

Hawk Performance
Products Catalog



What's stopping you?



Automotive • Race • Motorcycle • Off-Road



www.HawkPerformance.com



What's **Stopping** You?

When you **DEMAND** Performance!

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HAWK Performance... ...Makes Brakes

We Are Hawk Performance.

We make brakes that control speed on the racetrack and instill confidence on the drive home.

For more than 25 years, Hawk has been finding fractions of seconds on the racetrack and we have channeled that knowledge into every product we make. After all, powerful and reliable braking for your daily drive is about much more than bringing home a trophy.

Hawk is the Official Brake Product for motorsports organizations like the National Auto Sport Association, Ron Fellows Performance Driving School, Allen Berg Racing School, and the SCCA, and we are the Official Brake Choice for some of the world's most exciting drivers and teams in motorsports today.

Whether your ride is an Indycar or Muscle Car, Motorcycle, Import Tuner or SUV, our superior brake and friction products enable you to control, command, and conquer the road and racetrack in virtually any vehicle.

What's stopping you?



- | American Muscle
- | European Touring
- | Tuners
- | Motorcycle
- | Off-Road
- | SUV
- | Truck





AUTOCROSS/CLUB RACING

This diverse group of motorsports enthusiasts requires a brake pad product that is street worthy, yet maintains many of the high temperature and elevated coefficient of friction attributes of a pure race pad. Hawk Performance is proud to offer true intermediate brake products like HP Plus and Street/Race that can transition between street and track environments.

ROAD RACING/TOURING

Hawk Performance, the Official Brake Product of SCCA, NASA and, most recently, the Official Brake Pad of the WRL, has long been an industry leader in friction material development for sports car/GT racing and open wheel road racing. Hawk Performance offers a wide variety of brake compounds that are application specific and offer superior performance for all types and classes of road race cars.

PAVEMENT CIRCLE TRACK

This is where Hawk Performance first entered the motorsports market back in 1990. Our history of short track, intermediate and superspeedway wins is undeniable. The fact is, our products truly outperform the competition in this high-temperature, brutal braking environment. From local short tracks to NASCAR feeder series, Hawk Performance is a proven champion.

FORMULA

Hawk Performance offers a wide variety of brake compounds with features designed to exceed the demanding environments found in open-wheel Formula racing.

DRAG

Hawk's products provide the high cold-static coefficient of friction to hold a car on the line, and the high-dynamic characteristics to stop the car at the finish line. More importantly, our products can withstand sudden bursts of energy without glazing.

OFF-ROAD RACING

Hawk Performance has been the brand of choice for top teams in TORC, SCORE and LOORRS off-road racing. The combination of exceptional stopping power, elevated fade resistance, extended pad life and superior bond strength make our products ideal for this abusive environment.

DIRT CIRCLE TRACK

From LOORS to World of Outlaws Craftsman Series, Hawk Performance has been the brake pad supplier of championship teams for over a decade. Our products provide superior performance for both open-wheel and late model stock cars so you'll never sacrifice stopping power when you're kicking up the dirt.

RALLY RACING

The varied terrain and conditions in rally racing create a unique and harsh environment for brake products. Transitions from steep downhill trails in the dirt to forging water, and from meeting the pavement to ascending through switchbacks all require a versatile and progressive brake pad. That's why championship teams know Hawk Performance is the first and best rally pad solution.

HPS 5.0 HIGH PERFORMANCE STREET COMPOUND



“

The premium replacement for American muscle cars,
European touring sedans & tuners

”

HPS 5.0

Hit the Rev Limiter.

For years, engine builders have been pushing motors to the limits of their ability, and at Hawk Performance, we're closer than ever to pushing the ABS Rev Limiter to its limits. High Performance Street 5.0 pads give your vehicle the greatest stopping power and pedal feel without compromising ABS.

HPS 5.0 is a Ferro-Carbon compound that provides advanced braking characteristics to enhance the driving experience. This compound combines the safety and quality of aerospace design with the braking technology of motorsports. The results are shorter stopping distances, improved performance under heavy braking conditions, and street car friendly characteristics.

HPS 5.0 BRAKE PAD KEY FEATURES:

- Aggressive torque
- Great rotor & pad wear life
- 100°-750°F operating temperatures
- Smooth and predictable control
- Designed to deliver high deceleration rates
- Smooth braking feel
- Consistent brake release characteristic



IDEAL FOR HIGH PERFORMANCE STREET CARS

HP PLUS AUTOCROSS & TRACK DAY COMPOUND



For Autocross, Solo II and Track Day Events



HP Plus

From the Track to the Garage.

Hawk Performance's HP Plus brake pad is ideal for Autocross and Track Day drivers looking for a high performance race compound that can take the heat of the track and still get them home safely.

HP Plus utilizes a unique Ferro-Carbon, high-tech friction material that was developed and manufactured specifically for Autocross, Solo and Track Day applications. This formulation offers lower wear rates and higher torque values than other friction materials. Wide and linear torque makes HP Plus the perfect upgrade over stock for high performance street cars used in Autocross competition, or that are subjected to racing-style heavy braking.

