

## Brake Pad Information



Hawk Brake manufactures several friction materials for auto racing, all of which exhibit non-fade performance and have been evaluated up to and beyond 1,800°F. Advances in materials and manufacturing processes have significantly reduced the bedding-in procedure that was once required of racing pads. Hawk Brake pads typically require only a few laps of bedding-in followed by a single cool-down period.

Performance Friction's line of Carbon Metallic® high-performance brake pads contain no asbestos, no Kevlar® and no lead or clay fillers. Carbon Metallic® pads offer superior braking, pedal feel and longer life without fade at high temperatures. Braking characteristics remain constant throughout the life of the pads. Integral molding using the Ionic Fusion™ system gives them the highest shear strength in the brake industry.

### DTC-70 (U)

Extremely high torque with very high initial bite. Designed to be the most controllable racing brake pad available. Intended for heavier sedans and formula cars with downforce and available only for a limited selection of popular racing calipers. Recommended for Trans-Am, GT1, CART, Formula Atlantic, F3000, and Sports Prototypes. 400-1600°F.

### 14 Compound

Performance Friction 14 Compound has lower friction and slightly less bite than other PFC racing compounds. Torque is consistent across a wide temperature range, making it ideal for low-grip applications such as street tires or groomed dirt tracks. Available for a limited selection of racing calipers only.

### DTC-60 (G)

High torque with high initial bite. DTC-60 was developed as a rear pad to be used with DTC-70 on the front, but it has also become popular as a front pad on lighter cars. Available only for a limited selection of popular racing calipers. Recommended for Trans-Am, GT1, CART, Formula Atlantic, F2000, F3000, and Sports Prototypes. 400-1600°F.

### 13 Compound

13 Compound has ultra-high bite and very high friction for sprint racing on high grip tracks or with very high downforce. Excellent release for exceptional control and modulation. Very high fade resistance at high temperatures. Recommended for fast cars with high downforce that can take advantage of increased bite in the first 1/3 of the stop.

### HT 14 (V)

Very high torque with high initial bite for cars with high downforce and lots of grip. Recommended in Trans-Am, GT1, CART, Formula Atlantic, F2000, F3000, and Sports Prototypes. 300-1600°F.

### 11 Compound

11 Compound was developed from the popular 01 Compound for sprint and medium-distance racing. This compound was designed with improved bite, modulation, and release for smooth braking with reduced wheel locking at the end of the stop. It is ideal for use in medium- or low-grip situations such as hard spec tires or light cars with no downforce.

### HT 10 (S)

High torque with a smooth initial bite. Works well as a rear pad with HT 14 in front. Recommended for sedans, sports racers, and formula cars with downforce, including GT, Formula Atlantic, F2000, F3000, S2000, CSR, and DSR. 300-1600°F.

### 08 Compound

08 Compound gained immediate favor in Endurance Sportscar and GT racing due to its smooth initial bite. It has a slight friction rise with temperature, with excellent release and modulation characteristics. 08 is one of the longest-wearing of all PFC compounds, easily matching the wear of other brands but with much higher bite. If temperatures are below about 950°F, 08 can be replaced with PFC 12 Compound for even longer wear.

### Blue (E)

Medium/High torque compound with medium initial bite. The wide temperature range and good brake modulation have made it the #1 pad material for SCCA. Recommended for Production, IT, F2000, Formula Ford, S2000, CSR, and DSR. 250-1000°F.

### 05 Compound

05 Compound has a very smooth initial bite, virtually no friction rise with temperature, and excellent release and modulation. Its bite makes it perfect for when front lockup is difficult to manage, such as with NASCAR coil-bound front setups. This compound demands the most from the vehicle setup and is designed to handle the most severe applications.

### Black (M)

Medium torque racing compound with high initial bite. Black is a good all-purpose, low cost racing pad. Requires gentle initial application of the brake pedal to avoid locking. Recommended for very light sedans, small formula cars, and sports racers. 100-900°F.

### 01 Compound

01 Compound is now the standard by which all brake pads are judged. Braking starts with a high initial bite and continues with consistent, high torque that rises very little with temperature for excellent predictability. It finishes with excellent release, with less torque scatter at the end of the stop than the competition for improved modulation. All-purpose pad for a variety of racing applications. If higher friction is desired, see 13 Compound.

### HP Plus (N)

Designed as an autocross (Solo II) and track day (Solo I) compound. Very wide temperature range makes it suitable for all forms of autocross, yet still streetable. Expect an increase in dust, noise, and rotor wear. 100-800°F.

### HPS (F)

HPS = High Performance Street. This compound will outperform OEM pads without sacrificing street manners. A good choice for Solo II; also recommended for amateur to intermediate drag racing. Effective from dead cold.

### Retired PFC Compounds

We have many pads in stock in most of the popular but now retired PFC compounds, including 80, 83, 90, 93, and 97. Please visit our website for the most current selection.

### Popular Competition Applications

Application	Caliper	Hawk	Performance Friction
Formula Ford, F2000 Rear, Small Lockheed Caliper, MSE Gem	LD 19	HB117	PF719
Formula Ford, F2000, Larger Lockheed Caliper, ICP Caliper	LD 20	HB108	PF720
Formula Ford, F2000, Pro F2000 with PFC Caliper	ZR55		PF7832
Formula Ford, Formula Mazda, Large Girling Caliper, Alcon R-Type	14LF	HB118	PF044
Sports 2000, Lockheed "Metro" 4 piston Caliper	LD 65	HB116	PF765
Swift 014a Formula Atlantic	Wilwood IR GT	HB351	PF736
Ralt Formula Atlantic (Ferodo FRP201)		HB107	PF740
Formula BMW, F3 with PFC rotor	Brembo		PF739
Formula 500 (Ferodo FDB416)	Single Piston	HB104	PF757
Spec Miata 1600 '90-93, Front	Front	HB148	PF525
Spec Miata 1600 '90-93, Rear	Rear	HB157	PF458
Spec Miata 1800 '94-03, Front	Front	HB149	PF635
Spec Miata 1800 '94-03, Rear	Rear	HB159	PF636

If you cannot determine the correct part number for your brake pad application, fax a tracing of the pad to our Tech Department at 1-262-317-1201 or email to Tech@PegasusAutoRacing.com. Include the make, model and year of the car along with as much information as possible about the caliper manufacturer, maximum permissible pad thickness, etc. **Please be sure to include the overall height and width of the pad on your tracing.**