

Race Compound Application

CODE	COMPOUND	OPTIMAL RANGE	MIN MAX	TORQUE	COMMENTS/REMARKS
U	DTC-70	800°-1200°	400° 1600°	HIGH	<ul style="list-style-type: none">Designed for high deceleration ratesHigh temperature fade resistanceVery low abrasive rotor wear
G	DTC-60	700°-1100°	400° 1600	HIGH	<ul style="list-style-type: none">Slightly lower torque than DTC 70Recommended for use with DTC 70 when split friction between front and rear axle is desiredSimilar but lower torque profile as DTC 70Very low abrasive rotor wear
V	DTC-50	500°-1100°	300° 1400°	HIGH	<ul style="list-style-type: none">Designed for high deleration ratesHigh temperature brake fade resistanceVery high torque with aggressive initial bite
W	DTC-30	100°-800°	100° 1200°	MEDIUM	<ul style="list-style-type: none">Wide Optimal temperature rangeSmooth feel with good initial biteGood cold effectivenessVery low abrasive rotor wear
A	DTC-15	300°-600°	200° 800°	MEDIUM	<ul style="list-style-type: none">Designed for high deceleration ratesHigh temperature fade resistanceVery low abrasive rotor wear
H	DTC-05	100°-500°	100° 700°	LOW	<ul style="list-style-type: none">Designed for use in Dirt Track racingControllable, higher-temperature perfomance.
L	MT-4	500°-1000°	400° 1200°	HIGH	<ul style="list-style-type: none">High initial biteDesigned for pavement circle track under 2800 lbsDesigned for applications not needing high deceleration rates
MB	METALLIC	200°-1300°	100° 1700°	HIGH	<ul style="list-style-type: none">Specifically designed for ceramic coated rotors
M	BLACK	200°-700°	100° 900°	MEDIUM	<ul style="list-style-type: none">Medium torque and temperature padGood cold effectivenessA good all-purpose low-cost racing brake padGood for Dirt Modified and IMCA style pavement Modified