HP PLUS BRAKE PAD KEY FEATURES:

- Low to mid temperature range
- Fade resistant
- Smooth and predictable torque
- Ideal for autocross & club racing events



IDEAL FOR IMPORT & DOMESTIC AUTOMOBILES



www.HawkPerformance.com

Performance Ceramic LUXURY & TOURING STREET COMPOUND



“

Clean, quiet and quick stopping power with uncompromising performance

”

PC Performance Ceramic

Low Dust. Low Noise.

Hawk understands the needs of today's ceramic brake pad users and has specifically formulated our composite material to meet – and beat – the stringent low noise, ultra-low dust performance standards they have set. Engineered to reduce brake NVH (Noise, Vibration and Harshness), Performance Ceramic is a premium disc brake pad that delivers excellent performance mile after mile.

Providing a linear friction profile that allows your vehicle's ABS system to operate most effectively, our unique compound has the advantage of never sacrificing power to achieve traditional ceramic pad attributes. With Hawk's PC, you can expect reduced brake pad wear, longer rotor life and our quietest ride ever.

PC BRAKE PAD KEY FEATURES:

- Extremely quiet
- Ultra-low dust
- Improved stopping power
- Extended pad life
- Gentle on rotors
- Stable friction output



IDEAL FOR ALL LUXURY IMPORT & DOMESTIC STREET VEHICLES

Street/Race HIGH PERFORMANCE STREET RACE COMPOUND



Providing the edge over the competition



Street/Race

The Master of Faster.

Using decades of engineering data from our racing programs, the Hawk Performance team cross-engineered the Street/Race compound as the ultimate high-performance street brake pad.

Perfect for performance drivers who use their street cars for Autocross, HPDE, open track and time-trial racing, High Performance Street/Race pads feature a unique Ferro-Carbon compound that improves vehicle handling, driver confidence, and overall safety. Street/Race performs flawlessly at operating temperatures between 100° and 1200° F, offering superior torque while providing consistent braking characteristics and great pedal feel.

STREET/RACE BRAKE PAD KEY FEATURES:

- Controllable torque
- Great rotor & pad wear life
- 100°-1200°F operating temperatures
- Smooth feel and bite
- Excellent brake rotor wear
- Consistent brake release characteristics



IDEAL FOR AUTOCROSS, OPEN TRACK



www.HawkPerformance.com

LTS LIGHT TRUCK/SUV COMPOUND



“

A better way to stop your light and full-size trucks,
vans and SUVs

”

LTS

Bigger Wheels. Bigger Brakes.

We understand that traditional car brake pad technology just doesn't cut it on today's trucks. This is especially true for heavily loaded trucks and vehicles used in moderate towing. Our LTS/Light Truck & SUV disc brake compound dramatically improves your vehicle's stopping power and fade resistance and outlasts the competition in terms of rotor and pad wear.

Ideal for a broad range of import and domestic vehicles, LTS provides superior stopping power and longer pad life without excessive noise and dust. Engineered by truck brake pad experts, the Ferro-Carbon friction material of LTS is the optimal pad choice for light duty trucks, all classes of SUVs and vans up to 1 ton, and provides 20-40% more stopping power over stock replacement pads

LTS BRAKE PAD KEY FEATURES:

- Strong and balanced initial bite, hot or cold
- Ferro-Carbon friction
- Low torque
- Greater fade resistance
- Low dust output
- Excellent pad and rotor life



IDEAL FOR LIGHT AND FULL-SIZE TRUCKS,
VANS AND SUVs

SD Super Duty SEVERE-DUTY TRUCK COMPOUND



High fade resistance, with superior high temperature, high inertia capabilities



SD Super Duty

For Extreme Payloads.

For over 25 years, Hawk Performance has developed friction solutions for some of the largest trucks on the planet. Our products are used by both OE and aftermarket companies servicing the mining, construction, military and commercial truck markets and Hawk's SuperDuty compound features that same high performance, severe-duty friction technology.

The unique Ferro-Carbon material in SD disc brake pads delivers extremely high fade resistance, with superior high-temperature rotor and brake pad wear. This compound has been engineered for Class 2 and higher, on-highway, commercial grade vehicles.

This product is not recommended for personal or recreational trucks and SUVs.

SD BRAKE PAD KEY FEATURES:

- Engineered from technology used in heavy-duty on/off highway and military applications
- Extremely high coefficient of friction and fade resistance
- Recommended for professional fleets (greater than 1 ton) and light trucks towing excessive payloads



**IDEAL FOR PROFESSIONAL FLEETS
AND COMMERCIAL PAYLOADS**



Sector 27 STREET ROTORS



Stopping heritage and packaged performance drive
your vehicle into the fast lane



Sector 27 Rotors

Drilled & Slotted.

Legendary in motorsports performance, many of the world's most famous race drivers and teams run under the number 27. Like that number, Hawk Performance brake solutions that dominate on the track and rule the street are legendary, too. Our Sector 27 rotors continue that tradition by raising the bar in friction performance.

