



## MOTORSPORTS COMPOUND GUIDE

COMPOUND	COMMENTS/REMARKS	OPERATING TEMP.	OPTIMAL TEMP. RANGE	TORQUE LEVEL	APPLICATIONS
<b>DTC-70</b>	<ul style="list-style-type: none"> <li>- High temp. &amp; high torque</li> <li>- Provide superior pad and rotor wear</li> <li>- Excellent torque control</li> <li>- Excellent modulation and release characteristics</li> <li>- Designed for high deceleration rates</li> </ul>	400-1600	800-1200	<b>HIGH</b>	<ul style="list-style-type: none"> <li>- NASCAR/NASCAR Modified</li> <li>- ARCA</li> <li>- Super Late Models</li> <li>- CORR Pro2/Pro4</li> <li>- Pavement circle track</li> <li>- Sports Car/GT/GS</li> <li>- All club levels</li> <li>- Open Wheel/Formula</li> <li>- Monster Trucks</li> <li>- Demanding Tarmac</li> </ul>
<b>DTC-60</b>	<ul style="list-style-type: none"> <li>- High temp. &amp; high torque</li> <li>- Provide superior pad and rotor wear</li> <li>- Excellent torque control</li> <li>- Excellent modulation and release characteristics</li> <li>- Heavier gravel rally</li> <li>- Lighter tarmac rally</li> </ul>	400-1600	700-1100	<b>HIGH</b>	<ul style="list-style-type: none"> <li>- NASCAR/NASCAR Modified</li> <li>- ARCA</li> <li>- Super Late Models</li> <li>- Pavement circle track</li> <li>- CORR Pro2/Pro4</li> <li>- Sports Car/GT/GS</li> <li>- All club levels</li> <li>- Open Wheel/Formula</li> <li>- Popular choice on lightweight front axle apps w/or w/o ABS</li> </ul>
<b>DTC-30</b>	<ul style="list-style-type: none"> <li>- Wide temp range</li> <li>- Controllable torque</li> <li>- Smooth feel and bite</li> <li>- Excellent release characteristics</li> <li>- Multi-purpose gravel rally</li> <li>- Excellent brake rotor wear</li> </ul>	100-1200	100-800	<b>MEDIUM</b>	<ul style="list-style-type: none"> <li>- NASCAR/NASCAR Modified</li> <li>- Circle Track</li> <li>- Dirt Track</li> <li>- Drag Racing</li> <li>- Sprint Cars</li> </ul>
<b>DTC-15</b>	<ul style="list-style-type: none"> <li>- Low to mid temp. range</li> <li>- Medium torque</li> <li>- Torque level just below DTC-30</li> </ul>	200-800	300-600	<b>MEDIUM</b>	<ul style="list-style-type: none"> <li>- Circle Track</li> <li>- Dirt Track Late Model</li> <li>- Dirt Modified</li> </ul>
<b>DTC-05</b>	<ul style="list-style-type: none"> <li>- Low to mid temp. range</li> <li>- Smooth and predictable torque</li> <li>- Designed to provide lower torque</li> </ul>	100-700	100-500	<b>LOW</b>	<ul style="list-style-type: none"> <li>- Autocross/Track Day Events</li> <li>- Dirt Modified</li> <li>- Specialty Caliper and brake kit</li> </ul>
<b>HT-14</b>	<ul style="list-style-type: none"> <li>- Designed for high deceleration rates</li> <li>- High temperature fade resistance</li> <li>- Very high torque with aggressive initial bite</li> </ul>	300-1400	500-1100	<b>HIGH</b>	<ul style="list-style-type: none"> <li>- Open Wheel/Formula</li> <li>- Sports Car/GT</li> <li>- F2000</li> <li>- F3000</li> </ul>
<b>HT-10</b>	<ul style="list-style-type: none"> <li>- Linear in-braking characteristics across temp. ranges</li> <li>- Intermediate to high torque</li> </ul>	300-1300	500-1100	<b>HIGH</b>	<ul style="list-style-type: none"> <li>- Road Racing for higher torque than Blue 9012</li> <li>- Increased track day performance</li> </ul>
<b>METALLIC</b>	<ul style="list-style-type: none"> <li>- Specifically designed for ceramic coated brake rotors</li> <li>- Linear in-braking characteristics across temp. ranges</li> <li>- Low pad wear with high fade resistance</li> </ul>	100-1700	200-1300	<b>HIGH</b>	<ul style="list-style-type: none"> <li>- Sprint car</li> </ul>
<b>MT-4</b>	<ul style="list-style-type: none"> <li>- Mid to high initial bite</li> <li>- Intermediate to high torque</li> </ul>	400-1200	200-1300	<b>HIGH</b>	<ul style="list-style-type: none"> <li>- Pavement Circle Track (under 2000 lbs.)</li> <li>- Pavement Street Stock (under 2800 lbs.)</li> <li>- NASCAR Modified</li> <li>- Pavement Limited</li> <li>- Late Model</li> <li>- Pavement Modified</li> </ul>
<b>BLUE 9012</b>	<ul style="list-style-type: none"> <li>- Low to mid temp range</li> <li>- Low to intermediate torque</li> <li>- Excellent modulation</li> <li>- Multi-purpose compound</li> </ul>	250-1000	350-800	<b>MEDIUM</b>	<ul style="list-style-type: none"> <li>- Road and Rally Racing</li> <li>- Entry level race compound</li> </ul>
<b>BLACK</b>	<ul style="list-style-type: none"> <li>- Lower temp</li> <li>- Low to intermediate torque</li> </ul>	100-900	200-700	<b>MEDIUM</b>	<ul style="list-style-type: none"> <li>- Circle Track</li> <li>- All-purpose compound</li> <li>- For lower temp and torque applications</li> <li>- Dirt modified</li> <li>- Pavement (MCA Style)</li> </ul>
<b>DR-91</b>	<ul style="list-style-type: none"> <li>- Designed for use on aluminum rotors</li> <li>- Good static and dynamic coefficient of friction</li> </ul>	100-900	100-700	<b>MEDIUM</b>	<ul style="list-style-type: none"> <li>- Specialty calipers used in low-to-medium-deceleration drag racing</li> </ul>
<b>HP PLUS</b>	<ul style="list-style-type: none"> <li>- Designed to get you to and from the track without requiring a brake change</li> <li>- Low to mid temp range</li> <li>- Smooth and predictable torque</li> </ul>	100-800	300-600	<b>LOW</b>	<ul style="list-style-type: none"> <li>- Autocross</li> <li>- Club track day events</li> <li>- Popular choice for rear axle use on GT, GS and club level applications with ABS</li> </ul>