Safety, Power, Durability

Nakamoto Brake Pads are manufactured using the latest formulation technology and equipment. Each step of the manufacturing process is subject to strict quality control and original equipment standards.

- **Positive Mold Technology :** Increased friction material density. Less brake dust and improved durability. *
- **Multi-Layer Shim :** Innovative shim material for reduced noise and vibration. Consistent pedal feel. *
- **OE Fitment and Form :** Trouble-free installation. The perfect brake job made easy.

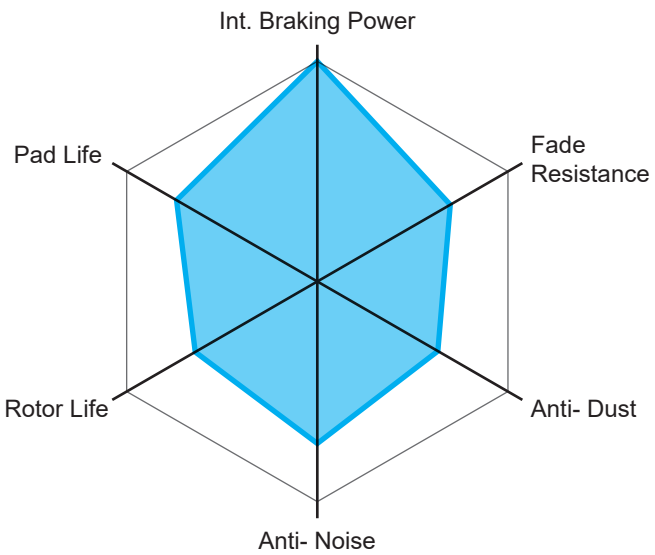
* Availability varies for application and market requirements. Please contact our sales representative for details.

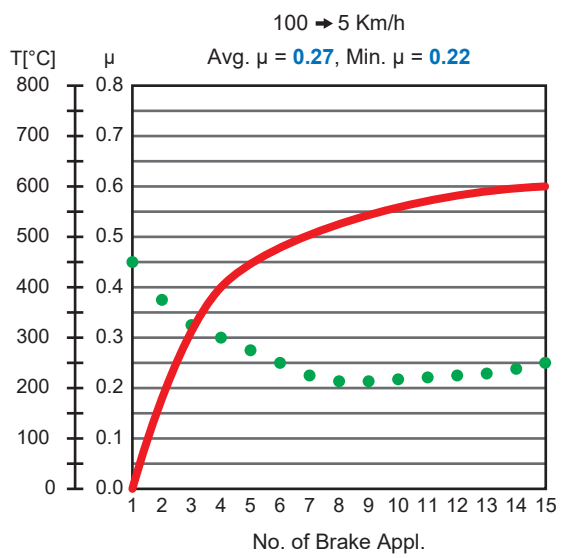
Choosing the Right Friction Material for Your Vehicle

Semi-Metallic : Consistent and reliable stops. Excellent value and all around performance.

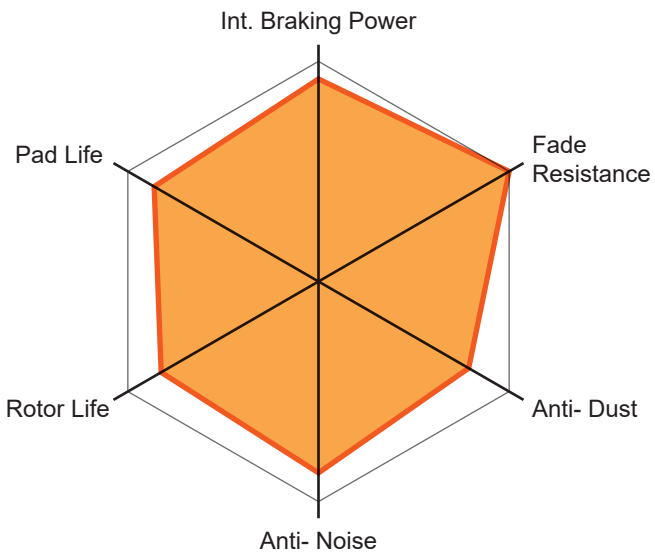
Ceramic : Superior heat resistance for powerful, fade free stops. Less rotor wear and brake dust. Improved pedal feel and reduced noise.

