Hawk Compounds

DTC-80 (Q) - 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 (U) - Extremely high torque with aggressive controllable initial bite. Superior release and torque control characteristics. Brake pads designed for cars with high deceleration rates with/without down force.

DTC-60 (G) - High torque compound with less initial bite than DTC-70. Superior release and torque control characteristics. Designed for cars with high deceleration rates, with/without down force. Recommended for use with DTC-70 when split friction between front and rear axle is desired.

DTC-50 (V) - Very high torque with aggressive initial bite. Excellent modulation and release characteristics. Brake pads designed for car with extremely high deceleration rates and downforce.

HT-10 (S) - Intermediate to high torque with a smooth initial bite. Very consistent pedal feel. Excellent modulation and release characteristics.

Blue (E) - Medium to high torque and temperature compound with excellent brake modulation.

DTC-30 (W) - Brake pads designed Specifically for Dirt Circle Track applications. Uniquely controllable torque with smooth consistent feel and bite. Superior Release and torque control characteristics.

Black (M) - Medium torque and temperature. Good all purpose racing brake pad. Great in multiple race environment from dirt modified to IMSA style pavement racing.

HP Plus (N) - High initial bite, designed for pavement circle track under 2800 lbs. Designed for applications not needing high deceleration rates. Dual purpose street/track. WILL dust and squeal.

HPS 5.0 (B) - Pushing the Limits of ABS, decreased stopping distances. Improved pedal feel from initial pressure through entire pedal stroke. Minimal fade under Higher Temps, high friction/torque hot or cold. Gentle on rotors, Very quiet, low noise. Improved braking over OE pads, extended pad life.

Ceramic (Z) - Extremely quiet–engineered to reduce brake NVH (Noise, Vibration and Harshness). Increased stopping power, increased rotor life, extended pad life, ultra-low dust. Stable friction output. Ideal for import and domestic touring and luxury automobiles characteristics.

HP Superduty (P) - - 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

LTS (Y) - Designed for large brake systems found on full-size trucks. Ferro-carbon friction material delivers more braking power and fade resistance than OE pads. Low dust, excellent pad and rotor life,virtually noise-free. Ideal for import and domestic full-size trucks, vans and SUVs (1/2 ton) with moderate towing and hauling duty.

HPS (F) - The High Performance Street compound offers a higher coefficient of friction over stock brake pads, and can provide you 20-40% more stopping power and higher resistance to brake fade than most standard replacement pads. Less fade means you will have better pedal feel and more consistent performance in a durable brake pad that generates less dust.

Compounds are listed in order of friction level. Highest to lowest. For both street & race compounds.

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