

PORTERFIELD®

RACING BRAKE PADS



2022



Porterfield Enterprises provides to our customers knowledge and insight into the world of modern friction technology. We have the most pad shapes in the widest variety of compound choices than anyone. We are the leader in high performance street

compounds to fit exotic race calipers. We also offer the finest in professional racing brake pads and shoe friction material.

Experienced race technicians are available to offer insight into the characteristics of the newest Porterfield, Raybestos, Performance Friction, and Hawk brake compounds used by the #1 Teams in Racing all available for immediate shipment.

Racing for us is a way of life, anything that gets your blood racing is with worth doing with passion. There is nothing we enjoy more than hearing about one of our customers having a successful motor-racing experience such as, winning an event, setting a personal best time or simply having the confidence on the track or street knowing that your car is performing at its best.

All of the Porterfield employees are passionate about racing. Our 15,000 sq. ft. sales and distribution warehouse in California houses our complete stock of top of the line brake pads and under car parts available. With our several manufacturing facilities we are able to stock the most variety and largest supply of racing brake components. We look forward to serving you for many years to come.

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The catalog contains some of the more common/popular items we carry. Our website will reflect all items carried. Please call or check online if you what you need isn't represented here within.

Porterfield Compounds



R-4 - Designed specifically for heavy duty motorsports, the R-4 brake pad was our first and original Carbon Kevlar brake pad. Being able to maintain an average of .50 friction level within a very wide temperature range gives the R-4 pad astounding versatility and makes it very suitable for a wide array of various track conditions. Another inherent characteristic of our Carbon Kevlar material is how quickly the pads warm up to race temperature which is quite helpful during restarts, and when track time is limited. Optimum R-4 operating temperatures are 450°F and above. When used with cast iron and steel alloy rotor, the R-4 compound requires minimal bed-in period. Note: This is a full race compound, dust and squeal will occur. It is not designed for street use.

R4-E - A Carbon Kevlar compound made to last a bit longer than the original R-4 compound. The R4-E pads have an average friction level of .460 and perform best at temperatures averaging over 600°F. The R4-E compound is designed to endure higher prolonged temperatures and still have pad life as long or longer than Porterfield R-4. This pad is great for club enduro events and applications where temperatures are at their maximum. Note: This is a full race compound, dust and squeal will occur. It is not designed for street use.

R4-1 - Developed and tested in the vintage racing community the R4-1 gives an average friction level of .56 with peak levels up to .600. Having tremendous stopping power, the R4-1 pad material can reach upward of .5 friction level when pad temperature is a very low 200°F. Drivers can still have a high friction brake pad without the worry of the pad becoming too cold to be effective when the car is driven only moderately. For use when pad temperatures are under 600°F and peak temperatures are not over 1000°F. Widely used on Vintage GT and formula cars, the R4-1 has gained great popularity as an excellent auto-cross, off-road and rally-cross pad material. Note: This is a full race compound, dust and squeal will occur. It is not designed for street use.

R4-S - For high performance and heavy duty street conditions, the R4-S compound remains a top performer in the realm of street/performance brake pads. Perfect for everyday street driving while also being capable of enduring the most severe street use without fade. It is rotor friendly, low dust and squeal. We have gone to great lengths to ensure it is the absolute lowest noise and dust levels produced for a performance street compound. With this pad compound you will increase the friction level of your pads resulting in quicker stops. The pads will last longer and be more quiet and produce less dust than your current OEM pad.
Note: This pad is not recommended for track use

Porterfield Brake Shoe Compounds

Our racing brake shoes are high-temperature bonded, arced to drum specifications, and copper riveted. These brake shoes will withstand the most rigorous racing conditions with consistent and powerful stopping performance.

R-4 Woven Kevlar - Our Woven Kevlar is a high friction woven composite material designed for use in mechanically actuated drum brake systems. It has very high friction at ambient and low temperatures for good initial bite and may be bonded to aluminum or steel brake shoe cores. Trusted by top car mechanics to stop the most valuable of vintage vehicles safely, without any unnecessary drum wear. This material is widely used in vintage racing and vintage touring events. ****NOTE: This material is designed for use on Mechanical drum brakes ONLY****

R-4 - Original Racing Compound - Our original R-4 racing brake shoe material manufactured by Porterfield for over a decade. It remains to be one of the finest brake shoes produced. They have high overall friction, warm up quick and are drum friendly. The R-4 is able to operate under the most severe and extreme braking conditions. High temp bonded and riveted onto your cores or ours. It is our longest lasting race shoe material. It offers high friction at the high temps needed for heavy cars with drum brakes. A proven winning material suitable for most all forms of auto racing.

RD-4 - Vintage Racing Compound - The RD-4 brake shoe material incorporates the latest in brake shoe material development and is suitable for all types of racing. This racing shoe has a higher friction at the lower temps. This makes it an excellent choice for a racer that needs immediate friction. The RD-4 remains very drum friendly while being able to withstand use under competition. Suitable for lightweight race cars, improved touring, autocross, and vintage race cars. It is an excellent all purpose race shoe compound. After several tests we have also found it to improve the stopping ability of drum brakes on road cars. Especially vintage front drums cars will benefit from this higher friction compound.

R4-S Performance Street - The R4-S shoe is designed for all types of vehicles ranging from passenger cars, large SUV's, tow vehicles, and commercial vehicles. It stands out in a vast array of uses as a reliable high friction longer lasting brake shoe. For trucks, a shoe that adds a substantial increase in rear axle stopping power at all temperatures. On your daily driven road car it will provide both longer shoe and pad life.

For rare vintage and other odd applications customer may be required to furnish their brake shoe cores. We are able to reline virtually any type of brake shoe. If you would like the shoes to be arced to your drum please just include your drum diameter when ordering. Some shoes are too large for our machine, we do our best to arc all of them.

Raybestos Race Compounds



ST-47 The highest friction road race pad by Raybestos, regularly used by top teams worldwide. This material is suited for heavy, high horsepower road racing GT cars of all types. With incredibly high friction it can withstand the most severe racing conditions.

ST-41 The predecessor of the ST-47, the ST-41 is a fantastic road race material with slightly less overall friction than the ST-47. Has won many road races in Sprint cup and Worldwide GT road racing events as well as WRC. It is very easy on rotors and has very long pad life. ****Not a stocked item in most shapes allow 2-3 weeks lead time****

ST-45 High friction road race material with extremely good low-end torque control allowing for excellent modulation through a very wide temp. A race winner in IRL, WRC and many other formulas. Higher friction than the ST-43 with the same excellent modulation throughout its heat range.

ST-43 One of the best race compounds ever. The ST-43 brake pad has proven its capabilities in nearly every form of auto racing we can think of; lapping days in your street car, time attacks, club racing, rally, off-road, to the most severe race conditions. ST-43 always in all conditions. Easy on rotors and excellent life give you an unbeatable value in world-class race material for any car. This pad is an excellent choice for being very user friendly and long lasting. It has been proven to wear long for many endurance racers.

ST-42 This long lasting material has a lower overall friction than the ST-43 and ST-45. Medium stopping power with excellent modulation. It is winning pad of choice for NASCAR 1.5 ovals. Good stopping power through a wide temp range and the longest pad life available. Due to its low friction this makes for a very good choice for use on the rear when the ST-47, 41, or 43's are used in the front. ****Not a stocked item in most shapes allow 2-3 weeks lead time****

Performance Friction Compounds

39 Compound - Sprint/Semi Endurance race compound for circuit racing & tarmac rallying.

14 Compound - Lower friction and slightly less bite than the more aggressive PFC compounds. Higher thermal stability. Designed for low grip application and street tires.

01 Compound - Has good initial bite, with very little torque rise with temperature. At the end of the stop, 01 compound has less torque scatter than the competition for improved modulation with excellent release. 01 compound has good disc conditioning properties with low wear.

97 Compound - This compound has been a favorite of sportscar endurance racing since it debut. It has less initial bite and average torque than the 01. It has great modulation, a very flat torque curve, and enhanced release characteristics. 97 is recommended as a general purpose pad for club racing and track day events as well as read for less locking.

13 Compound - New generation of ultimate high bite, high friction. 13 was developed from the 01 compound with increased bite, modulation, with superior disc conditioning and release characteristics for exceptional control. Ultra smooth and great for tracks with high grip or high down-force cars.

11 Compound - Developed from the 01 compound with improved bite, modulation, and release characteristics. It is ultra smooth and developed to reduce wheel locking at the end of a stop. Brake with confidence - brake with ultimate control and modulation.



Z-rated .10/.11/.38 This compound has been designed for fast road / trackday applications. It gives more stopping power and increased fade resistance over the OE materials but retains the good qualities of the road pad, i.e. low dusting and noise along with low wear rate.

- High performance compound, gained through competition pad developments
- Compound designed for low dusting qualities
- Several built in noise suppression technologies
- Excellent disc conditioning, giving even transfer layer on disc to reduce uneven pad deposits.

HWY .20 - Recommended for trucks, vans, motor-homes, SUVs, tow vehicles. This brake pad provides superior braking over stock and aftermarket pads. It is also less susceptible to fading. Very rotor friendly and long wearing. Lowest cost/per mile pad available.

331 Compound - New generation of PFC high bite Endurance materials developed to work with both ABS and conventional brake systems. The 331 bite is greater than PFC 08 compound with even longer wear.

332 Compound - To be used in conjunction with 331 as a complimentary rear pad. Its torque and bite are lower than 331 but with stability and smooth behavior.

12 Compound - A new generation endurance friction, excellent bite with 24 hour durability in its DNA with superior disc conditioning. Developed from the 08 compound with improved wear, modulation, and release characteristics. It is the ultimate in wear. 12 compound wear is longer than 08 where high temperatures are not an issue.

08 Compound - 08 compound has gained immediate favor in Endurance racing due to its performance in applications where smooth initial bite is a must. They have slight friction rise with temperature, excellent release and modulation characteristics. Very low abraded disc wear with a fine gray slate like disc finish similar to 01. 08 wears the longest of all PFC pads and easily matches wear of the other competitors while also providing higher bite.

We also stock some applications in the older style compounds like 06,07,90,93,83 and 80 call for availability.

Hawk Compounds



DTC-80 (Q) - For all asphalt circle track and road racing venues that need a high torque, high temperature resilient friction material. Intended for the hardest braking circuits where the most demanding brake products are required.

DTC-70 (U) - Extremely high torque with aggressive controllable initial bite. Superior release and torque control characteristics. Brake pads designed for cars with high deceleration rates with/without down force.

DTC-60 (G) - High torque compound with less initial bite than DTC-70. Superior release and torque control characteristics. Designed for cars with high deceleration rates, with/without down force. Recommended for use with DTC-70 when split friction between front and rear axle is desired.

DTC-50 (V) - Very high torque with aggressive initial bite. Excellent modulation and release characteristics. Brake pads designed for car with extremely high deceleration rates and downforce.

HT-10 (S) - Intermediate to high torque with a smooth initial bite. Very consistent pedal feel. Excellent modulation and release characteristics.

Blue (E) - Medium to high torque and temperature compound with excellent brake modulation.

DTC-30 (W) - Brake pads designed specifically for Dirt Circle Track applications. Uniquely controllable torque with smooth consistent feel and bite. Superior release and torque control characteristics.

Black (M) - Medium torque and temperature. Good all purpose racing brake pad. Great in multiple race environment from dirt modified to IMSA style pavement racing.

HP Plus (N) - High initial bite, designed for pavement circle track under 2800 lbs. Designed for applications not needing high deceleration rates. Dual purpose street/track. WILL dust and squeal.

HPS 5.0 (B) - Pushing the Limits of ABS, decreased stopping distances. Improved pedal feel from initial pressure through entire pedal stroke. Minimal fade under higher temps, high friction/torque hot or cold. Gentle on rotors, Very quiet, low noise. Improved braking over OE pads, extended pad life.

Ceramic (Z) - Extremely quiet-engineered to reduce brake NVH (Noise, Vibration and Harshness). Increased stopping power, increased rotor life, extended pad life, ultra-low dust. Stable friction output. Ideal for import and domestic touring and luxury automobiles characteristics.

HP Superduty (P) - - Engineered from technology used in heavy-duty on/off highway and military applications. Extremely high coefficient of friction and fade resistance. Recommended for professional fleets (greater than 1 ton) and light trucks towing excessive payloads

LTS (Y) - Designed for large brake systems found on full-size trucks. Ferro-carbon friction material delivers more braking power and fade resistance than OE pads. Low dust, excellent pad and rotor life, virtually noise-free. Ideal for import and domestic full-size trucks, vans and SUVs (1/2 ton) with moderate towing and hauling duty.

HPS (F) - The High Performance Street compound offers a higher coefficient of friction over stock brake pads, and can provide you 20-40% more stopping power and higher resistance to brake fade than most standard replacement pads. Less fade means you will have better pedal feel and more consistent performance in a durable brake pad that generates less dust.

Compounds are listed in order of friction level. Highest to lowest. For both street & race compounds.

Pagid Race Compounds

RSL - Endurance

RSL 1 is a low metallic resin bonded material containing steel and aramid fibers with high heat resistance. It maintains a constant friction level over a wide range of temperatures. Its low wear rate and disc friendliness make this material appropriate for endurance races.

RSL 2 is based on the RSL 1 compound but has been further improved in terms of pad and disc life as well as friction stability vs. temperature. It is a low metallic resin bonded material containing steel and aramid fibers. Furthermore, it maintains a constant friction level over a wide range of temperatures.

RSL 19 is a low metallic resin bonded material containing steel and aramid fibers. It maintains a constant friction level across a broad range of temperatures. The material features very good modulation and release characteristic.

RSL 29 features very good modulation and release characteristics. It is a low metallic resin bonded material containing steel and aramid fibers. The friction level of the material maintains constant at a low-medium level.

RSL D1 Specifically developed for rear axle applications. The compounds are compatible, providing benefits in terms of vehicle stability during the turn-in stage and unloading the front axle regarding pad wear.

RSH - Vintage Racing

RSH 3 is an organic compound optimized for sprint races with historic cars. Due to the perfect combination of the main characteristics we can offer a wide application range. It captivates with its high initial bite and excellent modulation and release characteristics.

RSH 29E is excellent for endurance racing with historic cars. It convinces with its long pad and disc life and requires less pedal effort during the race. A further advantage is the constant friction level over a wide range of temperatures.

