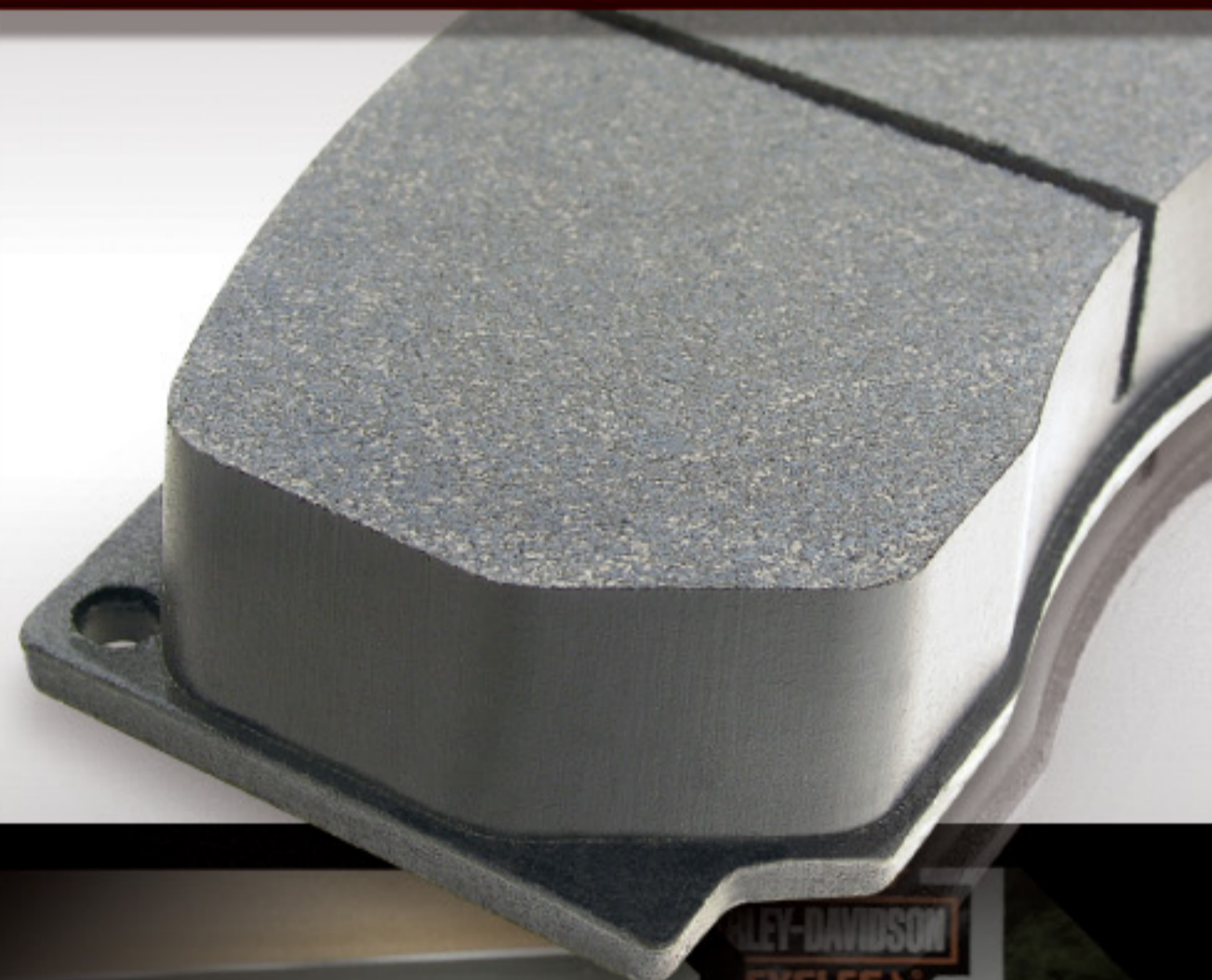




ROAD RACE REFERENCE GUIDE



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HAWK PERFORMANCE DYNAMIC TORQUE CONTROL BRAKES



HAWK PERFORMANCE FERRO-CARBON BRAKES

COMPOUND	REMARKS	COMPOUND	REMARKS
DTC-70 Letter Code U	<ul style="list-style-type: none"> Optimal Temperature Range 400-1600°F; 204-871°C High Temp High Torque Excellent Torque Control Excellent Modulation and Release Characteristics Designed for High Deceleration Rates <i>Supercedes HT-15 material</i>	HT-14 Letter Code V <i>Note: See DTC-60 and DTC-70 for latest material development</i>	<ul style="list-style-type: none"> Optimal Temperature Range 300-1400°F; 149-871°C High Temp High Torque Designed for High Deceleration Rates
DTC-60 Letter Code G <i>Note: Slightly lower torque than DTC-70</i> <i>Recommended for use with DTC-70 when split friction between front and rear axle is desired</i>	<ul style="list-style-type: none"> Optimal Temperature Range 400-1600°F; 204-871°C High Temp High Torque Excellent Torque Control Excellent Modulation and Release Characteristics 	HT-10 Letter Code S	<ul style="list-style-type: none"> Optimal Temperature Range 300-1300°F; 149-871°C High Temp Intermediate to High Torque Designed for High Deceleration Rates
DTC-30 Letter Code W	<ul style="list-style-type: none"> Optimal Temperature Range 100-1200°F; 38-649°C Wide Temp Range Controllable Torque Smooth Feel and Bite Excellent Release Characteristics 	Blue 9012 Letter Code E <i>Note: See DTC-60 for latest material development</i>	<ul style="list-style-type: none"> Optimal Temperature Range 250-1000°F; 121-538°C Low to Mid Temp Low to Intermediate Torque Excellent Modulation Multi-Purpose Compound