Sector 27 rotors are a unique drilled and slotted design: Beveled drilled holes provide superior cooling under the most extreme conditions, while rounded slots provide consistent contact between the rotor and pad to sweep away gas and dust. The result is a high performance rotor that enables harder, more precise braking, with temperatures lowered by as much as 180 degrees. To ensure long life and to reduce rust, Sector 27 products are plated with silver zinc elements and precisely manufactured so every rotor is balanced to stringent specifications and fits perfectly.

SECTOR 27 ROTOR KEY FEATURES:

- Premium quality castings
- Drill and slot patterns engineered to extend pad and rotor life
- Dissipates heat faster
- Reduced brake fade and rotor warpage
- Improved stopping ability
- Aggressive rotor looks great behind custom wheels



IDEAL FOR ALL IMPORT & DOMESTIC STREET VEHICLES



Our best street rotors and pads make this kit a winning combination



Sector 27 Kits

The Team to Beat.

Hawk Performance has simplified the process of dramatically improving any vehicle's stopping distance without upgrading to expensive specialty calipers. Our Sector 27 Rotor and Brake Pad Kits offer vehicle-specific matched pad and rotor bundles, all delivered in one box to save you time and money.

Available as complete front or rear axle packages in a number of customizable options, these combo kits include a pair of Hawk's unbeatable Sector 27 rotors and a set of our popular HPS, HPS 5.0, LTS or PC compound brake pads. Take your car or truck's performance and stopping power to a whole new level with the winning team of race proven, street legal rotors and pads.

SECTOR 27 KIT FEATURES:

- Increased stopping power
- Reduced brake fade
- Improved brake system effectiveness
- Lowered temperatures
- Silver Zinc Plating prevents the rotor from rusting prematurely
- Aggressive look behind custom wheels
- Extended pad and rotor life



IDEAL FOR ALL IMPORT & DOMESTIC STREET VEHICLES

Motorsport Compounds



DTC-80

For all asphalt circle track and road racing venues that need a high torque, high temperature-resilient friction material. Intended for the hardest braking circuits where the most demanding brake products are required.

DTC-70

Extremely high torque with aggressive controllable initial bite. Superior release and torque control characteristics. Brake pads designed for cars with high deceleration rates, with or without down force.

DTC-60

High torque compound with less initial bite than DTC-70. Superior release and torque control characteristics. Designed for cars with high deceleration rates, with or without down force. Recommended for use with DTC-70 when split friction between front and rear axle is desired.

DTC-50

Very high torque with aggressive initial bite. Excellent modulation and release characteristics. Brake pads designed for cars with extremely high deceleration rates and downforce.

DTC-30

Uniquely controllable torque with smooth consistent feel and bite. Superior release and medium torque control characteristics.

DTC-15

Developed specifically to meet the demands of dirt circle track applications. Medium torque compound (less torque than DTC-30, more than DTC-05) with superior release characteristics and excellent cold effectiveness.

DTC-05

Friction formula developed specifically to meet the demands of lower torque dirt track racing. Provides very controllable, higher temperature performance as compared to stock pads.



HT-10

Intermediate to high torque with a smooth initial bite. Very consistent pedal feel. Excellent modulation and release characteristics.

Black

Medium torque and temperature. Good all-purpose racing brake pad. Great in multiple race environments from Dirt Modified to IMCA style pavement racing.

MT-4

Medium to high torque and temperature compound with medium to high initial bite. Designed for circle track cars under 2800 lbs without high deceleration rates.

DR-97

Excellent static and dynamic coefficient of friction. Smooth linear torque. Low pad and rotor wear. Specifically designed for use in drag racing applications.

Blue-42

Medium to high torque and temperature compound with excellent brake modulation. #1 selling compound for SCCA.

HP Plus

Utilizes unique Ferro-Carbon, high tech friction material developed for sport driving. This compound formulation offers lower wear rates, higher torque values than competitive materials.

DTC-50 FORMULA, SPORTS CARS, OFF ROAD COMPOUND

NEW



“

The only solution when racers demand tremendous stopping power with industry leading bite

”

DTC-50

Get Into the Winners' Circle.

Hawk's DTC-50 is what racers have been asking for: a pad that can be used as a split compound for tuning, and an endurance compound that can be used at the highest levels of racing. DTC-50 was developed through extensive testing, giving racers a pad that enhances our line of Dynamic Torque Control products and bridges the temperature and brake torque range from our current DTC-30 to DTC-60 race pads.

This new compound offers consistent performance across a wide range of temperatures while providing very high torque and aggressive initial bite.

DTC-50 BRAKE PAD KEY FEATURES:

- Very high torque with aggressive initial bite
- Excellent modulation and release characteristics
- High temperature fade resistance
- Designed for high deceleration rates
- Open Wheel/Formular, Sports Car/GT, Trophy Truck, Class 1/Class 10 Off Road



IDEAL FOR OPEN WHEEL/FORMULA, SPORTS CAR/GT,
AND CLASS 1/CLASS 10 OFF ROAD

DTC-80 HIGH PERFORMANCE PROFESSIONAL RACE COMPOUND



“

Specifically designed to meet the highest demands of sports car and circle track racing

”

DTC-80

Faster Lap Times. Higher Finishes.

