

Our R&D department includes a PhD in friction along with 23 dynamometers to create legendary stopping power.

WHAT'S STOPPING YOU?



race proven. street legal.

Plus, it's made has been producing ultimate friction products that stop you faster and last longer for over 30 years.

HAWK 
P E R F O R M A N C E

PRODUCTS OVERVIEW

STREET CAR | MOTORSPORT | TRUCK & JEEP | OFF-ROAD

TECHNOLOGY OF CHAMPIONS



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 trusted as the Official Brake Product for motorsports organizations like the National Auto Sport Association, the SCCA, Ron Fellows Performance Driving School and Allen Berg Racing School.

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.

STREET CARS

TRUCKS & SUVS

JEEPS & 4X4S

MOTORSPORTS

TALON ROTORS

DTC ROTORS

MOTORCYCLE





STREET CARS

American muscle cars, tuners and European touring sedans can officially be pushed to their limits with confidence, thanks to proven engineering and superior components.

TALON ROTORS

The high performance rotor replacement for your street vehicles that enables harder, more precise braking.

TRUCKS & SUVS

Today's SUVs and heavy-duty trucks aren't yesterday's station wagons and pickups. Added weight and stress require smarter friction technology.

DTC ROTORS

DTC directional rotor rings seamlessly mesh advanced design and metallurgy to create the perfect "matched set" system when run with our DTC series brake pads.

JEEPS & 4X4S

Hawk friction technology has been proven on the world's toughest trails, hills and endurance races. Get increased stopping power and reduced fade you can trust.

MOTORCYCLE

Hawk Performance® doesn't just support you in your cars and trucks. We've engineered brake pads to provide the optimal stopping power and control for your bike.

MOTORSPORTS

Whether you chase times on road courses, circle tracks, dirt tracks, drifting or autocross, we have the proven motorsports brakes that best fit your racing environment. Hawk Performance has been the brand of choice for top teams and championship drivers for more than 25 years. We offer compounds that outperform the competition in every setting, exceeding the demands of temperature and torque to shave time and deliver the win.



HPS 5.0

HIGH PERFORMANCE STREET COMPOUND

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

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.

KEY FEATURES:

- Aggressive torque
- Great rotor and pad wear life
- Smooth and predictable control
- Designed to deliver high deceleration rates
- Smooth braking feel
- Consistent brake release characteristic



**IDEAL FOR HIGH PERFORMANCE
STREET CARS**



PC Performance Ceramic

LUXURY AND TOURING STREET COMPOUND

Clean, quiet and quick stopping power with uncompromising performance

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.

KEY FEATURES:

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



**IDEAL FOR ALL LUXURY IMPORT AND
DOMESTIC STREET VEHICLES**



LTS

LIGHT TRUCK/SUV COMPOUND

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

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 and 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 one ton and provides 20-40% more stopping power over stock replacement pads.

KEY FEATURES:

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



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



SD

SUPER DUTY TRUCK COMPOUND

High fade resistance with superior high temperature and high inertia capabilities for heavy towing

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 Super Duty 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 and vehicles towing excessive payloads.

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

KEY FEATURES:

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



**IDEAL FOR HEAVY TOWING AND
PROFESSIONAL FLEETS**



HP Plus

AUTOCROSS AND TRACK DAY COMPOUND

For autocross, Solo II and track day events

FROM THE TRACK TO THE GARAGE.

Hawk Performance's® HP Plus brake pad is designed to bring motorsport levels of friction at street and autocross temperatures. With over .5 mu between 200°F and 700°F, HP Plus is ideal for autocross and light-duty track use.

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 other environments where peak performance is required at low brake temperatures.

KEY FEATURES:

- Low to mid temperature range
- Fade resistant
- Smooth and predictable torque
- Ideal for autocross and highly aggressive street vehicles



**IDEAL FOR AUTOCROSS AND HIGHLY
AGGRESSIVE STREET VEHICLES**



Brake Fluid

FOR STREET AND RACING APPLICATIONS

The perfect brake fluid to round out your braking system and keep your vehicle stopping safely

NEXT-LEVEL BRAKE FLUID.

At Hawk Performance®, we pride ourselves on optimizing the braking experience for maximum performance, but that doesn't stop at pads and rotors. We now offer DOT 4 premium specification brake fluid in three different performance levels to optimize safe, predictable braking no matter what you're stopping.