RSH 42 The characteristics of RSH 42 make this material appropriate for small formula cars. Furthermore you can use it as rear axle compound in combination with the RSH 29E on the front axle.

RSC - Racing pads for Ceramic Disc

RSC 1 is a low metallic resin bonded material containing steel and aramid fibers. This material features good all-round characteristics and is suitable for all types of usage.

RSC 2 is a low metallic resin bonded material containing steel and aramid fibers. This material is specifically developed for above mentioned applications.

RSC 3 is a low metallic resin bonded material containing steel fibers. This material is specifically developed for above mentioned applications.

RST-Rally, Sprint, & Stock Car

RST 1 has a very high friction level and high temperature resistance. It is a semi metallic resin bonded material containing steel fibers. Cold friction and initial bite makes this material most appropriate for Rally and NASCAR applications.

RST 2 is a semi metallic resin bonded material containing steel fibers. Cold friction and initial bite makes this material most appropriate for Rally and NASCAR applications.

RST 3 is a medium-high friction metal-ceramic compound containing steel fibers and is therefore the perfect complement of the RST product family. It captivates by its low heat conductivity.

RST 4 is a semi metallic resin bonded material containing steel fibers. This material has a medium friction level and high temperature resistance.

RST 5 With its high initial bite and generally high friction level the RST 5 perfectly manages the balance between high aggression and prevention of wheel spin, providing the driver with a feeling of reliability and outstanding performance.

RST D1 Specifically developed for rear axle applications. The compounds are compatible, providing benefits in terms of vehicle stability during the turn-in stage and unloading the front axle regarding pad wear.

RS - All around Racing

RS 14 features good all-around characteristics for many applications. It is a low metallic resin bonded material containing steel and aramid fibers.

RS 34 is a compound specifically developed for formula cars and single seaters with a considerable level of aerodynamic downforce. Its high friction level and optimized shape of friction curve contribute to an excellent controllability with a contained pad wear, which both remain consistent characteristics.

RS 36 is a compound specifically developed for formula cars and single seaters with a considerable level of aerodynamic downforce. The characteristic shape of its friction curve contributes to modulation, while protecting the disc.

RS 42 is a low metallic resin bonded material containing steel and aramid fibers. The characteristics make this material appropriate for small formula cars.

RS 44 works for formula cars all the way up to lighter passenger cars. It is a low metallic resin bonded material containing steel and aramid fibers. The smooth progression of friction from cold to hot makes this material easy to work with.

Racing Caliper & Vintage Applications

BREMBO GT KIT	Port #	Ray #	PFC #	Hawk #
A/C/F Family	AP592.15	R592.15		HB194.570
B/H/P Family	APF-40	R780.18		HB193.670
G Family	AP1029	RC1029		HB609.572
J/N Family	AP6PMB-W	RC6PMB-W		HB581.660
M Family	AP6PMB-N	RC6PMB-N		HB582.660

Stoptech	Port #	Ray #	PFC #	Hawk #
ST60	AP7793.18	R2600.18	7793.18	HB122.710
C43	4 3/4" Stockcar BB	R701.20	7751.20	HB521.800
C42	4" Stockcar DP.600	R303.16		HB542.600
ST41	AP345	R608.16	0345.17	HB170.650
ST40	AP372	R609.16	0447.17	HB141.650
ST22	AP961	R961.14	0109.16	HB180.560
ST21	AP31	R31.15		HB172.595

Alcon	Port #	Ray #	PFC #	Hawk #
K Caliper	AP7756			HB238
R Caliper	GD533	R44.14	0044.15	HB118.560
H Caliper	FRP201	R805	7740.16	HB107.620
B Cal, CAR2349,8049	FRP302	R2000.20	7700.20	HB105.775
CAR3249	AP7770	R770.25	7770.26	HB130.980
CR6380, 6400				
CAR1249*				HB331
CAR8949*				HB121
CAR8947,8959*	AP7790	R2602	7790	HB122.710
CAR9549Y72*	AP7778		7778	HB349
CAR9549Y76*		R820		HB348

BAER	Port #	Ray #	PFC #	Hawk #
S4	4" Stockcar	R302.12	7752.12	HB100.480
T4	AP749	RC749		HB249.575
6P	AP731	R731.15	0731.15	HB247.575
6S & 6R	AP7790.18	R2602.18	7790.18	HB122.710

AP Racing (CP#)	Port #	Ray #	PFC #	Hawk #
2270,2271	FRP203.15	FRP203.15		FRP203.15
2279,3395,3788,3789,3799	FRP212	R767.21		HB110.775
2340,2361,3228,3735,4556,4558,6030	FRP201	R805.16	7740.16	HB107.620
2485,2576,2577,3176,3177,3178,3676,3677,4586,4596,5020,5211,5310,5311,5928	LD20	R400.14	7720.15	HB108.560
3558,3796,3894,3905,3996,4090,4096,4098,4595,4909,4910,4920,5060,5070,5260,5270,5555,5560,5570,9660 (D54)*	AP7790	R2602	7790	HB109
3558,3894,5070 (D51)*	AP7793	R2600	7793	HB122
3558,3984 (D46)*				HB121
6080,6083,6160,6161,6210,6230,6269,9665,9668	AP7778		7778	HB3491.18
3307,3215,3434,3720,4890,5000,5200,5040,6740,9440,9441	FRP216	R767.17		HB110.654
6070,6270,6271,6278,6470,6480	FRP305	R2000.25	7700.25	HB105.980
4848,5148,6050				
7040	APCP7040	R921	7838.17	HB586.660
7600	APCP7600	RCCP7600		HB587.630
8310	AP8882	RC8882		HB128.505

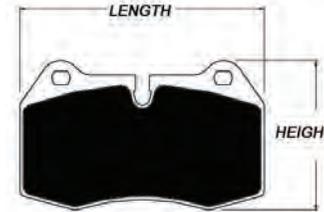
Wilwood	Port #	Ray #	PFC #	Hawk #
Billet Dynalite - Type 7212	4" Stockcar BB	R301.12	7754.12	HB237.480
Dynalite - Type 7112	4" Stockcar	R302.12	7752.12	HB100.480
Dynapro & NDL - Type 7816	4" Stockcar DP .600	R303.16		HB542.600
DynaPro - Type 7812	4" Stockcar DP	R303.12		HB542.490
DynaPro 6 - Type 6712	Dynapro6	R305.12		HB645.490
DynaPro Single - Type 6812	DPSingle	R25.13		HB622.490
GNIII - Type 7520	6" Stockcar	R200.20	7753.21	HB102.800
NarrowDynalite - Type 7216	4" Stockcar BB .630	R301.16	7754.16	HB541.630
Powerlite - Type 7912	Powerlite	R1000.13		HB611.490
Superlite 6R - Type 7416	4 3/4" Stockcar BB .650	R701.16		HB521.650
Superlite 6R - Type 7420	4 3/4" Stockcar BB	R701.20	7751.20	HB521.800
Superlite - Type 7320	4 3/4" Stockcar	R700.20	7751.20	HB101.800
Dynalite Single - Type 7012	2" Stockcar	R20.12	7757.12	HB104.485
W4A/W6A - Type 6617	APWii-6617	R922.17		HB800.670
Aero4/6 - Type 6620	APWii-6620	R922.20		

* - Specify thickness, Link takes you to the thinnest option

Racing Caliper & Vintage Applications

LD/Girling	Port #	Ray #	PFC #	Hawk #
AR	GD504	GD504		
AR MK 5 & 6	FRP101	FRP101		
BR	GD500	GD500		
CR .980 Thick	FRP105	FRP105		
CR .670 Thick	FRP104			
NR	GD505	GD505		
12/SP	GD528			
14LF	GD533	R44.14	0044	HB118.560
14LF/1	GD535			
Jag Front	GD585	GD585		
Jag Rear	GD557	GD557		
PD26/11	LD19	R401	7719.11	HB117.380
Metro	LD65		7765.15	HB116.580

This is just a sampling of the pads we carry for racing calipers past & present. If your caliper is not listed please give us a call for further assistance.



CUSTOM BRAKE PADS

Our in-house custom manufacturing gives us the capability to create brake pads in a variety of shapes and thicknesses to match your specifications. The pad is fabricated from an existing factory molded pad from Porterfield, Raybestos, Performance Friction or Hawk. Most pad shapes can be fabricated from any production compound made by the above companies. If you need a brake pad identified you can fax or email an outline of the pad. Please include overall length and height measurement as referenced in the diagram.

Port #	Ray #	PFC #	Hawk #
FRP202			
FRP212	R767.21		HB110.775
FRP303	R500.25	7702.20	HB106.980
LD10			HB132.580
LD15			HB123.535
LD40			HB229.580
GD520			
GD522			HB244.624
GD525			HB169.560
GD549			HB204.615
DD704			
DD705			

AT THIS TIME WE DO NOT CURRENTLY HAVE ANY PAD COMPOUNDS AVAILABLE FOR USE ON CERAMIC DISCS. ALL LISTINGS ARE FOR NON CCM/CERAMIC DISCS. IF YOU HAVE CONVERTED YOUR CERAMIC DISCS TO IRON WE HAVE PADS FOR YOU.

904 ft (275 m)

Application Guide

ACURA		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
Integra	90-93	AP409	RC409	0409	HB242.661	AP374	RC374		HB350.496
Integra	94-01	AP617	RC617		HB245.631	AP374	RC374		HB350.496
Integra Type R	97-01	AP503	RC503	0503	HB143.680	AP374	RC374		HB350.496
NSX	91-05	AP503	RC503	0503	HB143.680	AP504	RC504		HB185.590
NSX	17-21	AP2253				AP2254			
RSX	02-06	AP621	RC621		HB418.646	AP365	R537	0537	HB145.570
RSX Type S	02-06	AP829	RC829		HB361.622	AP365	R537	0537	HB145.570

AUDI		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
R8	08-20	AP1029	R1029		HB609.572	AP1155	R780.18		HB193.670
RS5	18-19	AP1894				AP1898			HB866.652
RS7	14-18	AP1291	R1291.16		HB731.620	AP1547	RC1547		HB823.652
TT	16-21	AP1760			HB788.745	AP1761	RC1761		HB789.600
TTS	16-20	AP1876				AP1761	RC1761		HB789.600
TTRS	16-19	AP1029.2			HB609.572	AP1761.1	RC1761		HB789.600

ALFA ROMEO		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
1600 Spider, GTV, Giulina	64-68	AP31	R31.15		HB172.595	AP30	RC30		HB713.585
1750,2000,Berlina, GTV, Spider	68-95	AP45	R45.15		HB171.590	AP30	RC30		HB713.585
2000 Spider, Veloce, Graduate	75-95	AP45	R45.15		HB171.590	AP30	RC30		HB713.585
Alfetta, Sport Sedan, Sprint Veloce	75-80	AP31	R31.15		HB172.595	AP30	RC30		HB713.585
Alfetta GT, GTV	75-80	AP31	R31.15		HB172.595	AP30	RC30		HB713.585
GTV V6	80-86	AP174	RC174	0109	HB180.640	AP30	RC30		HB713.585
Milano	86-89	AP174	RC174	0109	HB180.640	AP30	RC30		HB713.585
4C	15-20	AP1379.1	R593.14		HB548.590	AP1822	RC1822		
Giulia	17-21	AP2052				AP1989.1			
Giulia Quadrifoglio	17-21	AP1116	RC1116			AP2043			

BMW		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
M3 E30	87-91	AP395	RC395	0395	HB137.690	AP396	RC396	0396	HB227.630
M3 E36	95-99	AP394	R394	0394	HB135.770	AP396	RC396	0396	HB227.630
M3 E46	01-07	AP394	R394	0394	HB135.770	AP683	RC683	0548	HB518.642
M3 E90,92,93	08-13	AP918	RC918	0918	HB551.748	AP919	RC919	0919	HB630.626
M3 F80	14-18	AP1609	RC1609	1609	HB765.664	AP1656	RC1656	1656	HB766.624
M2	16-18	AP1609	RC1609	1609	HB765.664	AP1656	RC1656	1656	HB766.624
M4	15-20	AP1609	RC1609	1609	HB765.664	AP1656	RC1656	1656	HB766.624
M5	18-20	AP2155				AP2059			
M235i, iX	14-16	AP1609	RC1609	1609	HB765.664	AP1656	RC1656	1656	HB766.624
1 Series M	11-12	AP918	RC918	0918	HB551.748	AP919	RC919	0919	HB630.626
128i	08-13	AP1061.1			HB534.750	AP1267			HB621.638
135i	08-13	AP1371	RC1371		HB603.616	AP1372	RC1372		HB604.598
228	14-16	AP1561			HB748.723	AP1613			HB749.648
228 w/340 disc	14-16	AP1609	RC1609	1609	HB765.664	AP1656	RC1656	1656	HB766.624
325,328 E30	84-4/91	AP278	RC278	0278	HB195.640	AP279	RC279	0279	HB399.630
325,328 E36	4/94-00	AP558	RC558	0558	HB136.690	AP396	RC396	0396	HB227.630
325 E46	01-07	AP558	RC558	0558	HB136.690	AP396	RC396	0396	HB227.630
330 M Sport	16-18	AP1609	RC1609	1609	HB765.664	AP1656	RC1656	1656	HB766.624
2002	69-76	AP32				SHOE459			
2002 Tii	74-76	AP82		0082	HB206.565	SHOE459			

ASTON MARTIN		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
DB9	05-14	AP1165	R1001	7781	HB683.651	AP1166			
DB11	16-19	AP1990				AP1165			
Vanquish V12	01-05	APF-40	R780		HB193.670	AP1166			
Vanquish S	01-05	CP7040	R921	7838	HB586.660	AP1598			HB585.660
Vantage V8	05-12	AP1165	R1001	7781	HB683.651	AP1166			
Vantage V8/V8S	12-18	AP1990				AP1166			
Rapide	11-18	AP1990				AP1165	R1001	7781	HB683.651

CADILLAC		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
CT6-V	19-20	AP2274				AP2303			
CTS-V	09-15	AP1405	RC1405		HB649.605	AP592.1	R592.15		HB194.570
CTS-V	16-19	AP1835	RC1835		HB843.604	AP592.1	R592.15		HB194.570