Our products have dominated motorsports for more than 25 years, and this revolutionary compound is taking that domination to a new level. Intended for the hardest braking circuits where the most demanding brake products are required, DTC-80 is a compound engineered for use on all circle track and road racing venues where a high torque, high temperature-resilient friction material is a must. With a formulated flat coefficient of friction at high temperature levels, DTC-80 provides consistent performance corner after corner.

Track tested and proven effective, this formulation offers lower wear rates and higher torque values than other competitive materials on the market today. The end results are better car control, more confident brake zone feel, and stunningly predictable performance.

DTC-80 BRAKE PAD KEY FEATURES:

- High initial bite
- High torque level
- Consistent brake torque level over temperature range
- Consistent with pressure at high temperatures over 1200° F
- 500°F to 1700° operating temperature range
- Superior pad and rotor wear



IDEAL FOR FULL PROFESSIONAL SPORT CAR RACING



www.HawkPerformance.com

DTC DYNAMIC TORQUE CONTROL COMPOUNDS



“

Unbeatable race friction products that disperse and dispel energy in any race

”

DTC-30

Dirt Circle Superiority.

DTC-30 is a controllable torque, multi-purpose compound, proven effective in a range of series. It delivers superior release characteristics and smooth pedal feel and initial bite for dirt and circle tracks, NASCAR modified, drag racing, trophy trucks, pro buggies and more.

DTC-30 BRAKE PAD KEY FEATURES:

- Consistent, smooth braking
- 100°-800° F optimal temp range
- Medium torque
- Good cold effectiveness

DTC-60

Tame Downforce and Deceleration.

Running with extremely high deceleration rates and increased downforce poses different challenges, so we designed DTC-60. Recommended with DTC-70 when split friction between axles is desired, it has excellent modulation and release characteristics.

DTC-60 BRAKE PAD KEY FEATURES:

- Superior release and torque control
- 700°-1100° F optimal temp range
- Very low abrasive rotor wear
- Ideal for all club levels

DTC-70

Low Abrasion. High Performance.

DTC-70 was engineered with extremely high torque and highly aggressive initial bite for cars with high deceleration rates, with or without downforce. With superior release and control characteristics it's a winning race solution on its own or as split friction with DTC-60.

DTC-70 BRAKE PAD KEY FEATURES:

- High performance high torque compound
- 800°-1200° F optimal temp range
- Superior rotor and pad wear

HT-10/BLACK/BLUE 42 MOTORSPORTS RACING COMPOUNDS



“

Knocking out the competition to win more championships for over 25 years

”

HT-10

Road Racing Will Never Be The Same.

For linear in-braking in a medium temperature range, look no further than HT-10. It delivers smooth, controllable initial bite and consistent pedal feel. It's no wonder Hawk's legacy friction products have become the choice of champions.

HT-10 BRAKE PAD KEY FEATURES:

- Good static and dynamic coefficient of friction
- High torque
- 500°-1100° F optimal temp range
- Excellent modulation characteristics

Black

Proven by the Test of Time.

Working with racers at all levels, we know the challenges of getting your car to the track. Black was designed as an all purpose, low cost race pad. It's good cold effectiveness is up to the task on a wide range of tracks from Dirt Modified to IMCA style pavement racing.

BLACK BRAKE PAD KEY FEATURES:

- Medium torque
- All purpose race compound
- 200° - 700° optimal temp range

Blue 42

Dominate the Competition.

Designed as an entry level endurance compound, there's nothing second-string about Hawk's Blue 42 race compound. Easier to bed in and delivering excellent pad and rotor life, Blue 42 is a medium torque pad developed specifically for Road, Rally and Circle Track racing.

BLUE 42 BRAKE PAD KEY FEATURES:

- Increased mid-Mu characteristics
- Intermediate initial bite
- 350°-800° F optimal temp range
- Medium torque



DTC RACE ROTORS



“

Optimal brake performance and durability for on- and off-road racing

”

DTC Rotors

More stopping power. Longer life.

Hawk Performance has developed the ideal rotor that optimizes brake performance and durability for a wide range of sports cars and racing environments. DTC directional rotors seamlessly mesh advanced design and metallurgy to create the perfect “matched set” system when run with our DTC series brake pads.

Cast from a proprietary formulation of premium alloys and long grain carbon iron for maximum thermal stability and resistance to distortion, DTC rotors feature an exclusive multi-pass progressive slot design. The combination of copper and molybdenum for high-temperature strength and thermal crack resistance and our unique interior vane and mounting lug design provides superior structural integrity. Every DTC rotor is meticulously checked for proper balance, thickness, flatness and runout.

