

## **Brake Rotors and Pads**

Posted by Perry59 - 16 Jul 2017 20:07

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It's time to replace my rotors and pads all around. What are everyone's favorites? Thanks!

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## **Re: Brake Rotors and Pads**

Posted by AgRacer - 17 Jul 2017 09:47

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Last go around I went with StopTech Powerslot slotted brake rotors on the front. The StopTech rotors are directional, so pay attention when you install that you get them on the correct side not just because of the slotting, but also for the cooling vanes inside. These rotors were recommended to me by a brake specialist shop in Concord, NC, who does a bunch of work for pro teams to include brake dyno work.

The cheap rotors are likely made in China or other subpar forge and dont have quite as good metallurgy as the name brand rotors. The cheapies are also one part for both sides, so the cooling vanes are either not as well designed or one side is spinning the wrong way. With a good quality rotor, I think you will run the rotor too thin before it fails from cracking like the cheap stuff.

I haven't yet needed to change the rears but would likely go with a name brand blank rotor, no slots just because the rear brakes dont do a whole lot.

Pads are a lot about personal preference. I have been on the DTC-60 front and Blue rear combo for 4 seasons now and haven't had a reason to change. I know some run the DTC 70/60 combo but they have a lot more lock ups than I do. I think the initial bite on the 70 is a little aggressive in a low HP car and modulation may not be as good as the 60 on our cars. Another combo I have driven on different car is the HT-10 front and Blue rear. This also seemed to have a little more initial bite than the 60, and maybe a little bit more peak torque, but it wasn't any big difference that would cause me to switch.

It seems like whichever compound you go with, step down the pad for the rear to a lesser grip to help brake balance.

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## **Re: Brake Rotors and Pads**

Posted by Perry59 - 17 Jul 2017 09:50

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Great information, thanks!

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## Re: Brake Rotors and Pads

Posted by Lucid Moments - 18 Jul 2017 16:48

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I didn't realize that overheating the brakes on these cars was much of a problem. But then again I haven't really asked before either, and I don't have any time to speak of in mine yet. So do the spec 944s have issues with Brake temps?

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## Re: Brake Rotors and Pads

Posted by AgRacer - 19 Jul 2017 05:06

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**Lucid Moments wrote:**

I didn't realize that overheating the brakes on these cars was much of a problem. But then again I haven't really asked before either, and I don't have any time to speak of in mine yet. So do the spec 944s have issues with Brake temps?

Overheating isn't so much of an issue with the brakes as much as it is beneficial to use good rotors, pads, and fluid to help with longevity over the course of several events. Many racers don't run brake cooling ducts and are fine. It really depends on the region and tracks you run as to whether or not you need them. In the SE, with as much heat as we get during the summer, it would be beneficial. Otherwise, you should expect to bleed the brakes more often.

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## Re: Brake Rotors and Pads

Posted by Perryn59 - 19 Jul 2017 07:20

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It's very hot here at UMC in Utah (formerly Miller Motorsports Park) so we are definitely looking at adding brake cooling ducts. Can you recommend a good set? Thanks!

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