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CHEVROLET		FRONT				REAR				FERRARI		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk	Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
Camaro	98-02	AP749	RC749		HB249.575	AP750	RC750		HB250.653	250	59-64	DD705	DD705			DD704	DD704		
Camaro 1LE	All	AP412	R412	0412	HB111.610	AP413	R413	0413	HB112.540	275, 330	64-66	DD705	DD705			DD704	DD704		
Camaro V6	10-15	AP1404	RC1404		HB638.702	AP1337	RC1337		HB639.645	275, 330	67-68	GD522	GD522		HB244.624	GD557	GD557		
Camaro V8	10-15	AP1474	R1001	7781	HB726.582	AP592.1	R592.15		HB194.570	308,GT4,GTB,GTQV	74-85	AP45	R45.15		HB171.590	AP31	R31		HB172.595
Camaro ZL1	12-15	AP1405	RC1405		HB649.605	AP592.1	R592.15		HB194.570	328,GTB,GTS	85-88	AP395	RC395	0395	HB137.690	FRP206			
Camaro Z28	2015	AP1395			HB631.622	AP1165			HB683.651	330 GTC/GTS	66-68	FRP104				GD557	GD557		
Camaro 4pistJL55	16-21	AP1001	R1001	7781	HB453.585	AP1914				348 GTB,GTS	89-95	AP345	R608	0345	HB170.650	AP345	R608	0345	HB170.650
Camaro SS 4pist	16-21	AP1474	R1001	7781	HB726.582	AP1718	RC1718		HB727.592	355 Berlinetta	94-99	AP345	R608	0345	HB170.650	AP345	R608	0345	HB170.650
Camaro SS 6pist	16-21	AP1405	RC1405		HB649.605	AP1718	RC1718		HB727.592	355 Challenge	95-00	FRP302.16	R2000	7700	HB105.620	FRP302.16	R2000	7700	HB105.620
Camaro ZL1	16-21	AP1835	RC1835		HB843.604	AP592.1	R592.15		HB194.570	360 Modena	00-04	AP1166				AP592.1	R592		HB194.570
Corvette Dual Pin	63-82	AP8882	RC8882		HB128.505	AP8882	RC8882		HB128.505	365w/RrGirling	67-68	GD522	GD522		HB244.624	GD557	GD557		
Corvette Single Pin	63-82	APD-8	R8.13	0008	HB126.505	APD-8	R8.13	0008	HB126.505	365 GTB/GTC	67-76	FRP104				GD557	GD557		
Corvette	84-87	AP294			HB173.570	AP413	R413	0413	HB112.540	365 w/ATE Cal	68-75	AP82	RC82	0082	HB206.565	AP32	RC32		
Corvette	88-96	AP412	R412	0412	HB111.610	AP413	R413	0413	HB112.540	430	06-09	AP1166				AP592.15	R592		HB194.570
Corvette	97-13	AP731	R731	0731	HB247.575	AP732	R732	0732	HB248.650	456GT	94-96	AP639	R639		HB181.660	AP345	R608	0345	HB170.650
Corvette Z06, Grand Sport	06-13	AP1185	R1185		HB658.570	AP1185.1	R1185		HB659.570	512 TR	92-96	AP639	R639		HB181.660	AP345	R608	0345	HB170.650
Corvette Stingray	14-19	AP1001	R1001	7781	HB453.585	AP1718	RC1718		HB727.592	550 Maranello	96-02	AP639	R639		HB181.660	AP345	R608	0345	HB170.650
Corvette Z06, Grand Sport	14-19	AP1405	RC1405		HB649.605	AP1718	RC1718		HB727.592	575 Maranello	03-04	AP1133	R639		HB181.660	AP345	R608	0345	HB170.650
Corvette Base	20-21	AP2251			HB924.565	AP2369			HB925.597	599 GTB Fior	06-12	AP1395			HB631.622	AP1165			HB683.651
Corvette Z51	20-21	AP2312			HB926.577	AP2366			HB927.568	612 Scaglietti	04-09	AP1165			HB683.651	AP1166			
										Berlinetta Boxer	73-84	AP82	RC82	0082	HB206.565	AP32	RC32		
										F-40/F50	88-97	APF-40	R780		HB193.670	APF-40	R780		HB193.670
										Testarossa, GTO	85-91	AP82	RC82	0082	HB206.565	AP32	RC32		

DODGE		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
Challenger R/T	09-11	AP1058		1058	HB509.678	AP1057		1057	HB508.675
Challenger SRT-8	08-20	AP1149	RC1149		HB563.656	AP592.1	R592		HB194.570
Challenger Perf Brakes	12-19	AP1058		1058	HB509.678	AP1057		1057	HB508.675
Challenger Hellcat	13-20	AP1405	RC1405		HB649.605	AP592.1	R592		HB194.570
Charger Hellcat	13-20	AP1405	RC1405		HB649.605	AP592.1	R592		HB194.570
Charger SRT-8/ Super Bee	06-17	AP1149	RC1149		HB563.656	AP592.1	R592		HB194.570

FIAT		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
124	65-67	AP54				AP71			
124	68-82	AP54.1				AP71			
X 1/9, Bertone	74-88	AP54.1				AP71			
Spider w/Brembo	18-20	AP1379.2	R593.14		HB548.590	AP1180	RC1180		HB523.539
Spider	17-20	AP1903	RC1903		HB898.572	AP1180	RC1180		HB523.539

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FORD		FRONT				REAR				HONDA		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk	Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
Mustang	65-67	APD-11	RCD-11		HB471.510	SHOE				Civic Coupe DX M/T	93-95	AP273	RC273		HB218.583	SHOE546			
Mustang W/ Lincoln Cal	65-67	APD-1	RCD-1			APD-102				Civic Cp EX w/ABS	93-95	AP617	RC617		HB245.631	AP374	RC374		HB350.496
Mustang	68-73	APD-34			HB646.526	SHOE				Civic Coupe DX,HX	96-00	AP273	RC273		HB218.583	SHOE517			
Mustang	74-78	APD-90				SHOE				Civic Coupe EX	96-00	AP764	RC764	0465	HB275.620	SHOE517			
Mustang	83-86	AP310		0310	HB263.650	SHOE569				Civic Coupe	01-05	AP764	RC764	0465	HB275.620	SHOE517			
Mustang SVO	84-86	AP200			HB125.650	APD-204				Civic Coupe Si	99-00	AP764	RC764	0465	HB275.620	AP374	RC374		HB350.496
Mustang 4cyl	87-93	AP310		0310	HB263.650	SHOE569				Civic Coupe DX, LX	06-11	AP764	RC764	0465	HB275.620	SHOE913			
Mustang V8	87-93	AP431			HB263.650	SHOE569				Civic Coupe EX	06-11	AP764	RC764	0465	HB275.620	AP365	RC365	0537	HB145.570
Mustang Cobra	1993	AP431			HB263.650	AP347	RC347		HB580.627	Civic Coupe Si	06-11	AP829	RC829		HB361.622	AP365	RC365	0537	HB145.570
Mustang	94-98	AP600	RC600		HB182.660	AP627	RC627	0627	HB183.660	Civic Coupe EX	13-15	AP914	RC914		HB393.665	AP365	RC365	0537	HB145.570
Mustang Cobra	94-04	AP412	R412	0412	HB111.610	AP627.1	R627.15	0627	HB183.585	Civic Coupe Si	12-15	AP914	RC914		HB393.665	AP365	RC365	0537	HB145.570
Mustang	99-04	AP804	RC804	0804	HB274.610	AP627	RC627	0627	HB183.660	Civic Coupe	16-18	AP914	RC914		HB393.665	AP1878			HB900.572
Mustang GT & V6	05-10	AP1081	RC1081	1081	HB484.670	AP1082	RC1082	1082	HB485.656	Civic Sedan Si	18-19	AP1697			HB875.666	AP1878			HB900.572
Mustang Shelby	07-11	AP1001	R1001	7781	HB453.585	AP1082	RC1082	1082	HB485.656	Civic Hatchback	88-91	AP273	RC273		HB218.583	SHOE546			
Mustang V6 & V8	11-14	AP1463	RC1081	1081	HB484.670	AP1465	RC1082	1082	HB485.656	Civic Hatchback 1500	92-95	AP273	RC273		HB218.583	SHOE546			
Mustang w/ Brembo/Boss 302	11-14	AP1001	R1001	7781	HB453.585	AP1465	RC1082	1082	HB485.656	Civic Hatchback 1600 w/o ABS	93-95	AP273	RC273		HB218.583	AP374	RC374		HB350.496
Mustang Shelby	11-12	AP1001	R1001	7781	HB453.585	AP1465	RC1082	1082	HB485.656	Civic Hatchback 1600 w/ABS	93-95	AP617	RC617		HB245.631	AP374	RC374		HB350.496
Mustang Shelby	13-14	AP1666	RC1666		HB616.607	AP1465	RC1082	1082	HB485.656	Civic Hatchback	96-00	AP273	RC273		HB218.583	SHOE517			
Mustang Shelby GT350	15-20	AP1853	RC1853		HB903.604	AP1854	RC1854		HB904.630	Civic Hatchback Si	02-03	AP764	RC764	0465	HB275.620	AP365	RC365	0537	HB145.570
Mustang GT W/Brembo	15-21	AP1792	RC1792		HB805.615	AP1793	RC1793		HB774.650	Civic Hatchback Si	04-05	AP621	RC621		HB418.646	AP365	RC365	0537	HB145.570
Mustang GT	15-21	AP1784	RC1784		HB802.661	AP1793	RC1793		HB774.650	Civic Hatchback	17-18	AP914	RC914		HB393.665	AP1878			HB900.572
Fiesta R/Disc	14-17	AP1730	RC1730		HB725.650	AP886	RC886		HB430.547	Civic Type R	18-21	AP1001	R1001	7781	HB453.585	AP1878			HB900.572
Focus RS	16-18	AP1977			HB889.550	AP1095	RC1095		HB478.605	CRX1500,1600 DX	84-87	AP256	RC256		HB397.585	SHOE546			
Focus ST	13-18	AP1645			HB519.682	AP1095	RC1095		HB478.605	CRX 1500DX	88-91	AP273	RC273		HB218.583	SHOE546			
GT	05-06	AP1001	R1001	7781	HB453.585	AP1001	R1001	7781	HB453.585	CRX 1500HF	88-91	AP256	RC256		HB397.585	SHOE546			
										CRX 1500,1600 Si	88-89	AP273	RC273		HB218.583	SHOE546			
										CRX 1500,1600 Si	90-91	AP373	RC373		HB113.590	AP374	RC374		HB350.496
										CR-Z	11-15	AP1394			HB418.646	AP365	RC365	0537	HB145.570
										CR-Z	2016	AP914	RC914		HB393.665	AP1841			
										S2000	00-09	AP829	RC829		HB361.622	AP365	RC365	0537	HB145.570

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HYUNDAI		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
Veloster	15-21	AP1828				AP1813			HB734.584
Veloster Turbo	12-17	AP1675			HB661.667	AP1813			HB734.584
Veloster Turbo	19-21	AP1855				AP1813			HB734.584
Veloster N	19-21	AP2211				AP2212			

JAGUAR		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
F-Type S (Iron)	14-18	AP1750				AP1752			
F-Type R,V8S(Iron)	14-19	AP1750				AP1753			
F-Pace SVR	19-20	AP2257				AP2367			
XKR(S) w/Alcon	10-15	AP1355			HB760.620	AP1356			
XKR-S GT	14-15	AP1763				AP1764			

KIA		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
Stinger Non/Brembo	18-21	AP2117				AP1816.1			
Stinger w/Brembos	18-21	AP2145				AP2144			

LEXUS		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
GS F	16-19	AP1440				AP1807			
IS F	08-14	AP1365	RC1365		HB616.607	AP1366	RC1366		HB722.652
IS200 Turbo	16-17	AP1118			HB812.680	AP1391.1			HB799.597
RC F	15-21	AP1440				AP1807			
IS300	16-20	AP1118			HB812.680	AP1391.1			HB799.597
IS350	09-13	AP1118			HB812.680	AP1113			HB562.612
IS350	14-20	AP1118			HB812.680	AP1391.1			HB799.597

LOTUS		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
Elise	05-11	AP109	RC109	0109	HB180.560	AP491.1	R491.12	0491	HB278.465
Evora	10-16	AP1598	RC1598	7869	HB585.660	AP1599	RC1599	7870	
Exige	05-11	AP109	RC109	0109	HB180.560	AP491.1	R491.12	0491	HB278.465
Exige S240	08-09	CP7600	CP7600		HB587.630	AP491.1	R491.12	0491	HB278.465
Esprit	95-04	AP592.1	R592.15		HB194.570	AP491.1	R491.12	0491	HB278.465

MASERATI		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
Quattroporte V6	14-20	AP1116	RC1116		HB616.607	AP1270			
Quattroporte V8	14-20	AP1990				AP1270			
GranSport	2012	AP1116	RC1116		HB616.607	AP1166			
GranTurismo	13-17	AP1116	RC1116		HB616.607	AP1166			
GranTurismo	09-11	AP1133	R639		HB181.660	AP1166			

MAZDA		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
Miata	89-93	AP457	R525		HB148.560	AP458	RC458		HB157.484
Miata	94-05	AP635	R635	0635	HB149.505	AP636	RC636	0636	HB159.492
Miata Sport Susp	01-05	AP890	RC890		HB431.606	AP891	RC891		HB442.496
Miata	06-15	AP1179	RC1179		HB522.565	AP1180	RC1180		HB523.539
Miata MX-5	16-21	AP1903	RC1903		HB898.572	AP1180	RC1180		HB523.539
Miata Brembo	16-21	AP1379.2	R593.14		HB548.590	AP1180	RC1180		HB523.539
RX-7 12a	79-85	AP76	R76		HB150.555	AP235	RC235		HB151.505
RX-7 4Lug	84-88	AP131	RC131		HB152.540	AP332	RC332		HB158.515
RX-7 5lug/ Turbo	86-88	AP331	RC331		HB155.580	AP332	RC332		HB158.515
RX-7 Solid Disc	89-92	AP131	RC131		HB152.540	AP332	RC332		HB158.515
RX-7 Vented	89-92	AP331	RC331		HB155.580	AP332	RC332		HB158.515
RX-8	04-11	AP1009	RC1009		HB470.643	AP1008	RC1008		HB378.565
3 Mazdaspeed	10-13	AP915.2	RC915		HB515.760	AP1095	RC1095		HB478.605
6	16-17	AP1711				AP1874			

