

**IT'S TIME**  
**FOR A REVOLUTION**  
**IN RALLY BRAKING**



# THE NEW RST 5

## THE REVOLUTION IN RALLY BRAKING

### 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.

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**.

### DESCRIPTION

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.



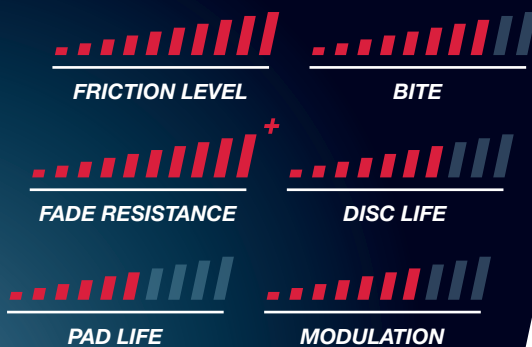


**+ OPTIMUM THERMAL MANAGEMENT**

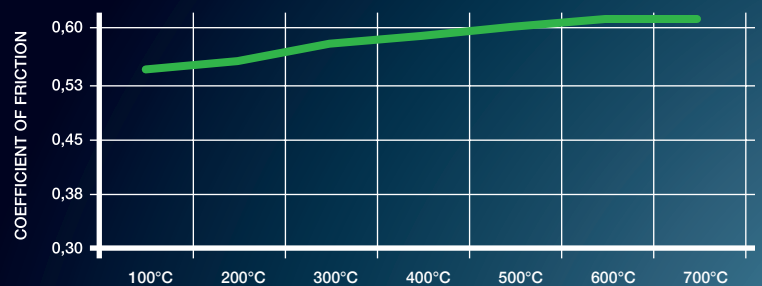
**+ HIGHLY FLUID FADE RESISTANT**

**+ HIGHLY DEVELOPED  
RECOVERY PROPERTIES**

**+ EXTREMELY HIGH  
FRICTION COEFFICIENT**



FRICITION 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 Rally	15 -	1595	16.0 mm	3102	14.4 mm
	15 -	1607	20.0 mm	3102	14.4 mm

### Ford

Fiesta R5 Tarmac Rally	15 -	1616	16.0 mm	1616	16.0 mm
	15 -	1617	16.0 mm	1617	16.0 mm
	15 -	8030	17.0 mm	8030	17.0 mm
	15 -	1896	20.0 mm	1896	20.0 mm

### Mitsubishi

Lancer Evo IX - X / Gravel	05 -	1705	16.0 mm	1283	20.0 mm
Lancer Evo V - Evo IX	98 - 06	2487	15.4 mm		
Lancer Evo X	07 - 16	2487	15.4 mm		
Lancer Evo IX / N4 Gravel	05 - 07	8030	17.0 mm		
Lancer Evo X TMG, Gr. N Spec	07 - 16	8033	17.5 mm		

### Opel

Adam Rally Cup	12 -	8023	15.5 mm		
	12 -	2555	20.0 mm		

### Peugeot

207 Asphalt	06 - 15	8033	17.5 mm		
208 R5 / R2	12 -	1595	16.0 mm		
	12 -	1607	20.0 mm		

### Porsche

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

### 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 R3	12 -	8023	15.5 mm		

## APPLICATION LIST RALLY CARS

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

### Skoda

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

### Subaru

Impreza Gr. N	98 - 03	1361	17.0 mm	1749	16.0 mm
	98 - 03	1270	20.0 mm	1749	16.0 mm
Impreza - STI	03 -	2487	15.4 mm		

### Toyota

GT86 2.0 GT R3 Rally	15 -	1595	16.0 mm	3102	14.4 mm
	15 -	1607	20.0 mm		

## 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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