

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?

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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+

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Re: Brake Pads

Posted by Sterling Doc - 19 Sep 2012 07:40

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

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Re: Brake Pads

Posted by 1M Fan - 19 Sep 2012 10:40

RacerX wrote:

No blow out, wore out. The blue wears faster than the yellow and has less bite. With all yellows in the rear, they lock up very easily. So I installed one blue pad and one yellow in each rear caliper to help with front to rear ballance. I can still lock up the rear but it's much harder to do.

This is good to know. I was about to put yellows in all around. Never thought of doing that.

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Re: Brake Pads

Posted by Sterling Doc - 19 Sep 2012 11:13

Rears that lock up before fronts mean spins, or less than threshold braking. You want front to lock just before the rears do.

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Re: Brake Pads

Posted by joeblow - 19 Sep 2012 11:19

So looking at the parts books there are N/A cars with MCs that have the screw in bias valves so I would assume that it would be legal to go with that combo. Not sure it would help or not with the bias issues.

Looks like there are the following MCs:

23/19

19/19

23/23

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

are.

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