



PRODUCT INFORMATION

MSB is the Australian Distributor for some great brands. This document is a quick-reference guide to the reasons to sell these products to your customers and some pro's / con's in comparison to some common competitor products.

BRAKE PADS

BRAKE FLUIDS

BRAKE HOSES

TECHNICAL HELP

Your customer would like brake pads for:

STREET

PERFORMANCE

TRACKDAY / SPRINT

CIRCUIT RACING / RALLY

ENDURANCE

4x4 HEAVY DUTY

FLEET

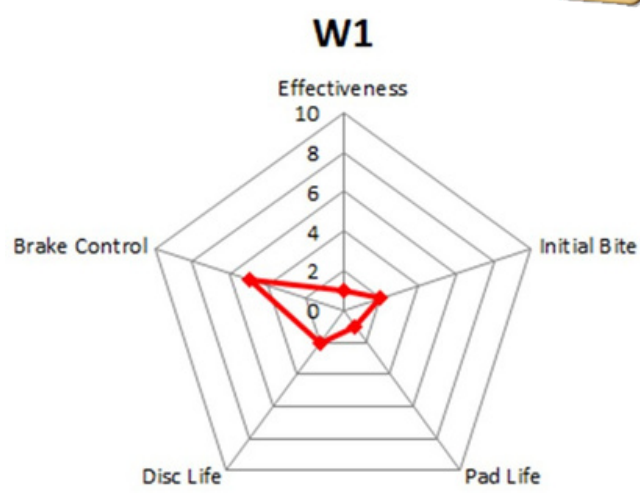
HOME

WINMAX W1

Compound: Non-metal, organic
Friction: 0.29 – 0.32
Temp range: 0 – 450degC

OEM upgrade brake pads for performance minded drivers.
Performance pads, not track pads.

Price Range: \$199 - \$286



This pad is ideal for:

Everyday Street use
Mountain runs
Enthusiast track days with small cars.

Features and benefits:

Non-steel material brake pad are perfect for upgrade from factory
Low dust and quiet operation like OE pads, but more torque
For drivers wanting more stopping power from standard braking system
Works instantly from ambient temperatures
Provides long lasting pad life and rotor wear.

Notes:

Organic material is used for low noise and dust, but these pads are still a performance pad.

W1 is a generally stocked products in a large range of applications for street OE calipers with limited aftermarket shapes.

If not in stock in a required application, W1 can be backordered in any pad shape in the entire range.

Switch your customer to W1 if they currently use:
Ferodo DS Performance, Pmu NS, Bendix Ultimate,

Pad options for

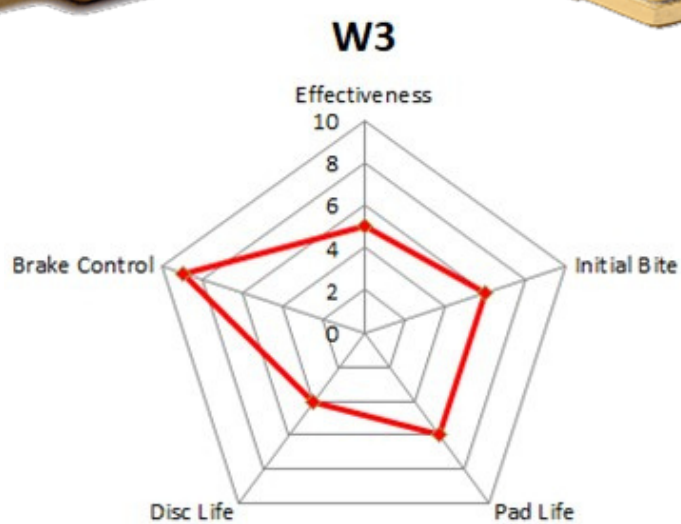
PERFORMANCE

WINMAX W3

Compound: Semi-metallic
Friction: 0.34 – 0.37 μ
Temp range: 0 – 600degC

Extreme Performance Street / Trackday Pad
Performance pads, low level Motorsport.

Price Range: \$255 - \$352



This pad is ideal for:

High Performance Street Use
Track Days, Hill Climbs, Rally
Serious enthusiast driving

Features and benefits:

Designed for use in application where low temperature friction is required
Very high levels of modulation
Excellent all-round brake pad suitable for daily street use in high performance applications.
Works instantly from ambient temperatures
Provides long lasting pad life and rotor wear.

Notes:

WinmaX W3 brake pads are a semi-steel-based compound suitable for regular high-performance driving and club level competition such as track day, drag, hill runs and more.