MERCEDES BENZ		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
AMG GT/S Silver Cal	16-17	AP1873				AP1669	RC1669		HB830.667
AMG GT/S Red Cal	16-17	AP1291	R1291		HB731.620	AP1669	RC1669		HB830.667
C63 AMG	08-13	AP1291	R1291		HB731.620	AP1373	RC1373		HB846.534
C63 AMG	14-15	AP1291	R1291		HB731.620	AP1450	RC1450		HB808.570
C63 AMG/S Silver Cal	16-18	AP1873				AP1669	RC1669		HB844.700
C63 AMG/S Red Cal	16-20	AP1291	R1291		HB731.620	AP1669	RC1669		HB844.700
E63 AMG	10-17	AP1291	R1291		HB731.620	AP1450	RC1450		HB808.570
SLS	11-14	AP1291	R1291		HB731.620	AP1607			HB824.668

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MG		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
MGA (DOHC)	58-62	DD704				DD704			
MGB,MGB GT	62-80	LD10	LD10		HB132.580	SHOE437			
MGC	68-69	AP114	RC114		HB169.560	SHOE409			
Midget	63-79	LD15	LD15		HB123.535	SHOE216			

MITSUBISHI		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
Eclipse V6	06-12	AP866	RC866		HB435.622	AP532		0532	HB673.602
Lancer EVO	03-06	AP1001	R1001	7781	HB453.585	AP961.1	R961	7824	HB180.590
Lancer EVO	08-16	AP1001	R1001	7781	HB453.585	AP1368	R1368		HB615.535
Lancer Ralliart	10-16	AP530	RC530	0530	HB214.618	AP868			HB675.602
Lancer GT/S	10-16	AP866	RC866		HB435.622	AP868			HB675.602

NISSAN		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
240,260,280Z	70-75	AP114	RC114		HB169.560	SHOE411			
280Z	76-78	AP114	RC114		HB169.560	SHOE480			
280ZX, Turbo	79-81	AP229	RC229			AP213	RC213		
280ZX, Turbo	82-83	AP229	RC229			AP272	RC230		HB262.540
300ZX, Turbo	89-96	AP460	RC460	0460	HB178.564	AP461	RC461	0461	HB179.630
510	68-73	DAT510	RC37			SHOE359			
GT-R	09-21	AP1382	RC1382	4362	HB650.730	AP1383	R780	7780	HB193.670
370Z Alum Cal	09-20	AP1346	RC1346	1346	HB601.626	AP1347	RC1347	1347	HB602.545

PORSCHE		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
356	63-65	AP31	R31	0031	HB172.595	AP30	RC30		HB713.585
Boxster	97-04	AP737	RC737	0737	HB289.610	AP738	RC738	0738	HB290.583
Boxster	05-08	AP737	RC737	0737	HB289.610	AP1134	RC738	0738	HB665.577
Boxster	09-12	AP1135	RC776	0776	HB664.634	AP1134	RC738	0738	HB665.577
Boxster / S	13-16	AP1389	RC1389	1389	HB719.668	AP1134	RC738	0738	HB665.577
Boxster S	00-07	AP917	RC776	0776	HB550.634	AP738	RC738	0738	HB290.583
Boxster S	08-12	AP1135	RC776	0776	HB664.634	AP1134	RC738	0738	HB665.577
Boxster Spyder	2016	AP1664	RC1664		HB907.640	AP1655		7727	HB829.594

PORSCHE		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
Boxster/Cayman 718	17-20	AP1389	RC1389	1389	HB719.668	AP1134	RC738	0738	HB665.577
Boxster/Cayman 718 S	17-20	AP1905				AP1134	RC738	0738	HB665.577
911 A Caliper	75-77	AP45	R45.15	0045	HB171.590	AP31	R31	0031	HB172.595
911 M Caliper	70-77	AP31	R31	0031	HB172.595	AP31	R31	0031	HB172.595
911 S Caliper	69-77	AP45T	R45.19		HB171.720	AP31	R31	0031	HB172.595
911	78-89	AP45	R45.15	0045	HB171.590	AP31	R31	0031	HB172.595
911 C4/S	89-94	AP345	R608	0345	HB170.650	AP345	R608	0345	HB170.650
911 C2	90-91	AP345	R608	0345	HB170.650	AP483			
911 C2 964	92-94	AP345	R608	0345	HB170.650	AP345	R608	0345	HB170.650
911 C2 993	94-98	AP372	R609	0447	HB141.650	AP345	R608	0345	HB170.650
911 C4	95-98	AP372	R609	0447	HB141.650	AP345	R608	0345	HB170.650
911 C2 996	98-05	AP917	RC776	0776	HB550.634	AP738	RC738	0738	HB290.583
911 C4 996	99-05	AP917	RC776	0776	HB550.634	AP738	RC738	0738	HB290.583
911 C2 997	05-08	AP1135	RC776	0776	HB664.634	AP738	RC738	0738	HB290.583
911 C4 997	06-08	AP1135	RC776	0776	HB664.634	AP738	RC738	0738	HB290.583
911 C2 & C4	09-12	AP1389	RC1389	1389	HB719.668	AP1300	RC1300	1299	HB651.624
911 C2 & C4	13-16	AP1389	RC1389	1389	HB719.668	AP1655		7727	HB829.594
911 Carrera	17-21	AP1905	RC1905			AP1417	RC1417		
911 C2S	91-94	AP372	R609	0447	HB141.650	AP345	R608	0345	HB170.650
911 C2S & C4S	96-98	AP594	RC594	0594	HB184.650	AP372	R609	0447	HB141.650
911 C4S	02-05	AP916	RC916	7818	HB667.622	AP917	RC776	0776	HB550.634
911 C2S & C4S	06-12	AP916	RC916	7818	HB667.622	AP1135	RC776	0776	HB664.634
911 C2S & C4S	13-16	AP1664	RC1664		HB907.640	AP1417	RC1417		HB807.587
911 C2S	17-21	AP1741	RC1741	1773	HB905.646	AP1417	RC1417		
911 Turbo	91-92	AP372	R609	0447	HB141.650	AP345	R608	0345	HB170.650
911 Turbo	93-94	AP594	RC594	0594	HB184.650	AP345	R608	0345	HB170.650
911 Turbo	95-98	AP594	RC594	0594	HB184.650	AP372	R609	0447	HB141.650
911 Turbo	01-05	AP916	RC916	7818	HB667.622	AP917	RC776	0776	HB550.634
911 Turbo	07-13	AP991	RC991	7819	HB483.635	AP1300	RC1300	1299	HB651.624
911 Turbo	14-17	AP1741	RC1741	1773	HB905.646	AP1740	RC1740	7727	HB850.655
911 GTS	11-12	AP916	RC916	7818	HB667.622	AP1135	RC776	0776	HB664.634
911 GT2/GT3	02-05	AP991	RC991	7819	HB483.635	AP993	RC776	0776	HB550.634

***This is a sampling of the more popular models if your vehicle isn't listed
[Click here](#) to search our site*** ALL Listings are for NON Ceramic discs

Application Guide

PORSCHE		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
911 GT3	07-08	AP991	RC991	7819	HB483.635	AP1300	RC1300	1299	HB651.624
911 GT3	10-11	AP1431				AP1300	RC1300	1299	HB651.624
911 GT3	14-19	AP1741	RC1741	1773	HB905.646	AP1740	RC1740	7727	HB850.655
914-4	70-72	AP31	R31.15	0031	HB172.595	AP30	RC30		HB713.585
914-4	73-76	AP31T	R31.18			AP30	RC30		HB713.585
914-6	70-72	AP31	R31.15	0031	HB172.595	AP31	R31.15	0031	HB172.595
924,S,Turbo	81-84	AP251	RC251		HB199.702	AP252	RC252		HB198.685
928	86-91	AP372	R609	0447	HB141.650	AP345	R608	0345	HB170.650
928	92-95	AP594	RC594	0594	HB184.650	AP345	R608	0345	HB170.650
930 Turbo	76-77	AP45T	R45.19		HB171.720	AP31	R31.15	0031	HB172.595
930 Turbo	78-79	AP345	R608	0345	HB170.650	AP345	R608	0345	HB170.650
944	83-89	AP251	RC251	0443	HB199.702	AP252	RC252		HB198.685
944 Turbo	86-88	AP345	R608	0345	HB170.650	AP345	R608	0345	HB170.650
944 Turbo	89-91	AP372	R609	0447	HB141.650	AP345	R608	0345	HB170.650
968	92-95	AP345	R608	0345	HB170.650	AP345	R608	0345	HB170.650
968 Sport	92-95	AP372	R609	0447	HB141.650	AP345	R608	0345	HB170.650

SUBARU		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
BRZ	13-15	AP1539	RC1539		HB711.661	AP1114	RC1114		HB557.545
BRZ w/Vented R/Disc	13-20	AP1539	RC1539		HB711.661	AP1124	RC1124		HB671.628
BRZ w/Brembo	17-20	AP1001	R1001	7781	HB453.585	AP961	R961	7824	HB180.560
Impreza Coupe	11-16	AP1539	RC1539		HB711.661	AP1114	RC1114		HB557.545
WRX	06-07	AP1182	RC460	0460	HB178.564	AP461	RC461	0461	HB179.630
WRX	08-10	AP929	RC929	0929	HB432.661	AP1114	RC1114		HB557.545
WRX	11-14	AP1539	RC1539		HB711.661	AP1114	RC1114		HB557.545
WRX	15-21	AP1078	RC1078		HB533.668	AP1114	RC1114		HB557.545
WRX STi	02-17	AP1001	R1001	7781	HB453.585	AP961	R961	7824	HB180.560
WRX STi	18-21	AP1365	RC1365		HB616.607	AP2118			HB914.580

TESLA		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
S4pist Rear	12-20	AP1474.1	R1001	7781	HB453.585	AP592.1	R592	0592	HB663.557
3	18-21	AP2195				AP2283			
3 Perf Brakes	18-21	AP2399				AP2387			

TOYOTA		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
86 TRD Editn	19-20	AP1001	R1001	7781	HB453.585	AP961	R961		HB180.560
Corolla GTS	87-91	AP242	RC242		HB191.590	AP352			HB401.587
GR Supra 2.0	2021	AP1892				AP2221			
GR Supra 3.0	20-21	AP1867			HB916.740	AP2221			
GR Supra 3.0 Premium	20-21	AP1867			HB916.740	AP2220			HB917.626
MR2	85-95	AP242	RC242		HB191.590	AP309	RC309		
MR2	00-05	AP822	RC822		HB493.650	AP309	RC309		
MR2 Turbo	92-95	AP582	RC582			AP309	RC309		
Supra	81-85	AP245	RC245			AP240	RC240		
Supra	86-92	AP435	RC435			AP432	RC432		
Supra Turbo	93-98	AP629	RC629		HB215.630	AP630	RC630		HB216.590

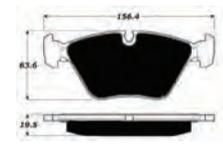
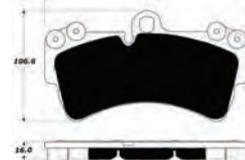
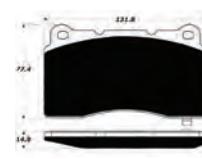
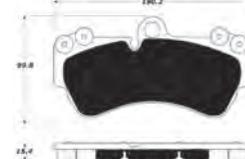
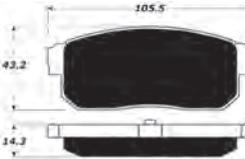
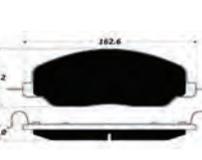
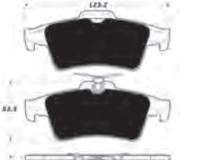
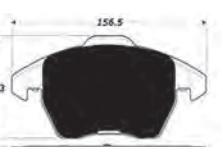
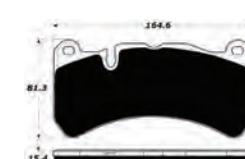
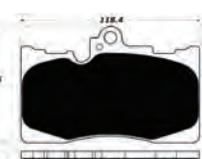
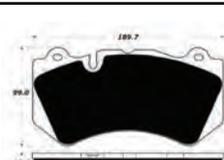
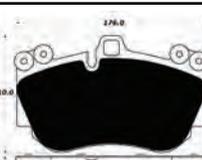
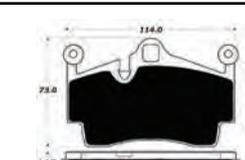
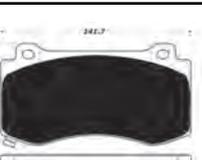
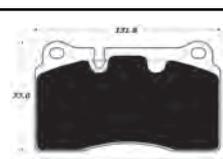
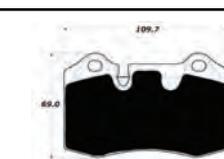
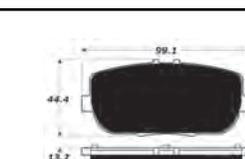
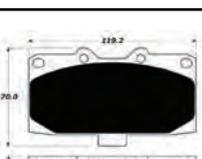
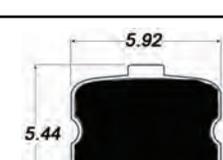
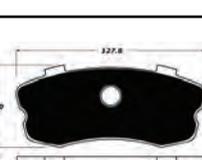
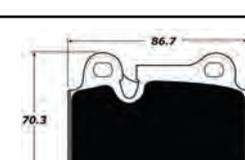
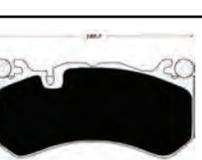
TRIUMPH		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
Spitfire	62-67	GD528				SHOE318			
Spitfire	67-80	GD533	R44	0044	HB118.560	SHOE318			
TR250,TR6	68-72	AP114	RC114		HB169.560	SHOE234			
TR3, 3A	59-62	GD500	GD500			SHOE			
TR4, 4A	61-67	AP114	RC114		HB169.560	SHOE234			
TR7	75-81	LD15	LD15			SHOE484			
TR8	78-81	LD40			HB229.580	SHOE484			
GT6	66-72	AP114	RC114		HB169.560	SHOE211			
GT6	72-74	AP114	RC114		HB169.560	SHOE234			

