Hawk Brake manufactures several friction materials for auto racing, all of which exhibit non-fade performance and have been evaluated up to and beyond 1800°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.

**DTC-70 (U)**
Extremely high torque with very high initial bite. Designed to be the most controllable racing brake pad available. Intended for heaver 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, F2000, and Sports Prototypes. 400-1600°F.

**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.

**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.

**HT 10 (S)**
High torque with 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.

**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.

**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.

**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.

**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.

**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.

**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.

**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.

**08 Compound**
08 Compound gained immediate favor in Endurance Sportsscar 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.

**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.

**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.

**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.