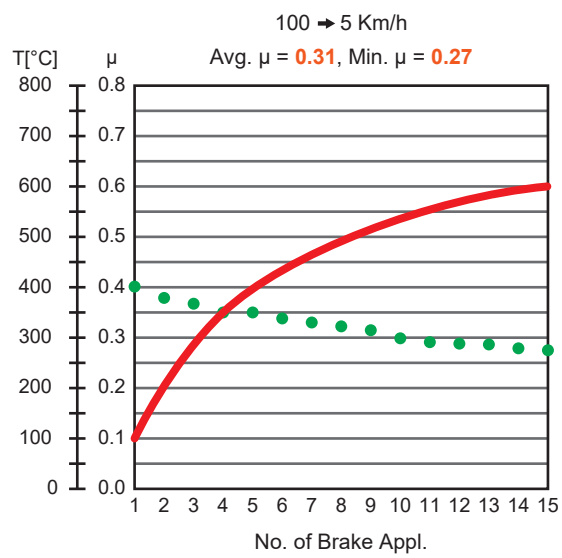
Semi-Metallic

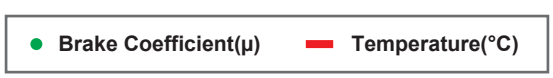




CERAMIC





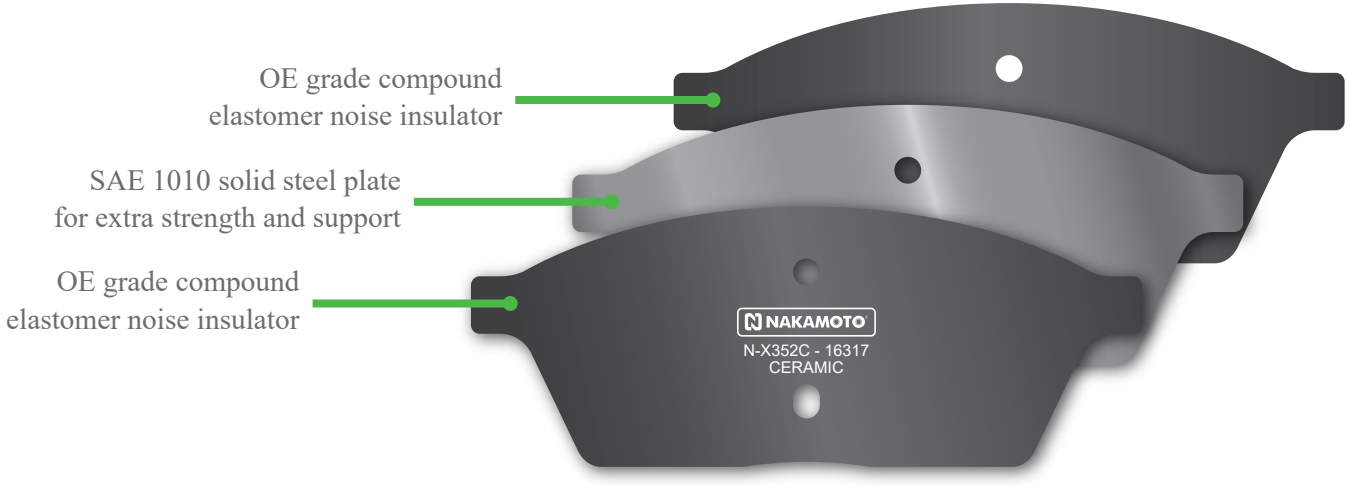


Actual Test Results based on SAE J2522 standards.

∗ Availability varies for application and market requirements. Please contact our sales representative for details.

Multi-Layer, OE Grade Brake Shims

Our premium ceramic pads features an innovative shim material designed specifically to reduce noise and unwanted vibration. SAE Graded steel is coated on an ultra thin (< 0.15 mm) layer of Elastomer for ultimate noise control.



∗ Availability varies for application and market requirements. Please contact our sales representative for details.