VOLKSWAGEN		FRONT				REAR			
Model	Year	Port	Ray	PFC	Hawk	Port	Ray	PFC	Hawk
GTi	06-10	AP1107			HB543.760	AP1108	RC1108		HB544.628
GTi	11-13	AP1107			HB543.760	AP1456			HB695.609
GTi	15-18	AP1760			HB788.745	AP1779			HB836.651
GTi w/Prf Pkg	15-20	AP1633	RC1633		HB779.740	AP1108	RC1108		HB544.628
Golf R / R32	2004	AP682			HB497.776	AP340	R1017		HB364.587
Golf R / R32	2008	AP915.3	RC915		HB515.760	AP1108	RC1108		HB544.628
Golf R / R32	12-13	AP1111			HB538.760	AP1108	RC1108		HB544.628
Golf R / R32	15-19	AP1633	RC1633		HB779.740	AP1761	RC1761		HB789.600

Brake Pad Diagrams

<p>AP484 RC484 HB213.626</p>	<p>AP486 RC486</p>	<p>AP489 RC489</p>	<p>AP491 AP491.12 R491.12 PFC 0491 HB278.465 HB278.583 PGD1682</p>	<p>AP503 RC503 PFC 0503 HB143.680</p>
<p>AP504 RC504 HB185.590</p>	<p>AP509 RC509</p>	<p>DAT510</p>	<p>AP511</p>	<p>AP530 RC530 PFC 0530 HB214.618</p>
<p>AP531 RC531 HB120.560</p>	<p>AP532 RC532 HB673.602</p>	<p>AP540 HB421.622</p>	<p>AP547 RC547 HB325.720</p>	<p>AP548 RC548 PFC 0548 HB362.642</p>
<p>AP549 RC549</p>	<p>AP555 RC555 HB269.763</p>	<p>AP558 RC558 PFC 0558 HB136.690</p>	<p>AP561 RC561</p>	<p>AP582 RC582</p>
<p>AP583 RC583 HB211.606</p>	<p>AP584 RC584 HB212.535</p>	<p>AP592.15/17 R592.15/17 HB194.570 HB194.665 PGD1408(15)</p>	<p>AP594 RC594 HB184.650 PGD1842</p>	<p>AP600 RC600 HB182.660</p>
<p>AP617 RC617 HB245.631</p>	<p>AP623 PFC 0623 HB217.681</p>	<p>AP627.15 AP627.17 R627.15 RC627.17 HB183.585 HB183.660</p>	<p>AP629 RC629 HB215.630</p>	<p>AP630 RC630 HB216.590</p>
<p>AP631 RC631 HB201.620</p>	<p>AP635 R635 PFC 0635 HB149.505 PGD8127</p>	<p>AP636 RC636 PFC 0636 HB159.492 PGD8129</p>	<p>AP639 R639 HB181.660</p>	<p>AP681 HB325.720</p>

Brake Pad Diagrams

<p>AP947</p> 	<p>AP960 RC960 HB545.564</p> 	<p>AP961 RC961 PFC 7824 HB180.560 PGD2593</p> 	<p>AP977 RC977 HB501.625</p> 	<p>AP978 RC738 HB502.606 PGD2406</p> 
<p>AP983</p> 	<p>AP991 RC991 PFC 7819 HB483.635 PGD2707</p> 	<p>AP1001 R1001.15 PFC 7781 HB453.585 PGD2487</p> 	<p>AP1007 HB512.605</p> 	<p>AP1008 RC1008 HB378.565</p> 
<p>AP1009 RC1009 HB470.643</p> 	<p>AP1029 RC1029 HB609.572 PGD2931</p> 	<p>AP1081 RC1081 PFC 1081 HB484.670</p> 	<p>AP1082 RC1082 PFC 1082 HB485.656 PGD8113</p> 	<p>AP1095 RC1095 HB478.605</p> 
<p>AP1107 HB543.760 PGD8001</p> 	<p>AP1108 RC1108 HB544.628 PGD8046</p> 	<p>AP1114 RC1114 HB557.545</p> 	<p>AP1116 RC1116 HB616.607</p> 	<p>AP1118 HB812.680</p> 
<p>AP1124 RC1124 HB671.628</p> 	<p>AP1128 PGD8083</p> 	<p>AP1130 HB813.640</p> 	<p>AP1134 RC737 PFC 0737 HB665.577 PGD2407</p> 	<p>AP1149 HB563.656</p> 
<p>AP1165 R1001.15 PFC 7781 HB683.651 PGD4906</p> 	<p>AP1166 R592.15 HB194.570</p> 	<p>AP1179 RC1179 HB522.565</p> 	<p>AP1180 RC1180 HB523.539</p> 	<p>AP1182 RC460 HB700.562</p> 
<p>AP1185 (pcs) R1185(12pcs) R1185.1 (8pcs) HB531.570(F) HB532.570(R) PGD8240(F) PGD8240(R)</p> 	<p>HB658.570</p> 	<p>HB659.570</p> 	<p>AP1277</p> 	<p>AP1291 R1291.16 HB731.620</p> 

Brake Pad Diagrams

<p>AP1300 RC1300 PFC 1299 HB651.624 PGD8008</p>	<p>AP1308 HB570.666</p>	<p>AP1309 HB574.636</p>	<p>AP1322 RC1322 HB641.696 PGD8096</p>	<p>AP1346 RC1347 HB601.626</p>
<p>AP1347 HB602.545</p>	<p>AP1349 HB720.575</p>	<p>AP1350</p>	<p>AP1355 HB760.620</p>	<p>AP1356</p>
<p>AP1365 RC1365 HB616.607</p>	<p>AP1366 RC1366 HB722.652</p>	<p>AP1368 RC1368 HB615.535 PGD8069</p>	<p>AP1371 RC1371 HB603.616 PGD8084</p>	<p>AP1372 RC1372 HB604.598 PGD8085</p>
<p>AP1373 RC1373</p>	<p>AP1379 R593 HB548.590 PGD8023</p>	<p>AP1382 RC1382 HB650.730</p>	<p>AP1383 R780 HB193.670</p>	<p>AP1389 RC1389 PFC 1389 HB719.668 PGD8074</p>
<p>AP1395 HB631.622 PGD8091</p>	<p>AP1396 HB636.644</p>	<p>AP1405 RC1405 HB649.605 PGD8081</p>	<p>AP1414 HB672.714</p>	<p>AP1417 HB807.587 PGD4909</p>
<p>AP1426 HB685.610</p>	<p>AP1429</p>	<p>AP1431</p>	<p>AP1440</p>	<p>AP1450 RC1450 HB808.570</p>
<p>AP1452 HB819.614</p>	<p>AP1453 HB762.634</p>	<p>AP1465 RC1465 PFC 1082 HB485.656</p>	<p>AP1474 R1001.15 PFC 7781 HB787.582 PGD2487</p>	<p>AP1479 HB684.694</p>

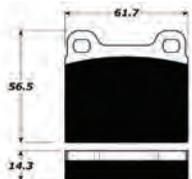
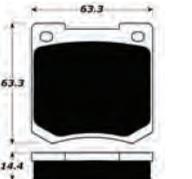
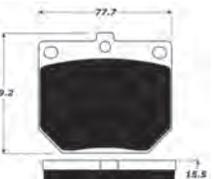
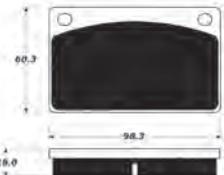
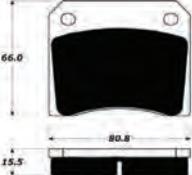
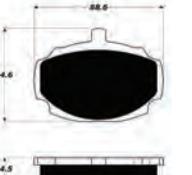
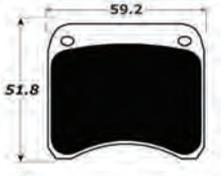
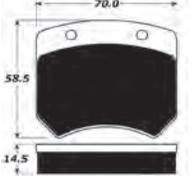
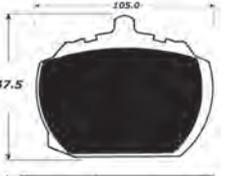
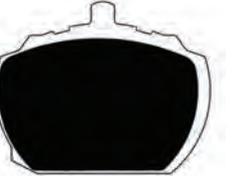
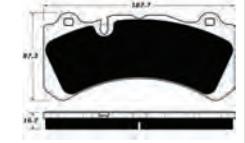
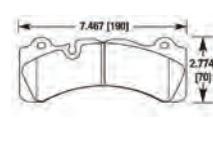
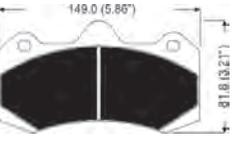
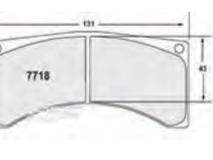
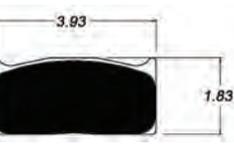
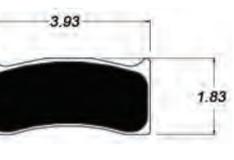
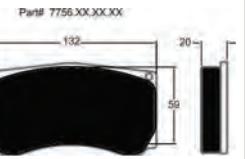
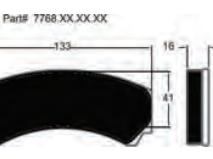
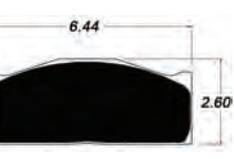
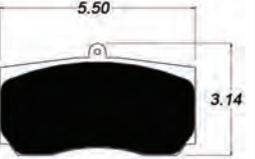
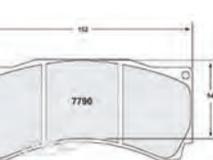
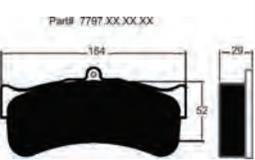
Brake Pad Diagrams

<p>AP1530</p>	<p>AP1531</p>	<p>AP1547 HB823.652</p>	<p>AP1575 RC1575 HB780.625 PGD4937</p>	<p>AP1576</p>
<p>AP1598 RCCP6600 PFC 7869 HB585.660 PGD4345</p>	<p>AP1599 RC1599 PFC 7870</p>	<p>AP1600 R1001 PFC 7781 HB453.585</p>	<p>AP1607 HB824.668</p>	<p>AP1609 RC1609 PFC 1609 HB765.664 PGD4931</p>
<p>AP1610 HB825.649</p>	<p>AP1613 HB749.648</p>	<p>AP1630 RC1630 HB742.690 PGD8189</p>	<p>AP1634 HB795.618 PGD8188</p>	<p>AP1648 RC1648 HB828.760 PGD4934</p>
<p>AP1655 HB829.594 PGD4918</p>	<p>AP1664 RC1664 HB907.640 PGD4922</p>	<p>AP1656 RC1656 PFC 1656 HB766.624 PGD4933</p>	<p>AP1666 RC1666</p>	<p>AP1688 HB832.668</p>
<p>AP1711</p>	<p>AP1718 RC1718 HB727.592</p>	<p>AP1730 RC1730 HB725.650</p>	<p>AP1740 RC1740 PFC 7727 HB850.655 PGD4925</p>	<p>AP1741 RC1741 PFC 1773 HB905.646 PGD4924</p>
<p>AP1750</p>	<p>AP1761 RC1761 HB789.600</p>	<p>AP1763 HB649.605</p>	<p>AP1784 RC1784 HB802.661</p>	<p>AP1792 RC1792 PFC 1792 HB805.615</p>
<p>AP1793 RC1793 HB774.650 PGD8204</p>	<p>AP1802</p>	<p>AP1807</p>	<p>AP1822 RC1822</p>	<p>AP1835 RC1835 HB843.604</p>

Brake Pad Diagrams

<p>AP1853 RC1853 HB903.604</p>	<p>AP1854 RC1854 HB904.630</p>	<p>AP1903 RC1903 HB898.572</p>	<p>AP1905 RC1905</p>	<p>AP1944 HB840.615</p>
<p>AP1977 HB889.550</p>	<p>AP2043</p>	<p>AP8882 RC8882 HB128.505</p>	<p>2" Stockcar R20.12 PFC 7757.12 HB104.485</p>	<p>4" Stockcar 12/16 R302 PFC 7752 HB100</p>
<p>4" Stockcar BB 12/16 R301.12/.16 7754.12/.16 HB541.630</p>	<p>4" Stockcar DP 12/16 R303.12/.16 HB542.490 HB542.600</p>	<p>4 3/4" Stockcar 16/20 R700.16/.20 7751.16/.20 HB101.800</p>	<p>4 3/4" Stockcar BB 16/20 R701.16/.20 7751.16/.20 HB521.650 HB521.800 PGD2205</p>	<p>6" Stockcar R200.20 PFC 7753.21 HB102.800</p>
<p>Dynapro6 R305.12 HB645.490</p>	<p>DpSingle R25.13 HB622.490</p>	<p>Powerlite R1000.13 HB611.490</p>	<p>DD704</p>	<p>DD705</p>
<p>FRP101 HB115.630</p>	<p>FRP104 (.670) FRP105(.980)</p>	<p>FRP201 R805.16 PFC 7740.16 HB107.620</p>	<p>FRP202</p>	<p>FRP203</p>
<p>FRP212/FRP214/FRP216 R767 HB110 PGD1270 PGD1361</p>	<p>FRP302 R2000 PFC 7700 HB105 PGD1595 PGD1607 PGD8037 PGD1674</p>	<p>FRP303 R500.25 PFC 7702.25 HB106.980</p>	<p>GD500</p>	<p>GD504</p>
<p>GD505</p>	<p>GD511</p>	<p>GD520</p>	<p>GD522 HB244.624</p>	<p>GD524</p>

Brake Pad Diagrams

GD525 	GD528 	GD533 R44.14 PFC 0044 HB118.560 	GD535 	GD541 HB169.560 
GD549 HB204.615 	GD557 	GD585 	LD10 HB132.580 	LD15 HB123.535 
LD19 R401.11 PFC 7719 HB117.380 	LD20 R400.14 PFC 7720 HB108.560 	LD40 HB229.580 	LD60 	LD65 HB116.580 
AP6PMB-W RC6PMB-W 6pMBWide HB581.660 PGD8062 	AP6PMB-N RC6PMB-N 6pMBNarrow HB582.660 PGD8061 	APCP6600 RCCP6600 PFC 7869 HB585.660 PGD4345 	APCP7040 R921.18 PFC 7838 HB717.660 PGD4346 	APCP7600 RCCP7600 HB587.630 PGD4349 
AP7683 	AP7718 R2001.16 PFC 7718 HB208 	AP7735 R735 PFC7735 HB167 	AP7736 R736 PFC7736 HB351 	AP7745 R804.16 PFC 7745 HB192.620 
AP7756 R2400 H221 	AP7768 HB718.654 	AP7770 R770 PFC 7770 HB130 	AP7773 R600 PFC7773 HB3311.17 PGD2016 	AP7775 
AP7778 PFC 7778 HB8971.18 PGD2557 	AP7790 R2602 PFC 7790 HB109 	AP7793 R2600 PFC 7793 HB122 	AP7794 HB121 	AP7797 R820 HB348 PGD8038 PGD8087 PGD2488 

Brake Fluid

All of the brake fluids we carry are 100% Synthetic DOT 4 fluids



CASTROL SRF

590°F Dry Boiling Point
518°F Wet Boiling Point

Castrol SRF is suitable for all disc and drum brake systems used in motorsports. It is used by the top teams in various motorsports.