DTC ROTOR KEY FEATURES:

- Superior initial bite, release characteristics and wear debris removal
- Specific RMS finish enhances creation of proper transfer film
- Efficient cooling, exceptional wear
- Hard and intermediate braking on asphalt and dirt track
- Ideal for use with Tube Works, Pro Am, Wilwood, Brembo, Coleman, Camburg, and many other Off Road racing applications



**IDEAL FOR WIDE RANGE OF CIRCLE TRACK
AND OFF-ROAD RACING**



Engineered to provide optimal braking power and control for your American-made Bike



Sintered Metallic

Hawk Performance Sintered Metallic disc brake pads offer world-class braking performance for heavy motorcycles. This product line combines the quality and compatibility of Original Equipment with unsurpassed stopping power and quiet braking performance. In wet or dry braking conditions, nothing beats Hawk's Sintered Metallic brake pads.

SINTERED METALLIC MOTORCYCLE PAD KEY FEATURES

- Superior stopping power
- HH+ rated friction material, highest in the industry
- Smooth, progressive engagement
- Fade-free performance
- Virtually dust free
- Lowest pad wear in the market

Non-Asbestos Organic

Hawk Performance Non-Asbestos Organic (NAO) disc brake pads offer best-in-class performance when compared to other leading aftermarket organic pads. Progressive brake modulation characteristics maximize rider comfort and control. NAO is ideal for bikes with polished or chrome rotors.

NAO MOTORCYCLE PAD KEY FEATURES

- Excellent stopping power
- GG rated friction material
- Smooth, linear engagement
- Exceptional thermal stability
- Extremely gentle on rotors
- Extended pad life characteristics
- Low dust

Motorsport Compound Guide

COMPOUND	COMMENTS/REMARKS	OPERATING TEMP.	OPTIMAL TEMP.	TORQUE LEVEL	APPLICATIONS
DTC-80	<ul style="list-style-type: none"> - High initial bite & high friction level - Consistant brake torque over its temperature range (over 1200° F) - Superior pad and rotor wear - All circle track and road racing venues demanding high torque & high temp 	500-1700	600-1500	HIGH	<ul style="list-style-type: none"> - NASCAR/NASCAR Modified - ARCA - Super Late Models - Demanding Tarmac - Pavement Circle Track - Sports Car/GT/GS - All club levels - Open Wheel/Formula
DTC-70	<ul style="list-style-type: none"> - High temp & high torque - Superior pad and rotor wear - Excellent torque controll - Excellent modulation and release characteristics - Designed for high deceleration rates 	400-1600	800-1200	HIGH	<ul style="list-style-type: none"> - NASCAR/NASCAR Modified - ARCA - Super Late Models - Pavement Circle Track - Demanding Tarmac - Pro Lite - Sports Car/GT/GS - All club levels - Open Wheel/Formula - Monster Trucks - Pro 2/Pro 4 Off Road Trucks
DTC-60	<ul style="list-style-type: none"> - High temp & high torque - Provide superior pad and rotor wear - Excellent torque controll - Excellent modulation and release characteristics - Heavier gravel rally - Lighter tarmac rally 	400-1600	700-1100	HIGH	<ul style="list-style-type: none"> - NASCAR/NASCAR Modified - ARCA - Super Late Models - Pavement Circle Track - Pro 2/Pro 4 Off Road Trucks - Pro Lite - Sports Car/GT/GS - All club levels - Open Wheel/Formula - Popular choice on lightweight front axle apps w/ or w/o ABS
DTC-50	<ul style="list-style-type: none"> - Designed for high deceleration rates - High temperature fade resistance - Very high torque with aggressive initial bite 	300-1400	500-1100	HIGH	<ul style="list-style-type: none"> - Open Wheel/Formula - Sports Car/GT - Trophy Truck - F2000 - F3000 - Class 1/Class 10 Off Road
DTC-30	<ul style="list-style-type: none"> - Wide temp range - Controllable torque - Smooth feel and bite - Excellent release characteristics - Multi-purpose gravel rally - Excellent brake rotor wear 	100-1200	100-800	MEDIUM	<ul style="list-style-type: none"> - NASCAR/NASCAR Modified - Circle Track - Dirt Track - Trophy Truck - Pro Lite - Drag Racing - Sprint Cars - Pro Buggy - Pro 2/Pro 4 Off Road Trucks - Class 1/Class 10 Off Road
DTC-15	<ul style="list-style-type: none"> - Low to mid temp range - Medium torque - Torque level just below DTC-30 	100-800	300-600	MEDIUM	<ul style="list-style-type: none"> - Circle Track - Dirt Track Late Model - Dirt Modified

