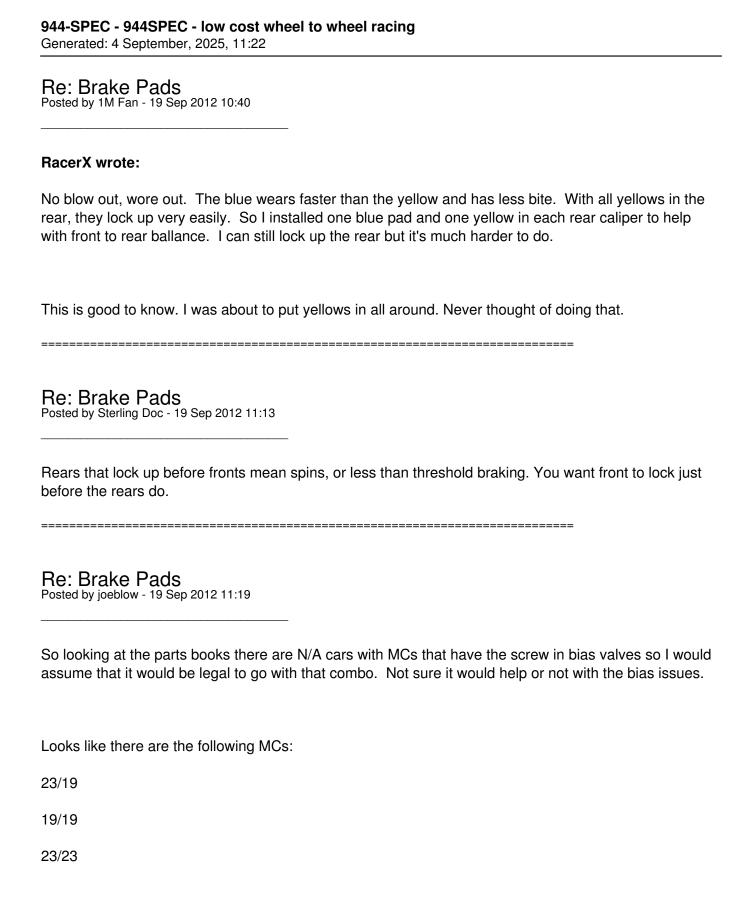
## 944-SPEC - 944SPEC - low cost wheel to wheel racing

Bias valve are not legal. Split friction pads address the issue well.

Generated: 4 September, 2025, 11:22 **Brake Pads** Posted by joeblow - 18 Sep 2012 17:17 OK we are doing the 'OIL' talk so lets do the brake pad one too. So what are you guys running? Are you finding bias issues needing correction with pads? I have always run Pagid pads as long as I can remember but they dont make 944 N/A pads that I can tell. So what it the word? \_\_\_\_\_\_ Re: Brake Pads Posted by RacerX - 18 Sep 2012 22:05 **Sterling Doc wrote:** Joe, I think you mis-understood Ken. he doesn't have blues on side of the car, and yellows on the other. He has a blue pad on one side of the rotor, and a yellow on the other. Still a novel approach. I do find that I need to address bias with different pads front to rear. I had significant rear lock up issues running Hawk Blues all around. Many guys in our region use Hawk Blue front, and HP+ in the rear. I now use DTC-60 pads in the front, and Blues in the rear - a similar bias F/R but more bite all around - less pedal pressure. That is correct, less bite than all yellow and more than all blue pads. I can't remember where I picked that one up from but it helps with the bias and is less expensive than plumbing in a bias valve. I'd like to try the Hawk pads next but not sure which ones. 60's and blues or blues and hp+ Re: Brake Pads Posted by Sterling Doc - 19 Sep 2012 07:40



I would assume 23/19 would be the way to go unbiased. A strait 19 or 23 with a bias valve might be better?

There might be more but that is what I have found. I dont know how many different bias valves there

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