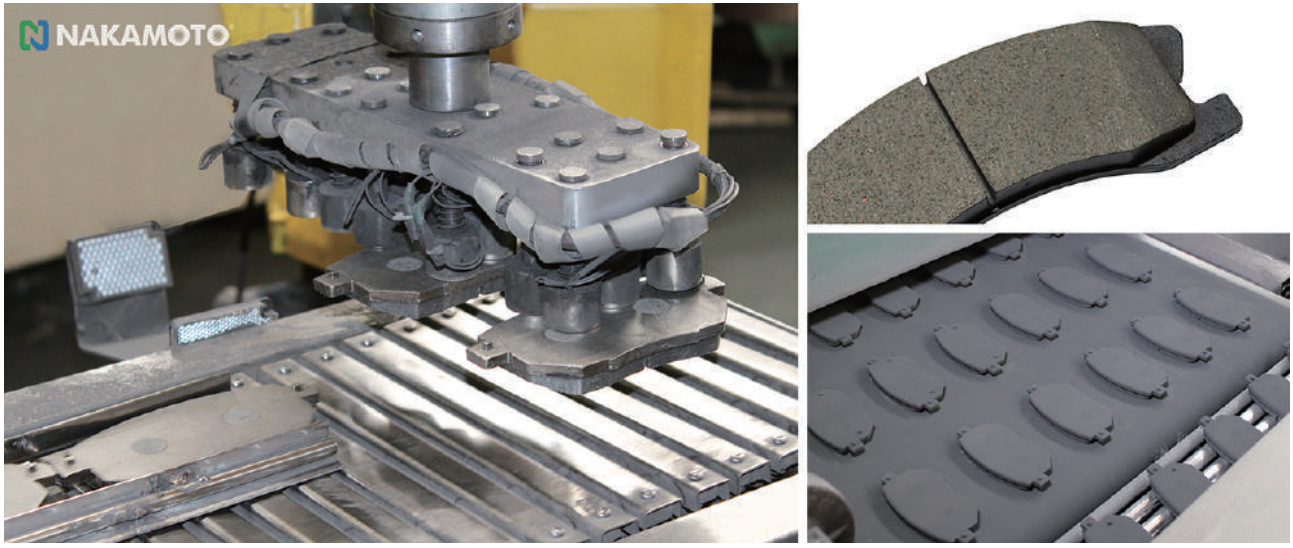
Environmental Awareness

Nakamoto brake pads and shoes are dedicated to help customers to take part in preserving our environment. Our products are clearly labeled with the respective LeafMark required by the Automotive Aftermarket Suppliers Association (AASA).

- **Level A :** Compliance with requirements for cadmium, chromium, lead, mercury and asbestos. Required by January 1, 2014, in California and January 2015 in Washington state.
- **Level B :** Compliance with each of the above metals—all of the requirements of Level A with the addition of copper, which must be reduced to less than 5% of material weight. Required by 2021.
- **Level N :** Compliance with the “Zero Copper” requirement, which takes effect in 2025.