Motorsport Compound Guide

COMPOUND	COMMENTS/REMARKS	OPERATING TEMP.	OPTIMAL TEMP. RANGE	TORQUE LEVEL	APPLICATIONS
DTC-05	<ul style="list-style-type: none"> - Low to mid temp range - Smooth and predictable torque - Designed to provide lower torque 	100-700	100-500	LOW	<ul style="list-style-type: none"> - Autocross/Track Day Events - Dirt Modified - Specialty Caliper and brake kit
HT-10	<ul style="list-style-type: none"> - Linear in-braking characteristics across temp. ranges - Intermediate to high torque 	300-1300	500-1100	HIGH	<ul style="list-style-type: none"> - Road Racing for higher torque than Blue 42 - Increased track day performance
MT-4	<ul style="list-style-type: none"> - Mid to high initial bite - Intermediate to high torque - Immediate brake torque at lower brake temp 	200-1300	400-1200	HIGH	<ul style="list-style-type: none"> - Pavement Circle Track (under 2000 lbs.) - Pavement Street Stock (under 2800 lbs.) - NASCAR Modified - Pavement Limited - Late Model - Pavement Modified
Blue 42	<ul style="list-style-type: none"> - Low to mid temp range - Low to intermediate torque - Excellent modulation - Multi-purpose compound 	250-1000	350-800	MEDIUM	<ul style="list-style-type: none"> - Road and Rally Racing - Entry level race compound - Trophy Truck - Class 1/Class 10 Off-Road
Black	<ul style="list-style-type: none"> - Lower temp - Low to intermediate torque 	100-900	200-700	MEDIUM	<ul style="list-style-type: none"> - Dirt Circle Track - All-purpose compound - For lower temp and torque applications - Dirt modified - Pavement (MCA Style)
DR-97	<ul style="list-style-type: none"> - Designed for use on aluminum rotors - Good static and dynamic coefficient of friction 	100-900	100-700	MEDIUM	<ul style="list-style-type: none"> - Specialty calipers used in low-to-medium deceleration drag racing
Street/ Race	<ul style="list-style-type: none"> - A race pad designed for street use - Wide temp range - Controllable torque - Smooth feel and bite 	100-1200	100-800	MEDIUM	<ul style="list-style-type: none"> - Autocross - Club track day events - Popular choice for rear axle use on GT, GS and club level applications with ABS
HP Plus	<ul style="list-style-type: none"> - Designed to get you to and from the track without requiring a brake change - Low to mid temp range - Smooth and predictable torque 	100-800	300-600	LOW	<ul style="list-style-type: none"> - Autocross Club track day events - Popular choice for rear axle use on GT, GS and club level applications with ABS

MOTORSPORTS COMPOUNDS

BRAKE PADS	COMPOUNDS	BRAKE PADS	COMPOUNDS	BRAKE PADS	COMPOUNDS
Blue 42	EE	DTC-30	W	HP PLUS	N
Black	M	DTC-50	V	HT-10	S
DR-97	J	DTC-60	G	MT-4	L
DTC-05	H	DTC-70	U	STREET/RACE	R
DTC-15	A	DTC-80	Q		

Frequently Asked Street Pad Questions

Q: What compound is best for my application?

A: This is highly dependent on the vehicle and expectations of the customer. In most cases we recommend that you reference our product literature, website, or contact us at 800-542-0972.

Q: What causes brake noise?

A: There are literally hundreds of reasons why brake noise occurs and most have nothing to do with brake pads. Improper installation, brake system maintenance, rotor quality and debris tend to be the most common causes.

Sometimes brake squeal can be an indicator that there is a problem. Maintenance is required if you experience brake squeal for any of the following reasons:

- Lack of friction material (brakes need to be replaced)
- Loose fitting brake in the caliper
- Loose fitting or missing brake hardware (i.e. shims, anti-rattle clips)
- Loose lug nuts or caliper hardware
- Debris caught between the rotor and the surface of the brake pad
- Heat-cracked or worn rotors
- Uneven finish on resurfaced rotors

In some cases, a user may experience brake noise when no maintenance is required. We call these NVH (Noise, Vibration and Harshness) issues. Brake squeal is typically caused by vibration between the brake pads, rotors and brake calipers. Some brands of semi-metallic brakes are more likely to experience brake squeal due to the metallic ingredients in the brake pads.

Hawk Performance has a great reputation for manufacturing low-noise, high-performance brake pads. All Hawk Performance products have an OE quality shim, severe duty powder coat surface treatment and "GearHead Grease Paks" to virtually eliminate the risk of brake noise. Below are the instructions for proper use of our "GearHead Grease Paks."

1. To silence brake noise – Apply 1-2 grams on the backside of the brake pad and evenly spread across the surface making sure to cover any areas where the pad contacts the caliper or piston.
2. To lubricate calipers – Clean and inspect all brake caliper parts making sure to inspect for damage or excessive corrosion. Apply to pins, slides, bushings, pistons, rubber sleeves and seals.

DO NOT APPLY TO THE ROTOR FACE OR THE BRAKING SURFACE OF THE PAD!

Caution: For eye and skin contact, flush with water for 15 minutes. Wash skin with soap and water; call a physician if irritation persists. If swallowed do NOT induce vomiting; call a physician. KEEP OUT OF REACH OF CHILDREN.

Q: How do I break-in my new pads?

A: Brake Pad Burnishing/Bedding-In Instructions

1. After installing new brake pads, make 6 to 10 stops from approximately 30-35 MPH applying moderate pressure.
2. Make an additional 2 to 3 hard stops from approximately 40-45 MPH.
3. DO NOT DRAG BRAKES!
4. Allow at least 15 minutes for the brake system to cool down.
5. After step 4 is completed, your new Hawk Performance brake pads are ready for use.