DTC-05 Letter Code H	<ul style="list-style-type: none"> Optimal Temperature Range 100-900°F; 38-482°C Low to Mid Temp Range Smooth, Predictable Torque Designed to Provide Lower Torque	Black Letter Code M	<ul style="list-style-type: none"> Optimal Temperature Range 100-900°F; 38-482°C Lower Temp Low to Intermediate Torque
		DR-97 Letter Code J	<ul style="list-style-type: none"> Optimal Temperature Range 100-900°F; 38-482°C Excellent Static and Dynamic Coefficient of Friction

PLEASE NOTE: HT-15 has become obsolete and therefore discontinued.



DOMINATE THE COMPETITION

DYNAMIC TORQUE CONTROL BRAKE PADS (DTC)

Hawk Performance has dominated Motorsports braking for over 15 years, offering highly engineered friction products for nearly every type of racing.

The key to our success has been, and continues to be, our passion to develop leading-edge product technologies and maintain our position as the global market leader. Our premier DTC product line is a direct result of our passion and commitment to Motorsports. When it comes to superior braking performance, our DTC product line has no equal.



ROAD RACE (FRONT AXLE APPLICATIONS)

RATING SCALE: 1 = Fair, 5 = Excellent

Vehicle Weight	Performance Categories	DTC-70	DTC-60	HT-14	HT-10	BLUE 9012	BLACK
Above 2800 lbs	Initial Torque	5	5	5	5	5	NOT RECOMMENDED
	Fade Resistance	5	5	5	5	5	NOT RECOMMENDED
	Release	5	5	5	5	5	NOT RECOMMENDED
	Consistency	5	5	5	5	5	NOT RECOMMENDED
	Modulation	5	5	5	5	5	NOT RECOMMENDED
	Pad Wear	5	5	5	5	5	NOT RECOMMENDED
Below 2800 lbs	Initial Torque	5	5	5	5	5	NOT RECOMMENDED
	Fade Resistance	5	5	5	5	5	NOT RECOMMENDED
	Release	5	5	5	5	5	NOT RECOMMENDED
	Consistency	5	5	5	5	5	NOT RECOMMENDED
	Modulation	5	5	5	5	5	NOT RECOMMENDED
	Pad Wear	5	5	5	5	5	NOT RECOMMENDED
Below 2300 lbs	Initial Torque	5	5	5	5	5	5
	Fade Resistance	5	5	5	5	5	5
	Release	5	5	5	5	5	5
	Consistency	5	5	5	5	5	5
	Modulation	5	5	5	5	5	5
	Pad Wear	5	5	5	5	5	5