W3 is a generally stocked products in a large range of applications for street OE calipers with limited aftermarket shapes.

If not in stock in a required application, W3 can be backordered in any pad shape in the entire range.

Switch your customer to W1 if they currently use:
Ferodo DS2500, Endless MX72, Pmu HC+, Bendix SRT

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Pad options for

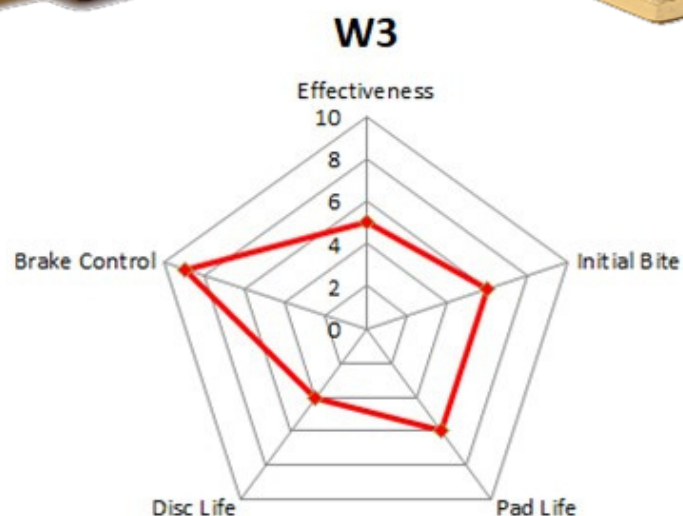
TRACKDAY/SPRINT

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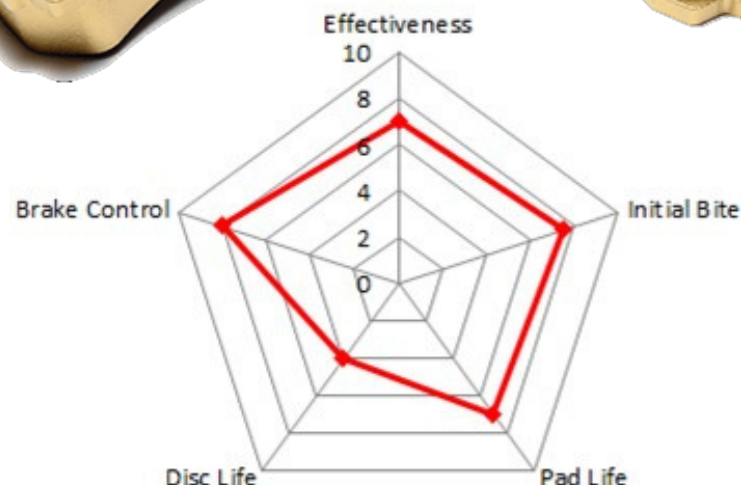
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WINMAX W5

Compound: Semi Metallic
Friction: 0.40 – 0.43 μ
Temp range: 100 – 750degC

Performance upgrade brake pads for trackday / sprint racing.
Competition, Performance pads, ok but not ideal on the street.

Price Range: \$286 - \$393



This pad is ideal for:

Circuit / Rally / Hill climb
Tarmac Rally for medium sized cars
Track days for all vehicles

Features and benefits:

Made with high steel ingredients, for club to pro level motorsport
Very resistant to fade
For drivers wanting more stopping power and 'feel' (modulation)
Works from low temperatures so suitable for rally / sprint / hill climb

Notes:

Made with high-steel ingredients but perfectly balanced for club level circuit racing and rally, W5 is the choice for seasoned track enthusiasts who race at the budget level.

W5 is a generally stocked products in a large range of applications for street OE calipers with limited aftermarket shapes.

If not in stock in a required application, W5 can be backordered in any pad shape in the entire range.

Switch your customer to W1 if they currently use:
Ferodo DS3000, Pmu RC09 Club Racer

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CIRCUIT

ENDURANCE

4X4

FLEET

BRAKE FLUIDS

HOW TO SELECT THE RIGHT PAD FOR YOUR CAR

HOW TO INTERPERATE PAD FRICTION GRAPHS

THE DIFFERENCE BETWEEN
BRAKE FADE AND A LONG PEDAL

HOW TO DEAL WITH BRAKE NOISE

HOW TO DEAL WITH BRAKE VIBRATION

HOW TO BED-IN YOUR BRAKE PADS

DO I NEED WEAR SENSORS?

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