ProSpeed RS683

583°F Dry Boiling Point
394°F Wet Boiling Point

An innovative new manufacturing process makes this fluid more incompressible than other fluids. Suitable for all types of Motorsports.



Motul RBF 660

617°F Dry Boiling Point
399°F Wet Boiling Point

Specially designed to resist extreme temperature generated by racing brakes (carbon and ceramic) only allowing a minimal air entrance for brake cooling.



Motul RBF 600

594°F Dry Boiling Point
421°F Wet Boiling Point

Extremely high dry boiling point 594F(312C) helps prevent vapor lock and brake fade during hard use, with excellent recovery time.



ATE TYPE 200

594°F Dry Boiling Point
421°F Wet Boiling Point

High Performance brake fluid. Suitable for all brake and clutch systems rated for DOT brake fluids, naturally suitable for ABS.

BRAKE ACCESSORIES



Temperature readings from 0-1239°F are displayed over six color change spectrum from cold to hot. The bottle features a metal cap with a horse hair brush for quick and easy applications on any surface.

Part #: [GB7000](#)



Bleed bottles feature a no spill/ no leak hose storage bung and button tube fluid entry. This large 16oz bottle allows more flushes before having to empty.

- Cable Mount has a stainless steel lanyard for hanging. [GA3075](#)
- Magnet Mount has 16lb magnet for hanging on multiple locations. [GA3076](#)



Motul Dot 5.1

536°F Dry Boiling Point
388°F Wet Boiling Point
100% synthetic brake fluid on polyglycol basis for all types of hydraulic actuated brake and clutch systems. Not suitable for motorsports use.

OEM Replacement Rotors

The OEM Spec size rotors we carry come in plain faced, cross drilled, slotted, or cross drill/slot. We can also add Cryo treatment to any of those options. The hats and inner vanes are coated to prevent rust.



Plain will offer the most surface area and provide a strong durable surface.



Slot - helps release gases that build-up between the pad and rotor surface. Lessens the surface area slightly.



Slot/Drill - Combines the two options and benefits into one awesome looking package. Great for street performance.



Cross Drill - Typically one hole per vane in a directional pattern. Assists cooling of the rotor while also releasing the gases. Not ideal for track use as it does lessen the surface area and makes it more prone to cracking.

Cryogenic Treating: Returns the metal to its relaxed state by stress relieving and stabilizing the metal. This makes it more durable and less susceptible to microcracking. The rotor are taken down to -300°F for over 72 hours. Fine carbides, resultant particles, and tight lattice structures are precipitated from Cryo treatment. The particles are responsible for the exceptional wear.

2pc Direct Bolt on Rotors



StopTech's patented AeroRotors® are 2-Piece replacement rotors featuring a billet aluminum AeroHat® and AeroRotor® friction ring. These rotors feature a patented AeroVane® optimal cooling vane design to improve rotor airflow, cooling and heat capacity. This improved directional design minimizes turbulence and flows up to 60% more air than any rotor tested. Better airflow means better cooling and less fade.



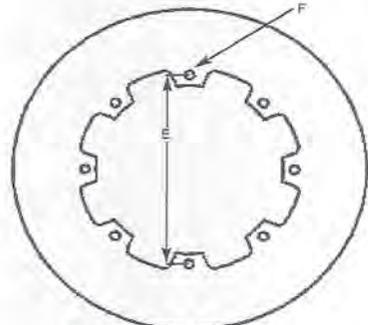
The 2-piece design of the StopTech® AeroRotors® allows for independent expansion of the rotor and hat without coning. Additionally, AeroRotor® assemblies are up to 8lbs lighter than stock rotors and are available either drilled or slotted. An optional anti-corrosion gold zinc coating benefits customers who live in cold climates, where snow and road salt are commonly encountered. Zinc coating also benefits customers who prefer no visible surface rust on the vanes and out circumference of rotors. StopTech® AeroRotors® are 100% made in the USA, with both casting and machining taking place in California.

FEATURE	BENEFIT
High Carbon alloy copper & molybdenum	Provides high temperature strength and durability
Runout less than .0005 inches. Thickness variation less than .0002 inches	Reduces vibration and pulsation
47 or more vanes	Provides superior heat dissipation
Two piece Direct Drive™ design	Reduces warping, heat transfer to hub assembly, drag and increases fuel mileage. Provides reusable hat/hub assembly, results in longer life and lower cost per mile.

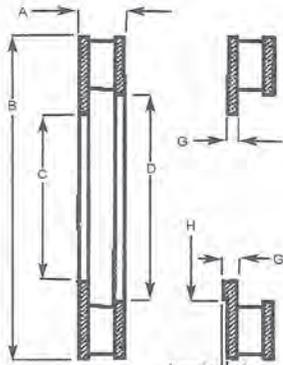
Custom Racing Rotor Diagrams



Date: _____
 PO: _____
 Name: _____
 Quote: _____



- Solid Disc Rotor
- LightWeight Vented Rotor
- LightWeight Directional
- Heavy-Duty Directional

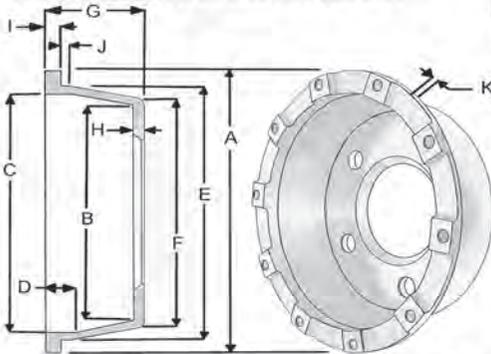


	mm	in	
A=			Thickness
B=			Diameter
C=			Flange Diameter
D=			Eye Diameter
E=			Bolt Circle
F=			Size Of Bolt Holes
F=			No. Of Bolt Holes
G=			Flange Thickness
H=			Step Diameter
I=			Step Depth

Special Instructions:

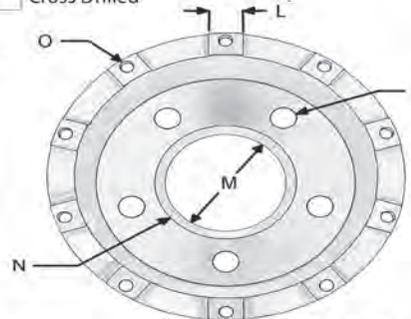
- Solid Mount
- Floating Mount
- Brembo Type T-Lock
- Slotted #ofSlots: _____
- Heat Treated/Stress Relief
- Balanced
- Cross Drilled

FLOATING DRIVE BOBBIN STYLE HAT



- A= Outside Dia.
- B= Inside Small Dia.
- C= Inside Large Dia.
- D= Bore Depth
- E= Step Dia.
- F= Outside Small Dia.
- G= Overall Length

- H= Face Thickness
- I= Mounting Flange Thickness
- J= Step Length
- K= Flange Step Thickness
- L= Mount Pad Width
- M= Center Bore
- N= Chamfer



- Rotor Mount Pattern
- O= No. Of Holes
- O= Hole Size
- O= Bolt Circle
- Wheel Mount Pattern
- P= No. Of Holes
- P= Hole Size
- P= Bolt Circle



These custom rotors are made to order from the specs you provide.

Our rotors come heat treated. We also offer a few options

- Slotted
- Cross Drilled
- Cryogenic Treatment
- Double Heat Treatment

They come in solid, directional or straight vane.

These are high quality cast iron rotors. Made for racing applications which already have a 2pc rotor setup.

Billet Aluminum hats can also be manufactured using your specs.

Lead time on these custom parts is anywhere from 4-6 weeks depending on time of year. Race season carries a longer lead time. If you are interested in ordering custom rotors please use the form to the left.

Air Ducting and Duct Hose

NACA DUCTS - Our intake ducts are precision vacuum-thermo-formed to exacting specifications of race-tested designs to yield the lowest drag and the highest air flow velocity, unlike most other commercially available ducts. These ducts are formed from high-impact 1/8" ABS or Lexan sheets and have extra-wide flanges to accommodate a wide variety of mounting needs. Our ducts have special hose-retention ribs to ensure air hose retention in high-vibration stress areas. Specifically designed hose adapter (D103A&B) adapts any duct from 3" to 2.5" or 2" hose and it just snaps into place.



<p>AD-D101</p>	<p>AD-D102 (clear)</p>	<p>AD-D104</p>	<p>AD-D107</p>
<p>AD-D108</p>	<p>AD-D109</p>	<p>AD-D110</p>	<p>HOSE ADAPTER</p> <p>Snaps on any of our ducts; reduces hose size to 2.5" or 2"</p> <p>AD-D103A \$19.95 AD-D103B \$19.95</p> <p>AD-D103A 3" to 2.5" AD-D103B 3" to 2"</p>



NEOPRENE 350°F - Designed for moving air from -65°F to 350°F, this Neoprene hose is an extremely lightweight, highly flexible, low pressure ducting. Constructed with fiberglass cord, bronze-plated steel-spring wire helix and rubber-coated fiberglass fabric to meet your ducting needs. Can be screwed together to form a continuous length. Perfect for air ducts, oil, and transmissions coolers. Comes in 10' sections.



N100	1" ducting
N125	1.25" ducting
N150	1.5" ducting
N200	2" ducting
N250	2.5" ducting
N300	3" ducting
N350	3.5" ducting
N400	4" ducting
N500	5" ducting

SILICONE 600°F - Designed for moving air from 80°F to 600°F, our silicone ducting is lightweight and extremely flexible. It is excellent for close-quarter applications where ducting has to snake around objects. Construction includes fiberglass cord with high-temperature silicone rubber-coated woven fiberglass fabric and bronze-plated steel-spring wire helix. Comes in 11' sections.



S100	1" ducting
S125	1.25" ducting
S150	1.5" ducting
S200	2" ducting
S250	2.5" ducting
S300	3" ducting
S350	3.5" ducting
S400	4" ducting
S500	5" ducting

Tilton - Master Cylinders

73 Series



Designed for applications that require large fluid capacity in a leak-proof integral reservoir. These cylinders are also unique in that they may be temporarily inverted without loss of fluid. Fluid chamber is completely sealed from the outside environment while still allowing fluid level changes. Available in the most popular bore sizes, these cylinders are an affordable solution for the budget racer.

- 73-750 (3/4" Bore)
- 73-875 (7/8" Bore)
- 73-1000 (1" Bore)

76 Series



- Addition of a top AN-3 outlet port (along with the original rear outlet port) allows for more flexibility with plumbing.
- Optional use of either port to connect to a brake pressure sensor, bleed port, brake light switch, and more.
- Top outlet port is compatible with both AN-3 and banjo fittings.
- Both outlet ports can now be used with standard fittings without the need for modification or adapters.
- Lighter, more compact body design provides additional clearance.

76-625 (5/8") / 76-700 (7/10") / 76-750 (3/4") / 76-812 (13/16") / 76-875 (7/8") / 76-1000 (1")

74 Series



The venerable 74-Series master cylinder has become a trusted favorite of car builders and race teams due to their reliability and value.

Universal kits include: Just Add a U to the below

- Master cylinder
- 6.8 oz reservoir
- Remote reservoir mounting components fittings

74-625 (5/8") / 74-700 (7/10") / 74-750 (3/4") / 74-812 (13/16") / 74-875 (7/8") / 74-1000 (1") / 74-1125 (1 1/8")

78 Series



- Billet aluminum body with proprietary low-friction coatings minimize wear and provides smooth operation
- Rear spherical bearing mount and one-piece piston/push-rod eliminates side thrust into the master cylinder bore, providing consistent and repeatable braking
- Hand-built and blueprinted for cut-off port travel
- External dust boot included
- O-ring seal at the main rod guide and body interface
- 1.1" of stroke
- AN3 outlet port and AN6 inlet port
- Fits Tilton 800-Series and 900-Series pedal assemblies

78-625 (5/8") / 78-700 (7/10") / 78-750 (3/4") / 78-812 (13/16") / 78-875 (7/8") / 75-937 (15/16") / 75-1000 (1")

75 Series



Designed for applications where space limitations require a compact master cylinder. 75-Series master cylinders are 2.4" shorter than 74-Series master cylinders, but maintain a full 1.1" of stroke.

Universal kits include: Just Add a U to the below

- Master cylinder
- 6.8 oz reservoir
- Remote reservoir mounting components fittings

75-625 (5/8") / 75-700 (7/10") / 75-750 (3/4") / 75-812 (13/16") / 75-875 (7/8") / 75-1000 (1")

79 Series



- New compensation port strategy designed for use with ABS systems
- No port or orifice for seals to cross over and get damaged
- Billet aluminum body with proprietary low-friction coatings minimize wear and provides smooth operation
- Rear spherical bearing mount and one-piece piston/push-rod eliminates side thrust into the master cylinder bore, providing consistent and repeatable braking
- Hand-built, blueprinted and function tested
- Serialized and recorded into Tilton build database
- AN3 outlet port
- Male AN4 o-ring seal inlet swivel fitting (sold separately, P/N 79-523)
- Fits Tilton 800-Series and 900-Series pedal assemblies

79-625 (5/8") / 79-750 (3/4") / 79-700 (7/10") / 79-812 (13/16") / 79-875 (7/8")

Tilton lever-type proportioning valves enable adjustable brake line pressure reduction to a particular wheel or wheels. They can also be used effectively with single or dual master cylinder systems, providing better front-to-rear brake balance under both light and heavy braking.