ROAD RACE (REAR AXLE APPLICATIONS)

Vehicle Weight	Performance Categories	DTC-70	DTC-60	HT-10	BLUE 9012	BLACK	HPS or DTC-05
Above 2800 lbs	Initial Torque	5	5	5	5	5	5
	Fade Resistance	5	5	5	5	5	5
	Release	5	5	5	5	5	5
	Consistency	5	5	5	5	5	5
	Modulation	5	5	5	5	5	5
	Pad Wear	5	5	5	5	5	5
	Disc Wear	5	5	5	5	5	5
	Rear Lockup Resistance	5	5	5	5	5	5
Below 2800 lbs	Initial Torque	5	5	5	5	5	5
	Fade Resistance	5	5	5	5	5	5
	Release	5	5	5	5	5	5
	Consistency	5	5	5	5	5	5
	Modulation	5	5	5	5	5	5
	Pad Wear	5	5	5	5	5	5
	Disc Wear	5	5	5	5	5	5
	Rear Lockup Resistance	5	5	5	5	5	5
Below 2300 lbs	Initial Torque	5	5	5	5	5	5
	Fade Resistance	5	5	5	5	5	5
	Release	5	5	5	5	5	5
	Consistency	5	5	5	5	5	5
	Modulation	5	5	5	5	5	5
	Pad Wear	5	5	5	5	5	5
	Disc Wear	5	5	5	5	5	5
	Rear Lockup Resistance	5	5	5	5	5	5

***Note: Cars equipped with ABS systems may require additional compound information. Contact a Hawk Representative.

OPEN WHEEL/FORMULA CAR

(FRONT AXLE APPLICATIONS) RATING SCALE: 1 = Fair, 5 = Excellent

Vehicle Weight	Performance Categories	DTC-70	HT-14	DTC-60	BLUE 9012	BLACK
Above 1100 lbs	Initial Torque	5	5	5	5	5
	Fade Resistance	5	5	5	5	5
	Release	5	5	5	5	5
	Consistency	5	5	5	5	5
	Modulation	5	5	5	5	5
	Pad Wear	5	5	5	5	5
Below 1100 lbs	Initial Torque	5	5	5	5	5
	Fade Resistance	5	5	5	5	5
	Release	5	5	5	5	5
	Consistency	5	5	5	5	5
	Modulation	5	5	5	5	5
	Pad Wear	5	5	5	5	5
Below 900 lbs	Initial Torque	5	5	5	5	5
	Fade Resistance	5	5	5	5	5
	Release	5	5	5	5	5
	Consistency	5	5	5	5	5
	Modulation	5	5	5	5	5
	Pad Wear	5	5	5	5	5

OPEN WHEEL/FORMULA CAR

(REAR AXLE APPLICATIONS)

Vehicle Weight	Performance Categories	DTC-60	HT-14	HT-10	BLUE 9012	BLACK
Above 1000 lbs	Initial Torque	5	5	5	5	5
	Fade Resistance	5	5	5	5	5
	Release	5	5	5	5	5
	Consistency	5	5	5	5	5
	Modulation	5	5	5	5	5
	Pad Wear	5	5	5	5	5
	Disc Wear	5	5	5	5	5
	Rear Lockup Resistance	5	5	5	5	5
Below 1000 lbs	Initial Torque	5	5	5	5	5
	Fade Resistance	5	5	5	5	5
	Release	5	5	5	5	5
	Consistency	5	5	5	5	5
	Modulation	5	5	5	5	5
	Pad Wear	5	5	5	5	5
	Disc Wear	5	5	5	5	5
	Rear Lockup Resistance	5	5	5	5	5

"Hawk Brakes provide our RealTime Acuras the consistent and controllable stopping force we need to fight for the championship."

- Peter Cunningham
World Challenge

"DTC pads are unlike anything I have ever tried. Regardless of how hard I use my brakes; the pads always have excellent bite and control."

- Lance Knupp
Lady Luck Motorsports
SCCA T1 National Champion Chevrolet Corvette



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