Whether performing routine maintenance on your daily driver, racing to the finish line or towing down steep grades, Hawk Performance not only has the brake pads and rotors you need, but the brake fluid to back it up. Now available in three different performance levels, Hawk Performance brake fluid can be used in any hydraulic brake system that calls for a DOT 4 fluid.

Functioning as an OE replacement, HP520 brake fluid offers superiority to OE specifications at an affordable price point for your street car or truck. HP600 has been specifically formulated to provide the highest performance under racing conditions, where braking systems must operate at very high temperatures without compromise. And for those extreme environments, HP660 pulls out all the stops to offer class-leading boiling points for reliable, consistent braking performance.

HP520 PERFORMANCE BRAKE FLUID

- Premium DOT 4 Brake Fluid
- Minimum Dry Boiling Point: 500°F (260°C)
- Minimum Wet Boiling Point: 320°F (160°C)



HP600 RACING BRAKE FLUID

- Premium DOT 4 Brake Fluid
- Minimum Dry Boiling Point: 572°F (300°C)
- Minimum Wet Boiling Point: 383°F (195°C)



HP660 RACING BRAKE FLUID

- Premium DOT 4 Brake Fluid
- Minimum Dry Boiling Point: 608°F (320°C)
- Minimum Wet Boiling Point: 383°F (195°C)





Talon Rotors

HIGH PERFORMANCE STREET ROTORS

The high performance rotor replacement for your street vehicles that enables harder, more precise braking

DRILLED AND SLOTTED. SLOTTED-ONLY.

Hawk Performance® is pleased to announce the expansion of the Talon® rotor program. Using G3000 metallurgy, Hawk has developed a high-carbon OEM replacement rotor, giving you top-tier-level braking performance at an accessible price point for your daily driver, truck or track car.

CNC machined to optimize cooling and coated in Hawk's own Magni™ coating for superior corrosion resistance, Talon rotors are the perfect complement to your Hawk Performance brake pads and brake fluid.

Hawk Performance doesn't only offer the world's most race-winning brake pads, we also offer that same race-winning technology embedded into street performance brake pads, rotors and brake fluid for your daily driver, sports car or truck. Expanding on our highly demanded Talon Rotor product line, we now offer Talon Plus and Talon Super Duty rotors in addition to our standard Talon design. Designed for high-demand braking environments, Hawk Performance continues to offer solutions for your every braking need.



TALON

The original Hawk Talon rotor you know and love. Drilled and slotted for optimal cooling and performance, Hawk Talon rotors offer race-winning performance for your street or show car.



TALON PLUS

For those more extreme environments, the all-new Hawk Talon Plus rotors offer a slotted-only design for track cars and other sports cars which see high-temp environments.



TALON SUPER DUTY

Stopping a heavy-duty truck and trailer is no easy feat. Ditch those factory pads and rotors and instill the braking confidence you need using Hawk's race-proven, street legal braking technology.



Pad & Talon Kits

HIGH PERFORMANCE ROTOR AND PAD KIT

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

THE TEAM TO BEAT.

Hawk Performance® has simplified the process of dramatically improving any vehicle's stopping distance without upgrading to expensive specialty calipers or big brake kits. Our brake pad and Talon® rotor 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 Talon® 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.

KEY FEATURES:

- Increased stopping power
- Reduced brake fade
- Improved brake system effectiveness
- Lowered temperatures
- Aggressive look behind custom wheels
- Extended pad and rotor life



**IDEAL FOR ALL IMPORT AND 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 downforce.

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 downforce. 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.

ER-1

Hawk's all new endurance racing compound, ER-1 offers consistent torque across a wide thermal range with excellent modulation and pedal feel, and lasts longer than any Hawk motorsport pad ever made.



Motorsport Compounds

HT-10

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

HP Plus

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

Black

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

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 9012

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





DTC-80

HIGH PERFORMANCE PROFESSIONAL RACE COMPOUND

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

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.

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°F operating temperature range
- Superior pad and rotor wear



**IDEAL FOR FULL PROFESSIONAL
SPORT CAR RACING**



ER-1

ENDURANCE RACING BRAKE PADS

The performance you expect from Hawk Performance, lap after lap after lap

REVOLUTIONARY FRICTION STABILITY

ER-1 has been developed by Hawk Performance® for the endurance racing market with a simple goal: offer a higher coefficient of friction than competing endurance pads, while maintaining matched or improved lifespan. Years of testing across America's most prestigious races has resulted in a well-rounded compound that offers ideal modulation and pedal communication.