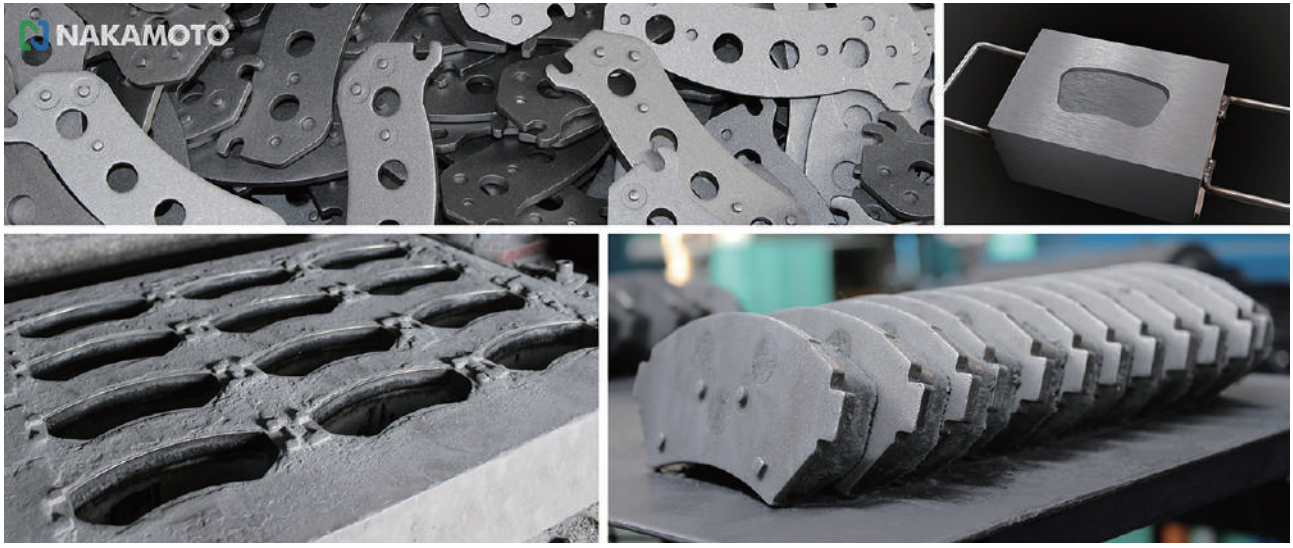
Positive Molding

This OE level forming process significantly increases friction material density. Improved durability and more consistent wear throughout the life span of the pad.



Thermal Scorched

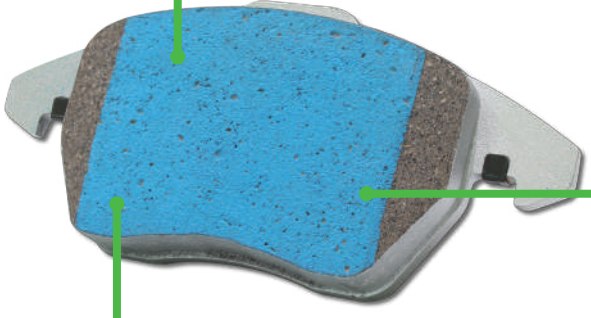
Our Ceramic Pads are scorched for a smooth and quick break-in. This OE level process removes impurities and its proven to yield higher friction level right out of the box.



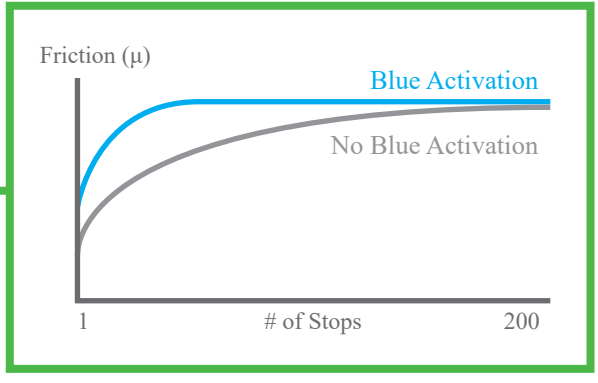
BLUE Activation Technology

The CERAMIC SPORT+ series features the latest coating technology designed to enhance initial braking efficiency upon installation. The blue surface coating increases the brake contact area by reducing surface roughness and removing impurities on the braking area.

Advanced surface coating to improve initial braking power.



Zero bed-in required. Positive pedal response out of the box.



Brake Dust: Where Does It Come From?

The brake dust we see on practically all automotive wheels is mainly composed of cast iron particles from brake rotors and carbon and metal residues within the brake pad.

While brake dust is impossible to avoid, it can be reduced.

Nakamoto's semi-metallic and ceramic formulas reduce brake dust by **lowering heavy metal contents and substituting with premium materials** such as organic fiber, kevlar, and copper filaments.

⚠ Brake dust often increases as the conditions of the pads and rotors deteriorate.

Brake Noise: Basic Diagnosis and Tips

In general, the brake pad should be free or "floating" in the caliper. If your pads are stuck or unable to move freely, they are likely to make unpleasant squeals during braking.

Avoid Uneven Brake Wear

If the caliper piston does not return to the rest position due to **a worn seal or damaged pistons**, the inboard pad will show more wear than the outboard pad.

Check Caliper Guide Pins

The guide pins should be **well lubricated to ensure free movement**. Make sure the dust boots seal properly to protect the guide pins from the elements.