- Seven notched pre-determined pressure positions
- Wide clearly labeled handle
- Precision-machined billet aluminum body
- Metric or Standard inlet port (either 10mm or AN-3) 90-1000 / 90-1003



Screw Type Proportioning Valve, can be used effectively with single or dual master cylinder systems, providing better front-to-rear brake balance under both light and heavy braking. 90-2000 (AN-3) / 90-2003 (10mm)

- Knurled adjustment knob for sure grip
- Fine adjustment set at any point for max control
- Precision-machined billet aluminum body

Tilton ST-246 Clutch Kit

Tilton has now applied their nearly 50 years of experience in racing clutches to develop the ST-246 line of twin disc clutch kits for the high-performance street market. Unlike many of the “performance clutches” on the market, ST-246 clutches were designed from the ground up as a true performance twin disc clutch and not an OEM-type stamped steel pressure plate with a floater added. Featuring an aluminum clutch cover that shares technology from Tilton’s championship winning line of OT- Series racing clutches, ST-246 clutches feature heavy duty straps that attach the pressure plate and floater plate to minimize noise. ST-246 clutches are available with either sprung-hub organic discs for street applications or solid-hub cerametallic discs for street/strip applications.

All kits include a billet chromoly steel flywheel that features a precision register for the clutch to provide optimal balance of the clutch/ flywheel assembly.

All ST-246 kits, except for Camaro GEN5 and Corvette C6, can be used with OEM release bearings. ST-246 clutch kits for Camaro GEN5 and Corvette C6 applications include an Tilton 6000-Series hydraulic release bearing (height preset at Tilton) that is designed to connect directly to the OEM clutch line. Most importantly, Tilton ST-246 clutch kits offer all this technology at a price point that is very competitive to the other clutches on the market.

- Precision machined aluminum clutch cover high-strength, stiffness and better balance than OE-type stamped steel covers.
- High-mass main pressure plate and floater plate machined from the same proprietary materials as used by Tilton’s racing clutches, provides high heat capacity and resists warpage. Heavy duty straps attach plates to cover to minimize noise and provide clean clutch release.
- Organic disc option, with sprung center hub to dampen engine vibrations and reduce gearbox noise, provides smooth engagement for street use and holds 850 lb-ft of torque.
- Cerametallic disc option, with solid center hub for higher strength, provides positive/precise engagement characteristics for streets/strip and holds 1250 lb-ft of torque.
- Chromoly steel flywheel provides high strength and long-term durability. Features a precision register to locate the clutch and provide optimal balance, as opposed to loose fitting bolts & dowels used with stamped steel clutches.
- ST-246 kits for Camaro GEN5 and Corvette C6 applications include a Tilton 6000-Series hydraulic release bearing (height preset at Tilton) that is designed to connect directly to the OEM clutch line.



55-2000 Cerametallic Discs, Camaro Gen6/Corvette C7

55-2001 Cerametallic Discs, Ford Coyote with Tremec TKO/T56

55-2002 Cerametallic Discs, Chevy V8 (Early,Intl Bal) with Tremec TKO/T56

55-2003 Cerametallic Discs, Ford SM Blk (Intl Bal) with Tremec TKO/T56

55-2004 Cerametallic Discs, Camaro Gen5/Corvette C5-C6/Chevy LS (6 bolt) with Tremec TKO/T56

55-2008 Cerametallic Discs, Chevy LCX/LT1/LT4 8 BOLT) with Tremec TKO/T56

55-1000 Organic Discs, Camaro Gen6/Corvette C7

55-1001 Organic Discs, Ford Coyote with Tremec TKO/T56

55-1002 Organic Discs, Chevy V8 (Early,Intl Bal) with Tremec TKO/T56

55-1003 Organic Discs, Ford SM Blk (Intl Bal) with Tremec TKO/T56

55-1004 Organic Discs, Camaro Gen5/Corvette C5-C6/Chevy LS (6 bolt) with Tremec TKO/T56

55-1008 Organic Discs, Chevy LCX/LT1/LT4 8 BOLT) with Tremec TKO/T56



We also carry their full line of pedal assemblies. [Click here](#)

Tilton’s 600-Series balance bar assembly is designed for use with fixed-mounted dual master cylinder systems. Allows front-to-rear brake bias adjustments. 600-Series balance bar assembly features high-strength steel bars, low-friction spherical bearings, aluminum clevises and outer steel tube. [72-250](#) / [72-260](#) / [72-262](#)

As used in Tilton 900-Series pedal assemblies, the 900-Series balance bar assembly can be adapted to customer pedal applications. Designed for use with 78-Series master cylinders, this balance bar system is engineered to maximize dual master cylinder braking systems by eliminating friction typically found in traditional balance bar systems.

[72-280](#)

Wilwood



Wilwood Disc Brakes offers the largest selection of bolt-on brake kits with specifically engineered and matched groups of components designed to provide superior brake system performance and custom appeal over a wide range of applications. Most kits are easily installed with the common hand tools used to perform routine brake service.



Wilwood's ProStreet & Drag Hubs and Starlite Racing Hubs remain the industry standard. Manufactured using high strength aircraft aluminum alloy, cast to exacting tolerances and precision machined to assure consistent strength and durability. The innovative hollow core design has been refined and race proven, and Wilwood's high output manufacturing capabilities have made it both racing tough and economical.



Wilwood Disc Brakes produces over 120 different rotor styles and diameters for street, racing and other high performance applications in standard, slotted and drilled and slotted styles. Rotors are made of high-grade steel, iron and carbon ceramic composites.



Wilwood Calipers are designed with performance in mind. They come in many different styles from 6piston to single piston calipers. They also have radial and lug mount options. Calipers will come in several different stock colors like black, red, and nickel, but they also offer custom colors. They also have compact styles and lightweight styles for when size matters. Also offered are a few OE replacements like the D-8 Corvette caliper and the GM D52 and the GM D154 Metric calipers.



Wilwood's Rotor Mounting Hats have been precision machined from high strength, lightweight aluminum alloy. We offer a wide range of offsets and wheel stud patterns for Drag Race, Street Rod, Pro Series, Stock Car, Modified, Off Road, Open Wheel and Rally. All are designed to provide maximum weight savings and durability. Many are available unmachined to accommodate custom stud bolt circle applications.



Wilwood offers both knob and lever style proportioning valves with varying in/out ports 1/8-27NPT, M10x1 BF, or 3/8-24IF. They also offer residual pressure valves in 3 color coded sizes 2, 4, or 10lb with or without fittings.



Wilwood has a wide range of Master cylinders to cover many sizes and needs. Compact Combination Remote either side or flange mount, Combination Remote, High Volume Aluminum, Integral Reservoir Compact Aluminum, Aluminum Tandem Chamber, Tandem, Combination Remote Tandem. These all come in varying bore size as well.



Wilwood offers brake pedals, hand levers, and master cylinder mounts in a variety of configurations to provide options that suit nearly every type of competition or custom built vehicle application.



Wilwood Disc Brakes has the hardware, bearings, bolt kits and brackets that you will need to install and/or repair your Wilwood brake kits, calipers, pedals and master cylinders. Most repairs are easily done with the common hand tools used to perform routine brake service.



Wilwood Disc Brakes offers a wide variety of braided stainless steel brake lines (flex lines) and brake line kits (flexline kits) and adapter fittings for a wide variety of our brake applications.

Stoptech Brake Kits



STOPTECH BIG BRAKE KIT

- StopTech Big Brake Kits exceed stock performance in two key areas: First, larger rotors increase heat capacity, allowing a driver to brake harder stop-after-stop with reduced chance of fade. Second, stiffer calipers and stainless steel lines reduce system compliance, providing consistent pedal feel and confidence-inspiring responsiveness
- Every StopTech Balanced Big Brake Kit is engineered to produce that optimal balance using caliper bores and pistons specifically selected and tested for each vehicle application. This is what sets StopTech apart from off-the-shelf solutions. StopTech® provides the stiffest fully-forged aftermarket calipers with patented, removable bridges that provide better clamping under hard braking and less pad taper.
- StopTech® Big Brake Kit components are made in the USA in a 70,000 square foot California manufacturing, engineering, and R&D center.
- Available in 6 piston, 4 piston and 2 piston configurations.

TROPHY BIG BRAKE KIT



For the ultimate track racing performance StopTech offers Trophy race big brake kits, with naturally anodized lightweight components designed to survive the rigors of racing. Trophy kits feature 2pc AeroRotors, braided stainless steel brake lines, mounting brackets, and hardware. The MAX float hardware allows for the greatest amount of float between the hat and the rotor.



The Trophy Sport Big Brake kits are designed for street driven production vehicles and use the same STR caliper, AeroRotors and AeroHats as the Trophy Race kits but add silicone dust boots to extend service intervals and anti-rattle rotor mounting hardware for quieter street operation.

COMPETITION BRAKE KIT

- Highly optimized systems focusing on weight reduction
- Utilize weight optimized C42 and C43 4 piston racing calipers
- Smaller Rotors than traditional BBKs range from 11-13"
- Compatible with smaller wheel/tire packages
- Proven success in Time Attack, club racing and late model oval
- New bi-slot rotor pattern for increased initial bite
- Application lists based on most popular platforms in SCCA racing
- 15 platforms currently supported with more in development
- C42 rear kits use the D22 pad shape link to options click here
- C43 front kits use the D21 pad shape link to options click here
- C43 Ultra-Lightweight 4.2lbs and C42 is 3.2lbs
- Assembled front kits are 13.2lbs and the rears are 9.3lbs
- The discs are non-directional bi-slot pattern
- Front discs are 309 x 32 Pillar vane rotors
- Rear discs are 298 x 21 Pillar vane rotors
- Calipers have an anodized finish with "Competition Logo"
- Works with ABS and Traction Control Systems



Brembo Brake Kits

BREMBO PERFORMANCE



Upgrade and replace your heavy 1-piece rotor to a lightweight 2-piece disc system: comprised of an aluminum bell and outer iron disc with floating mounting hardware. These assemblies are direct OE replacements that work directly with stock calipers, and allow you to fine tune your systems initial bite characteristics and disc wear.



The most popular High Performance system for street to track. Systems come with opposed piston calipers and are designed for high thermal resistance and precise brake modulation. Lightweight 2-piece discs increase thermal capacity to dramatically reduce brake fade, and are available in cross-drilled or slotted designs.



This is the ultimate system intended to be used on the street or track, yet it can be a very potent race system without compromising overall street-ability: none of the noise or comfort issues of a race system, yet the qualities of a race caliper such as the strength of billet monobloc construction and corrosion resistance of nickel plating.



Beyond iron discs, is a lightweight carbon ceramic 2-piece system for racing (CCM-R). The GT systems performance combined with the superior wear (5x longer than iron), increased thermal capacity, and extremely lightweight characteristics of CCM-R make for an extremely versatile and durable system on or off the track.



This is the ultra-high-end system for the most discerning individual. This system stems from technologies developed in F1, so it will provide the ultimate in wear while being extremely lightweight: typically 5kg or 11lbs lighter than its iron counterpart. CCM-R combined with a GT-R system make for the ultimate system.

BREMBO RACING

NASA, SCCA, POC, PCA, Time Attack

For popular track oriented cars which meet or exceeds the requirements of numerous sanctioning bodies such as SCCA, NASA, Grand-Am, BMWCCA, and PCA. Brembo offers complete Brembo race systems which employ characteristics such as a hard anodized body with full race features like a quick release for pad swaps to lightweight 2-piece Brembo Racing discs with increased thermal capacity for use with friction materials in racing environments.



World Challenge, IMSA, FIA GT3

These are the pinnacle of racing systems, purpose-designed to be used at any desired level of motorsports. Typical systems include forged and billet monobloc calipers with titanium piston inserts for heat defense to hard anodized and a nickel plating for corrosion resistance in the most extreme environments. A variety of lightweight 2-piece iron discs are available with optional slot types to discs available in carbon-carbon to help further tune systems for specific race environments.



We have maintenance and replacement parts for the race parts as well. Just call or check online.



GT KIT REPLACEMENT PARTS

We fully support the whole Brembo Brake kit system. We can help with replacement rotor rings, hardware, dust boots, seals and anything else you may need to maintain your brake kit.



DEI Heat & Sound Innovations



Reflect-A-Gold™ - Heat Reflective Sheets
010391 (12"x12") / 010392 (12"x24") /
010393 (24"x24") / 010390 (24"x per ft)

- Handles continuous temps up to 800°F
- Resists UV degradation for long-term performance
- Adhesive protected by release liner rated up to 325°F
- 0.0065" thick

Reflect-A-Cool™ - Heat Reflective Sheets
010460 (12"x12") / 010461 (12"x24") /
010462 (24"x24") / 010412 (36"x48")

- Constructed of fiberglass material backed with a layer of aluminized reflective foil
- Direct Heat Resistance: 400°F
- Radiant Heat Resistance: 2000°F

Glass Fiber Exhaust Wraps

Wrapping headers and down pipes is an important first step in reducing unwanted and power-robbing under hood heat. Less under hood heat results in a cooler air charge for improved performance and keeping exhaust gases hotter within the exhaust system helps in decreasing exhaust density & increases exhaust flow.

Design Engineering Stainless Steel Locking Ties are the perfect way to fasten exhaust wrap for a easy, clean and professional installation.

- Reduce under hood temperatures a realistic 50%
- Decreases exhaust density & increases exhaust flow
- Improves horsepower
- Withstands 1200°F direct/2000°F radiant
- Only exhaust wrap with installation guide lines
- Added durability and heat retention

DEI's ORIGINAL Titanium™ exhaust wrap

LR Technology, is made from pulverized lava rock, stranded into a fiber material and woven into a proprietary weave. Titanium wrap is engineered to be stronger than most wraps and more durable for improved thermal performance and reliability. Perfect for any automotive or motorcycle application!

- Withstands 1800°F direct/2500°F intermittent heat
- Promotes increased flow for improved perf.
- Reduces temperature & vibration breakdown
- Extremely pliable for a tight and secure wrap
- DEI HT Silicone Coating not required
- Pre-wetting roll not necessary for wrapping
- Hi-tech carbon fiber look
- High resistance to abrasions, oil spills, temperatures and vibration breakdown

CLICK HERE for link to wraps on our webpage.



