP GP - MOTO 2

- \* American Racing Team
- \* Intact GP Husqvarna Liqui Moly
- \* RW Racing GP

## WORLD CHAMPIONSHIP GP - MOTO 3

- \* Intact GP Husqvarna Liqui Moly
- \* CIP-Green Power

## WORLD CHAMPIONSHIP - SUPERBIKE

- \* Barni Racing Team
- \* Kawasaki Puccetti Racing
- \* Yamaha R3 bLU cRU European Cup

## WORLD CHAMPIONSHIP - SUPERSPORT 600

- #1 Ten Kate Racing – 2022 WORLD CHAMPION
- \* Kawasaki Puccetti Racing
- \* Althea Racing Team
- \* Barni Racing Team
- \* MtM Racing
- \* Orelac Kawasaki Racing
- \* MIE-MS Racing Honda Team
- \* Dynavolt Triumph Factory
- \* Vince64 by Puccetti Racing

## WORLD CHAMPIONSHIP - SUPERSPORT 300

- #1 ARCO Motor University Team – 2022 WORLD CHAMPION
- \* MtM Kawasaki Racing
- \* RT Motorsports by SKM
- \* Yamaha MS Racing
- \* Team #109 Kawasaki
- \* Deza-BOX77 Racing Team

## WORLD CHAMPIONSHIP ENDURANCE

- \* Tati Team Beringer Racing
- \* Team Bolliger Kawasaki Switzerland
- \* RAC41 ChromeBurner Honda
- \* TECMAS BMW Racing Team

## EUROPEAN CHAMPIONSHIP

- #1 Intact GP Junior Team – 2022 CHAMPION
- \* CIP Racing Junior Team

## BSB BRITISH SUPERBIKE CHAMPIONSHIP

- #1 OMG Yamaha Racing – 2022 CHAMPION
- #1 Padgett's Racing – 2022 CHAMPION
- \* PBM Ducati
- \* FHO Racing BMW
- \* Synetiq TAS BMW Racing
- \* FS-3 Kawasaki Racing
- \* Honda Racing UK
- \* Hawk Honda Racing
- \* DAO Racing

## MA MOTO AMERICA CHAMPIONSHIP

- #1 Tytlers Cycle RideHVMC Racing – 2022 CHAMPION
- #1 N2 Racing – 2022 CHAMPION
- #1 S&S Cycle Racing Team – King Of The Baggers & Super Hooligan – 2022 CHAMPION
- \* Westby Racing
- \* Altus Motorsports
- \* MP13 Melissa Paris Racing
- \* Kayla Yaakov Racing

## IDM GERMAN SUPERBIKE CHAMPIONSHIP

- #1 Alpha Racing-Van Zon-BMW – 2022 CHAMPION
- \* GERT56 German Endurance Racing Team
- \* RT Motorsports by SKM

## CIV ITALIAN CHAMPIONSHIP

- #1 Barni Racing – 2022 CHAMPION
- \* Schacht Racing by Barni

## CEV SPANISH CHAMPIONSHIP

- #1 Deza-BOX77 Racing Team – 2022 CHAMPION
- #1 easyRace Team – 2022 CHAMPION
- \* ARCO Motor University Team

## FRENCH CHAMPIONSHIP

- \* TECMAS Racing Team

## ARRC ASIAN ROAD RACING CHAMPIONSHIP

- \* ONEXO BMW TKKR Team
- \* Kawasaki Racing
- \* ZK Racing

## TT & INTERNATIONAL ROAD RACES

- #1 Peter Hickman – 2022 SENIOR TT CHAMPION & TT'S FASTEST MAN
- \* Michael Dunlop
- \* Dean Harrison
- \* Davey Todd
- \* John McGuinness
- \* Nathan Harrison
- \* Alastair Seeley
- \* Conor Cummins
- \* Josh Brookes
- \* Paul Jordan

## CLASSIC ENDURANCE EU CHAMPIONSHIP

- \* Team Force
- \* Road Runner Team
- \* Phase One Sweatshop

## STUNT MASTERS CUP

- #1 Mike Jensen – 2022 WORLD CHAMPION

## DUTCH SBK CHAMPIONSHIP

- #1 Wayne Tessels – 2022 CHAMPION

## SWEDISH SBK CHAMPIONSHIP

- #1 Jesper Pellijs – 2022 CHAMPION

## DANISH SBK CHAMPIONSHIP

- #1 Simon Tirsgaard – 2022 CHAMPION

## SBS Racing Service

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