Q: Why should I follow a break-in procedure on new brake pads?

A: Correct brake pad break-in (bedding) is important to ensure quality braking performance over the life of the pad. This procedure allows the rubbing surface of the brake pad to be brought to temperature, creating a transfer-film layer of friction material to be applied to the rotor surface. This allows the brake pad material to rub against itself rather than the bare rotor. This increases the stopping performance of the brake pad and can reduce pad and rotor wear.

Q: Can I run cross-drilled or slotted rotors with Hawk Performance brake pads?

A: Yes you can. We do suggest a slotted or solid faced rotor for performance applications. Cross drilled rotors are primarily for looks, so some trade-offs - such as increased brake pad wear and increased dust - may occur.

Q: Where can I find an authorized distributor of Hawk Performance brake pads?

A: HawkPerformance.com You can find authorized dealers of Hawk Performance products by entering your zip code or the dealer's name in the box on the Dealer Locator page of our website. If you are looking for a distributor outside the U.S., simply use the International Dealer Locator page. You can also contact us at 800-542-0972.

Q: Does Hawk Performance have a part for my vehicle application?

A: We are constantly developing new applications, please search for it on our website. To search for a part for your vehicle application, choose the year, make and model on the "Part Search and Order Online" page of our website and hit "Search." All Hawk Performance part numbers for your specified application will be displayed, if available.

Q: What can I do during installation to ensure my brakes won't squeal?

A: First, choose Hawk Performance high performance disc brake pads as your upgrade over other aftermarket brake suppliers. The next best steps you can take to avoid having noisy brakes are:

- Turn / machine the rotors (machining off a small layer of the brake rotor to make it smooth again)
- Wash and dry the rotor to rid of debris
- Install the pads securely and according to instruction
- Properly bed-in the pads according to instruction
- Apply a thin layer of a silicone compound called anti-squeal brake lube on the back of the brake pads

Our standard installation procedures are outlined below. This information is printed on the box of every brake pad set we manufacture, and should be followed in accordance with the application-specific brake pad installation instructions provided by the vehicle manufacturer.

Brake Pad Installation Procedure

- Install brake pads properly. Be sure pads are securely positioned in the caliper.
- Flush brake system with fresh brake fluid.
- Check all hydraulic parts for excess wear and tear.
- Check disc for proper thickness, parallelism, and lateral runout.
- Check disc for scoring or grooves over .012" depth. If either applies, resurfacing is required.
- If discs do not need resurfacing, then contamination from the previous brake pads must be removed. Sand discs with 130-grit sandpaper using moderate pressure. Use soap and water to clean disc surface after sanding. Discs should be free and clear of oil, grease and brake fluid.
- Inspect calipers for freedom of movement. Lubricate where necessary.

Limited Lifetime Warranty

Hawk Performance will warranty products to be free of defects from workmanship and materials. This warranty does not apply to normal wear or damage caused by negligence, lack of maintenance, accident, abnormal operations, or improper installation or service. Hawk Performance does not make any other warranty claims, either expressed or implied, including the implied warranties of merchantability or fitness for a particular purpose. In no event will Hawk Performance be liable for incident or consequential damages of any kind, whether such damages are claimed on account of breach of warranty, breach of contract, negligence, or strict product liability. This includes without limitation, damage to property, or other economic losses that may be incurred. Any, and all, warranty claims must be processed through Hawk Performance. All valid warranty claims will be replaced/reimbursed with Hawk Performance products of equal or greater value.

Frequently Asked Street Pad Questions

Q: What are racing brake pads made from?

A: Racing brake pads are made from a variety of ingredients like metals, resins and fillers. The combination of ingredients and the size and weight of the ingredients used in the friction formula can create very different performance levels and characteristics.

Q: With all the different brake compounds available today, how do I make the proper choice of what to use on my racecar?

A: Choosing the proper brake pad compound that will provide the best performance for your Motorsports application can be made easier by following the guidelines outlined below:

- Determine what compounds and styles of brake pads are available for your calipers and type of racing.
- Determine the operating temperature of your car's brake system. Heat sensitive paint can be applied to the brake pads and rotors to help you gauge temperature. Tire pyrometers can be used, but due to the cool down time the temperature numbers may not be accurate.
- Upon learning your system's temperatures, or if you do not know your temperatures, contact Hawk Performance at 1-800-542-0972 for recommendations regarding proper brake material for your application.
- Other drivers that share your driving style will sometimes provide valuable information that may allow you to learn what brake pads other drivers have used and liked or disliked.
- Contact your local racing products dealer and inquire as to what brake pads they offer and recommend for your application.
- It's important to understand different types of racecars, racing surfaces and driving styles may require different levels of braking performance, and many drivers expect the brake system to have a certain feel that suits their individual needs. Because of this, it should not be assumed that what works for one driver would work for all. In some cases the best way to learn what is best for you is to experiment with a variety of friction compounds to determine how a particular pad differs from another regarding issues such as pedal feel, consistency and rotor and brake pad wear.

