

## Brake Rotors and Pads

Posted by Perryn59 - 16 Jul 2017 20:07

---

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

=====

## Re: Brake Rotors and Pads

Posted by Robbie - 19 Jul 2017 19:32

---

I ran the cheapest rotors I could find, Hawk DTC70 front DTC 60 rear and ATE brake fluid. 4 seasons later nothing is even half worn. The brakes are so overkill on these cars, people in the RM region got away with part store pads.

=====

## Re: Brake Rotors and Pads

Posted by Lucid Moments - 19 Jul 2017 19:42

---

This is kind of my point. You can fix a lot of possible problems, but until you actually have brake fade you are fixing a problem that doesn't exist.

=====

## Re: Brake Rotors and Pads

Posted by Brian Evans - 20 Jul 2017 06:19

---

### Lucid Moments wrote:

This is kind of my point. You can fix a lot of possible problems, but until you actually have brake fade you are fixing a problem that doesn't exist.

Agree- I wouldn't add any ducting until you actually had a brake issue.

I have run approx 5 years without any brake cooling and have yet to have an issue. Currently have HT-10s on the front and Blues on the back and, judging by the pad wear, will get 2 years of use running 10-12 weekends a year.

=====

## Re: Brake Rotors and Pads

Posted by AgRacer - 20 Jul 2017 07:18

---

Spend 14 laps in close proximity of the rear bumper of another car in the middle of summer in the south and you will find out what brake fade feels like.

[youtu.be/SOkXfmQ4\\_B0](https://youtu.be/SOkXfmQ4_B0)

[youtu.be/dW6A-c\\_sAxA](https://youtu.be/dW6A-c_sAxA)

My thoughts on cheap rotors still remain. Buy a quality brand that uses a good forge. The cheapest stuff is a gamble because the metallurgy isn't quite as good so will be prone to premature heat stress failure. Not saying it's likely to happen, but cheap china blank rotors have a history across many club racing platforms to failing once serious heat is put into them.

My mantra with everything is to use quality parts the first time so I don't loose time at the track working on my car. You can decide what quality parts are or if you even need slotted rotors. Slotted rotors will advance pad wear but always ensure the pad stays clean against the rotor.

=====

## Re: Brake Rotors and Pads

Posted by Robbie - 20 Jul 2017 07:52

---

I have run behind several cars for 30 min up at a mile high in the middle of summer. We have less barometric pressure and less humidity and similar temps to the SE. It's brutal on cars and brakes. I never have had fade and my rotors last seasons.

While I agree with your quality parts mantra, putting more money into the brakes is money not well spent, IMO.

=====

## Re: Brake Rotors and Pads

Posted by cbuzzetti - 20 Jul 2017 09:51

---

I have to agree with agracer. Buy top quality brake rotors and pads.

As you speed increases with skill this will become more important.

The good ones cost less than \$100 each and will last a long time.

I prefer Hawk Blue front and rear. I have tried all of the Hawk pads and I keep going back to Blues.

That is just my personal preference.

I do run brake coolers but for many years I just had a hose tie wrapped to strut pointed at rotor.

I ran without coolers for a couple of years until I finally had brake fade.

My 944 is now 6-8 seconds faster than a Spec car with engine and wheel upgrades and I am still using stock brakes and Hawk blues with no issues.

=====