With ground breaking friction stability across a thermal range as high as 1600°F, this consistency of performance, hour after hour, makes it ideal for not only endurance racing, but HPDE, track days, time trials and even sprint racing.

KEY FEATURES:

- Superior pad and rotor wear
- Consistent, medium to high friction
- Specific emphasis on modulation, release and pedal communication
- Ideal for light- to medium-weight vehicles in HPDE, track day events, time trials or endurance racing.
- 400°-1600°F operating temperature range
- 700°-1100°F optimal temperature range



**IDEAL FOR THE MOST INTENSE SPORTS
CAR RACING ENVIRONMENTS**



DTC

DYNAMIC TORQUE CONTROL COMPOUNDS

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

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.

KEY FEATURES:

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

DTC-60

TAME DOWNFORCE & 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.

KEY FEATURES:

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

DTC-50

GET INTO THE WINNER'S CIRCLE.

Developed through extensive testing, DTC-50 gives racers a pad that enhances our line of Dynamic Torque Control products, and bridges the temperature and torque range between our DTC-30 and DTC-60 race pads.

KEY FEATURES:

- Very high torque with aggressive initial bite
- Excellent modulation and release characteristics
- High temperature fade resistance
- Designed for high deceleration rates

DTC-30

DIRT CIRCLE SUPERIORITY.

DTC-30 is a controllable torque, multipurpose 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.

KEY FEATURES:

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



HT-10/BLACK/BLUE 42

MOTORSPORTS RACING COMPOUNDS

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

HT-10

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.

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.

KEY FEATURES:

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

Blue 9012

DOMINATE THE COMPETITION.

Designed as an entry level endurance compound, there's nothing second-string about Hawk's Blue 9012 race compound. Easier to bed in, Blue 9012 is a medium torque pad developed specifically for road, rally and circle track racing.

KEY FEATURES:

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



DTC Rotors

RACE ROTORS

Optimal brake performance and durability for asphalt and dirt racing

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.

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**



Motorcycle

VTWIN BRAKE PADS

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.

KEY FEATURES:

- Superior stopping power
- HH+ rated friction material, highest in the industry
- Smooth, progressive engagement
- Fade-free performance
- 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.

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 and high friction level - Consistent brake torque over its temperature range (over 1200°F) - Superior pad and rotor wear - All circle track and road racing venues demanding high torque and 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 - Pad of choice for off-road trophy trucks
DTC-70	<ul style="list-style-type: none"> - High temp and high torque - Superior pad and rotor wear - Excellent torque control - 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 and high torque - Provide superior pad and rotor wear - Excellent torque control - 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 with or without 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 - Pro lite - 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 - Multipurpose gravel rally - Excellent brake rotor wear 	100 - 1200	100 - 800	MED	<ul style="list-style-type: none"> - Nascar/nascar modified - Circle track - Dirt track - Pro lite - Drag racing - Sprint cars - Pro buggy - Pro 2/Pro 4 off-road trucks - Class 1/Class 10 off-road

Motorsport Compound Guide

COMPOUND	COMMENTS/REMARKS	OPERATING TEMP.	OPTIMAL TEMP.	TORQUE LEVEL	APPLICATIONS
HT-10	<ul style="list-style-type: none"> - Linear in-braking characteristics across temperature ranges - Intermediate to high torque 	300 - 1300	500 - 1100	HIGH	<ul style="list-style-type: none"> - Road racing for higher torque than Blue 9012 - Increased track day performance
Blue 9012	<ul style="list-style-type: none"> - Low to mid temp range - Low to intermediate torque - Excellent modulation - Multipurpose compound 	250 - 1000	350 - 800	MED	<ul style="list-style-type: none"> - Road and rally racing - Entry level race compound - Class 1/Class 10 off-road
Black	<ul style="list-style-type: none"> - Lower temp - Low to intermediate torque 	100 - 900	200 - 700	MED	<ul style="list-style-type: none"> - Dirt circle track - All-purpose compound - For lower temp and torque applications - Dirt modified - Pavement (IMCA 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	MED	<ul style="list-style-type: none"> - Specialty calipers used in low-to-medium deceleration drag racing
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
ER-1	<ul style="list-style-type: none"> - Endurance racing - High temp and high torque - Lowest pad and rotor wear - Emphasis on modulation and release - Wide range of thermal capacity and applications 	400 - 1600	700 - 1100	MED	<ul style="list-style-type: none"> - Endurance racing - HPDE - Track days - Time trials

MOTORSPORTS COMPOUNDS

BRAKE PADS	COMPOUNDS	BRAKE PADS	COMPOUNDS	BRAKE PADS	COMPOUNDS
BLUE 9012	E	DTC-50	V	HP PLUS	N
BLACK	M	DTC-60	G	HT-10	S
DR-97	J	DTC-70	U	ER-1	D
DTC-30	W	DTC-80	Q		

Street FAQ's and Warranty

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. We recommend that you reference our website, product literature or contact us at 800-542-0972.