Q: What are some noticeable signs that I have made the wrong pad choice for my Motorsports racing application?

A: When a friction compound is used in a substantially higher temperature range than intended, the material can quickly lose its ability to perform correctly. Generally, an overheated brake pad will continue to provide a hard pedal feel but require more foot and pedal effort to achieve even marginal performance. Continued use during this type of circumstance can result in complete brake pad failure.

Q: What happens if I choose a brake pad compound that does not have a high enough temperature range for my application?

A: It's important to understand the chain of events that take place when a brake pad becomes too hot to work correctly. As the pad begins to lose performance effectiveness the driver may try to compensate by pushing harder and longer on the pedal. This may cause friction surface temperature to increase thereby increasing the brake problem. When this occurs, great stress is put on the friction material and the material can begin to crystallize. In extreme cases delaminating between the friction material and the pad's backing plate can sometimes occur. This type of situation may be corrected by choosing a friction compound designed to withstand higher temperature.

Q: Why should I perform a break-in procedure on new brake pads?

A: Correct brake pad break-in (bedding) is important to assure optimal braking performance over the life of the pad. This procedure allows the rubbing surface of the brake pad to slowly be brought up to racing temperatures. Proper bedding creates a transfer layer film of friction material to be applied to the rotor surface. This allows the brake pad material to rub against itself rather than the bare rotor. This increases the stopping performance of the brake pad and can reduce pad and rotor wear.

Q: What is the proper procedure for breaking in new brake pads?

A: Brake Pad Burnishing/Bedding-In Instructions

1. After reaching medium speed engage brake pedal to slow car without coming to a complete stop. Release pedal quickly and do not drag brakes. Repeat four or five times.
2. At higher speeds engage brake pedal to slow car without coming to a complete stop. Release pedal quickly and do not drag brakes. Repeat five times.
3. At or near race speed engage brake pedal to slow car without coming to a complete stop. Release pedal quickly and do not drag brakes. Repeat three times. Allow a few seconds between brake engagements while car is in motion.
4. Do not hold brake pedal. Park car for approximately 20 minutes or until brake rotors are completely cool to the touch.
5. If during the above steps the brake pedal becomes soft or brake fade is noticed, park the car immediately for approximately 20 minutes. Do not hold brake pedal.

IMPORTANT REMINDERS WHEN BURNISHING/BEDDING BRAKE PADS

- Do not attempt to use badly worn or damaged rotors with new brake pads.
- Do not drag brakes while car is moving during break-in procedure.
- Do not engage pedal while car is stopped at any time following the break-in procedure.
- Upon completing the procedure, allow the brake system to completely cool before racing.
- Applying the pedal a few times before the start of the race will allow the brake pads to heat up before attempting to reach race speeds.
- Clean a used rotor surface with fine sand paper or steel wool, rinse with water, dry and install before bedding new pads.
- Some forms of racing don't allow time for the proper break-in procedure to be performed. However, it is still very important to attempt to perform at least the core of the procedure: Build up heat slowly and allow the system to completely cool down before racing if possible.

Q: What can happen to my brake pads if not bedded properly?

A: Proper break-in will assure that small amounts of heat are introduced to the brake pad. Brake pads that are brought up to temperature too fast and not properly allowed to cool down may quickly become glazed and not perform as originally intended. The pad's rubbing surface reaches extreme heat levels during racing use. The surface needs slow temperature increases to help prepare the pad. Large amounts of heat all at one time can cause the brake pad rubbing surface to become somewhat liquified and coat the pad surface with a glaze. This will dramatically reduce stopping performance as certain ingredients in the friction compound breakdown and cause glazing of the rubbing surface of the brake pad.

Q: How can I tell by looking at the brake pad if my pads have been glazed over?

A: When a brake pad glazes over, the friction surface develops a cloudy or glassy looking coating. It is possible to remove the glazed surface by using sand paper to grind away the damaged layer and expose a new layer that will require the proper bedding procedure.

Q: What is a pre-bedded brake pad?

A: Some brake pad manufacturers offer a pre-bedded pad and/or a pre-bedding service. Pre-bedding involves placing pads in a caliper and running them against a mechanically driven rotor in a controlled environment. The rotor and pads are slowly brought up to temperature and allowed to cool down over several cycles. This process simulates on track situations while allowing the two surfaces to mate correctly in an optimum environment. While this process can be very expensive, it greatly reduces the break-in time prior to pad purchase. In most cases the rotor and the pad are, and should be, sold as a matched set.

Q: What is a pre-burnished brake pad?

A: Some brake pads are pre-burnished during the manufacturing process. Pads that are pre-burnished have had high temperature applied to the rubbing surface to simulate the first few engagements on an actual race car. The process will allow the pad to break-in quickly and to begin working more effectively in a shorter time. Pre-burnished pads still need to be properly bedded to help assure that the pad and the rotor have an opportunity to mate correctly.



Hawk Performance is passionately devoted to promoting racing at every level,
and proud to sponsor these fine industry partners:



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