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

A: We are constantly developing new applications but check out our part search tool at hawkperformance.com/parts-lookup. You can look up by year, make and model or caliper and all Hawk Performance parts for your application will be displayed, if available.

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

A: Please check out our Dealer Locator page at hawkperformance.com/locator.

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

A: Yes, you can. Our pads pair very well with our Talon® rotors, which depending on your vehicle application, come in cross-drilled or slotted only variations, but our pads can be used with other brands as well.

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: How do I break-in my new pads?

A: The break-in procedure is available at hawkperformance.com/how-to or on every box of Hawk Performance brake pads.

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 pad

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 greatly reduce the risk of brake noise. Below are the instructions for proper use of our "GearHead Grease Paks."

1. To quiet 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.

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.

Motorsport FAQ's

FREQUENTLY ASKED MOTORSPORT PAD QUESTIONS

Q: What are racing brake pads made from?

A: Racing brake pads are made from a variety of ingredients like metals, carbon, 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: 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 break down and cause glazing of the rubbing surface of the brake pad. Bed in procedures can be found on the website at hawkperformance.com/how-to or on every box of Hawk Performance® brake pads.

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: 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: 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 sandpaper 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 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 – BRAKE PAD DIAGRAM BREAKDOWN AND COMPOUND CODES

Pad thickness in inches (and millimeters) to include core and friction material

Carry-over column for industry reference numbers and pad thickness

Hawk Performance® part number

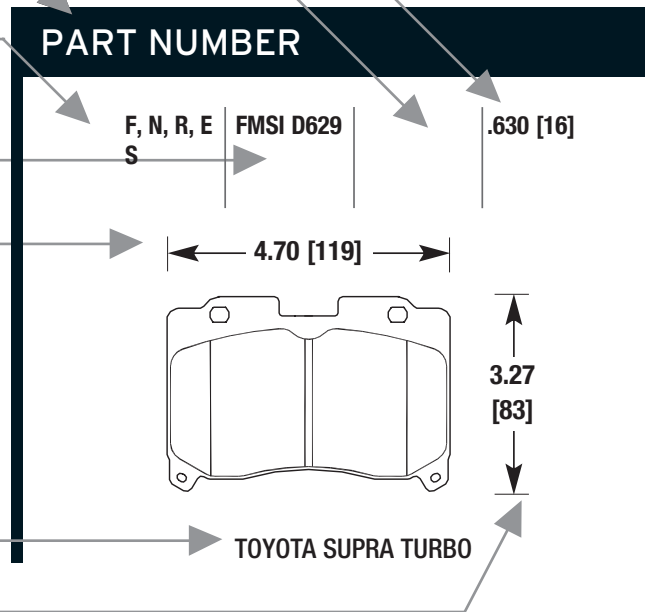
Hawk Performance compound codes

Industry reference numbers (FMSI)

Length in inches (and millimeters)

Original equipment and/or aftermarket caliper manufacturer

Width in inches (and millimeters)



BRAKE PAD CODE BREAKDOWN



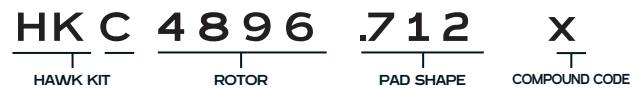
MOTORSPORT COMPOUNDS

BRAKE PAD	COMPOUNDS
Black	M
Blue 9012	E
DR-97	J
DTC-30	W
DTC-50	V
DTC-60	G
DTC-70	U
DTC-80	Q
HP PLUS	N
HT-10	S
ER-1	D

ROTOR CODE BREAKDOWN



PAD/ROTOR KIT CODE BREAKDOWN



*C = Cross-Drilled & Slotted; S = Slotted-Only

STREET COMPOUNDS

BRAKE PAD	COMPOUNDS
HPS 5.0	B
HPS Performance Street	F
Performance Ceramic	Z
LTS Light Truck & SUV	Y
Super Duty	P



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