010458 - **Heat Shroud GOLD™**

- Fits 1/2" to 1-1/4" x 36" dia.
- 20oz. heat treated base glass
- Metalized Polyimide lamination
- Base glass rated to 1100°F
- High temperature hook & loop



Heat Sheath GOLD™

- 010916 (.5"x36") / 010914 (.75"x36") /
010915 (1.25"x36") / 010917 (1"x36") /
010918 (2.25"x36")
- 20oz. heat treated base glass
- Metalized Polyimide lamination
- Base glass rated to 1100°F
- Radiant Heat Resistance: 800°F



Reflect-A-GOLD™ - **Heat Reflective Tape**
010394 (1.5"x15") / 010396 (2"x15") /
010395 (1.5"x30") / 010397 (2"x30")

- For continuous temps up to 800°F
- Resists UV degradation for long-term performance
- Adhesive protected by release liner rated up to 325°F
- 0.0065" thick

Cool Tape™ - Heat Reflective Tape
010408 (1.5"x15") / 010413 (2"x60") /
010416 (1.5"x30") / 010468 (2"x30")

- Withstands direct heat up to 400°F
- Use to secure panels, seal air boxes, wrap wiring & more
- Strong self-adhesive backing
- Direct Heat Resistance: 400°F
- Radiant Heat Resistance: 2000°F

CLICK HERE for link to wraps on our webpage.

NOTE: Wrapping of the catalytic converter is not recommended, as overheating can lead to reduced lifetime of the converter. Instead, try our Corvette Catalytic Converter Shield or create your own shield using our Floor & Tunnel Shield II™.

Note of Caution: Wrap is not designed to be removed after it has been through heat cycles. After the fibers have been heated, they lose their initial flexibility. This does not reduce the thermal properties of the exhaust wrap. Be aware of this before you decide to remove the wrap.

DEI does NOT recommend wrapping exhausts made of titanium. The alloys used in the production of titanium exhaust systems tend to be thin and are designed to dissipate heat quickly. The additional heat created from wrapping any titanium exhaust pipe can make the titanium alloy turn brittle and prone to premature cracking. If you are seeking to reduce the heat on a titanium exhaust system, DEI recommends using alternatives such as our flexible heat shields.

Redline Oil

MOTOR OIL

HIGH PERFORMANCE

- Full-synthetic ester formula for passenger cars, light trucks, performance vehicles and marine applications
- Designed to provide the highest protection, efficiency, cleanliness and superior drain intervals
- Excellent wear protection and friction reduction across a wide range of operating conditions
- Improved fuel economy and ring seal for more power
- Superior high temperature stability and oxidation resistance increases lubrication of hot metal compared to other synthetics



[0W20 / 0W30 / 0W40 / 5W20 / 5W30 / 5W40 / 10W30 / 10W40 / 10W50 / 15W40 / 15W50 / 20W50 / Euro 5W30 / Euro 5W40](#)

RACE OIL

- Reformulated for improved frictional properties
- Special detergents for improved lubricity and less detonation
- Polyol ester base stocks provide more stability and film strength when exposed to excess fuel dilution
- Each of these products has no less than 2200ppm of zinc and phosphorus for antiwear
- Improved protection at startup, lower oil temp, cleanliness



[5WT / 10WT / 20WT / 30WT / 40WT / 50WT / 60WT](#)

AUTOMATIC TRANSMISSION FLUID

- **D4 ATF** use where Dexron III, Decron II, Mercon and Mercon V fluids are recommended.
- **D6** Lowest viscosity, most shear-stable ATF. Satisfies Dexron VI, Dexron II, Mercon SP, Mercon LV, Mercedes Benz NAG-2, Toyota WS, Nissan Matic S, Honda DW-1, SPI-V
- **C+** satisfies Chrysler ATF+, +2, +3 (Type 7176) and ATF+4 (Type 9602)
- **High Temp** for heavily loaded vehicles allows operating at up to 70F higher while maintaining thicker viscosity. Use where Dexron III, Dexron II, Mercon or GL-4 gear oil are recommended
- **Racing** similar to a type F fluid features even higher viscosity and friction modifiers
- **Lightweight Racing** great for drag racing transmissions like powerglide and turbo 400
- **Non-Slip CVT** for metal belt CVTs like Audi, Daihatsu, Ford, Mini and Subaru
- **DCTF** Extreme protection for gears and related components

HIGH PERFORMANCE GEAR OIL

GL-4

- Excellent gear and synchro protection, balanced slipperiness for easier shifting in cold climates
- Appropriate coefficient of friction for most manual transmission synchronizers
- MT-LV, MTL, MT-85 and MT-90 are not for use in differentials with hypoid gears
- Safe for brass and fiber synchros

[MT-LV / MTL / MT-85 / MT-90](#)



GL-5

- Contains friction modifiers-enough for most limited slip units
- 75W90 is Redlines most versatile gear oil for passenger cars, some light truck and racing
- 75W90 is suitable for 80W90 and 90W GL-5 applications
- 75W85 is popular in some late model BMW, Mercedes Benz and Toyota light truck differentials and transfer cases
- 75W140 and 80W140 are popular in high-temp operation, most light trucks, commercial applications, and stock car racing

[75W85 / 75W90 / 75W110 / 75W140 / 80W140 / 80W250](#)



GL-5 Non-Slip

- Contains extreme pressure additives like our 75W90 GL-5 oil, lacks friction modifiers to balance slipperiness
- Designed for transmissions and transaxles - helps to slow synchro for easier shifting across a broad temp range
- 75W90NS popular in Porsche and Subaru
- Also used in racing limited-slip differentials
- Exceeds API GL-5 specifications
- Safe for use with Brass Synchros

[75W90NS / 75W140NS](#)



SHOCKPROOF GEAR OIL

Superlight

- Film thickness greater than an SAE 75W90, yet low fluid friction like ATF
- Used in low-power dog-ring racing transaxles with moderate to low load, qualifying, etc
- Popular in 65cc and 85cc mini motocross bikes

[Superlight](#)



Lightweight

- Excellent low temp flow, improved cold shifting
- For racing differentials under moderate loads
- Film thickness greater than an SAE 75W140, yet low fluid friction like 80w gear oil or 30w motor oil
- Used in British F3, Euro F3 and Star Mazda racing gearboxes

[Lightweight](#)



Heavy

- Film thickness greater than an SAE 75W250 yet fluid friction like 75W90
- For heavily loaded racing differentials and transmission, problem gearboxes
- Used in Sprint Car, Midget, and Dirt Late model Differentials

[Heavy](#)



WATER WETTER

SuperCoolant

- Rust corrosion protections allows for use of straight water in racing or reduced antifreeze levels in warm climates
- Compatible with new or used antifreeze to improve heat transfer of ethylene and propylene glycol systems
- Cleans and lubricates water pump seals
- Does not lower cooling system below thermostatically controlled temperature
- Reduces rust, corrosion and electrolysis, cleans and lubricates water pump seals
- Satisfies ASTM D2570 and D1384 corrosion tests for glycol-based antifreezes

[SuperCoolant](#)



FUEL ADDITIVE

SI-1

- Concentrated with the most powerful high-temp and low-temp detergents available
- Cleans injectors, carburetors, valve & combustion chamber deposits
- Cleans to nearly 100% efficiency in one treatment
- Reduces need for octane by up to two points
- Contains synthetic upper cylinder lubricant
- Cleans pollution control valves
- One bottle per tank for most effective treatment
- Safe for continual use

[SI-1 Complete Fuel System Cleaner](#)



GREASE/LUBES

CV-2 & ASSEMBLY LUBE

- Withstands extreme temperature and pressure in wheel bearings, U-joints and high angle CV joints
- Excellent high temp stability, extreme pressure protection, and water resistance
- Used in a variety of applications with operating temps from -100F to 500F
- Synthetic fluidity allows increase in bearing life up to 200%
- Unlike other assembly lubes, Red Lines will to plug filters after initial engineer start up
- For use on camshafts, lifters, pushrods, piston skirts, bearing and bolt threads

[CV-2 Grease](#)

[Assembly Lube](#)



POWER STEERING

- Improved wear protection, resists thermal breakdown, evaporation and foaming
- Provides continued high pump output, suitable for most power steering units
- Lightweight fluid avoids power loss
- Many popular vehicles take D4 ATF as a power steering fluid

[Power Steering](#)



Setrab Oil Coolers



ProLine STD Range

- Setrab ProLine STD range oil coolers are the most flexible high-performance oil coolers on the market. The ProLine STD series integrates low-profile 22mm female ports for adaptability to any system using ProLine adapter fittings.
- The stacked-plate style of Setrab's STD range offers the advantage of many height possibilities within the various series' widths. In addition, this technique coupled with state-of-the-art brazing technology makes for a durable, highly-efficient, and beautifully simplistic design that is often imitated but never replicated.



ProLine SLM Range

- Setrab ProLine SLM range oil coolers were developed for demanding applications where space is also very limited. ProLine SLM coolers feature the adaptability of the 22mm ProLine system, end-tank ports, and threaded mounting bosses.
- The slimmed-down package is over 20% thinner than the ProLine STD range.
- The design of Setrab's SLM range allows for a multitude of widths that are not possible in other style coolers.



Setrab ProLine Fanpacks

Setrab ProLine Fanpacks combine the already high-performing and versatile heat exchange characteristics of the range of Setrab ProLine oil coolers with high-volume, low-profile fans and robust fan shrouds to create a cooling package that is unparalleled in performance, versatility, and ease of installation.

We carry in stock the full line of Setrab connectors. Whether you need the M22, AN or specialty fittings we will have what you need.



HyperFlow Oil Filter

Filters better, flows better, lasts forever. Designed for the demands of performance racing, where oil filtration and oil flow are critical to success, the all-new HyperFlow Oil Filter offers a winning edge to professional race teams, grassroots gearheads, and weekend cruisers alike. It disassembles without tools for cleaning and reuse. It even looks better, with titanium-color anodizing and knurled no-slip grip.



Oil Filter Spacer

Designed for vehicles with a recessed oil filter landing, the sūsa oil filter spacer offers features for differing scenarios: use the spacer alone to add facility for installing miniature sending units, or use in conjunction with a sandwich adapter plate to install an oil cooling system. Machined from billet aluminum and finished in titanium-gray durable anodizing.

- Space oil filter out from recessed location
- Quad-seal O-ring for positive seal against oil filter landing
- Billet aluminum construction with durable anodized finish



Sandwich Adapter

Built to perform from street to track, the sūsa HyperFlow Sandwich Adapter provides easy access for performance plumbing needs. Designed for performance, reliability, and integration with sūsa ProLine adapter fitting system. Featuring a unique self-contained thermostatic oil valve, Setrab ProLine (M22) ports, and generous flow cavities, the cast-aluminum sūsa HyperFlow Sandwich Adapter is heavy on features and light on weight.

- Naturally-open oil by-pass and built-in thermostatic oil valve allows vehicle to warm up to operating temperature before sending oil through to an oil cooler.
- Sandwich oil filter adapters install between oil filter and oil filter landing for simple access of oil supply to install an oil cooler. For use with sūsa ProLine fittings and hose ends up to -12 size.



XRP - Hoses & Fittings

Stainless Braided CPE Race Hose



Stainless steel outer braid provides durability and heat resistance. Scientific elastomer, chlorinated polyethylene (CPE) inner tube provides broad race fluid compatibility. This hose is known for its superior outer braid adhesion, making it easy to assemble.

Size	Hose I.D	Bulk Per Ft	3ft	6ft	10ft	15ft
4	7/32"	300004	300304	300604	301004	301504
6	11/32"	300006	300306	300606	301006	301506
8	7/16"	300008	300308	300608	301008	301508
10	9/16"	300010	300310	300610	301010	301510
12	11/16"	300012	300312	300612	301012	301512
16	7/8"	300016	300316	300616	301016	301516
20	1 1/8"	300020	300320	300620	301020	301520
24	1 3/8"	300024	300324	300624	301024	301524
28	1 1/2"	300028	300328	300628	301028	301528
32	1 3/4"	300032	300332	300632	301032	301532

XRP Push-On Hose is constructed of CPE* elastomer tube, textile braid reinforced with CPE elastomer cover. Maximum operating pressure is 250 PSI. Applications for this hose are gasoline, fuel, lubricating oils, air and water. Sold in bulk in any length or in packaged precut lengths.

Push On Hose - Blue



Size	Hose I.D	Bulk Per Ft	3ft	6ft	10ft	15ft
4	1/4"	340004	340304	340604	341004	341504
6	3/8"	340006	340306	340606	341006	341506
8	1/2"	340008	340308	340608	341008	341508
10	5/8"	340010	340310	340610	341010	341510
12	3/4"	340012	340312	340612	341012	341512

XR-31 Lightweight Perf Hose



Excellent temperature resistance -40° to +300° F, tight bend radius capable. 3-ply construction consists of full coverage Nylon-bonded outer braid for abrasion-resistance, partial coverage embedded braid middle layer, and CPE synthetic rubber inner tube for great flow and high-temperature resistance. XR-31 hose is made in the U.S.A. XR-31 offers a significant weight-savings over stainless steel braided hose.

Size	Hose I.D	Bulk Per Ft	3ft	6ft	10ft	15ft
4	7/32"	3104-00	3104-03	3104-06	3104-10	3104-15
6	11/32"	3106-00	3106-03	3106-06	3106-10	3106-15
8	7/16"	3108-00	3108-03	3108-06	3108-10	3108-15
10	9/16"	3110-00	3110-03	3110-06	3110-10	3110-15
12	11/16"	3112-00	3112-03	3112-06	3112-10	3112-15
16	7/8"	3116-00	3116-03	3116-06	3116-10	3116-15
20	1 1/8"	3120-00	3120-03	3120-06	3120-10	3120-15

Push On Hose - Black



Size	Hose I.D	Bulk Per Ft	3ft	6ft	10ft	15ft
4	1/4"	520004	520304	520604	521004	521504
6	3/8"	520006	520306	520606	521006	521506
8	1/2"	520008	520308	520608	521008	521508
10	5/8"	520010	520310	520610	521010	521510
12	3/4"	520012	520312	520612	521012	521512

HS-79 ultra lightweight, flexible, smooth-bore PTFE hose has a 4-ply composite construction: a PTFE inner liner, Silicone outer liner, high tensile stainless steel reinforcing braid and outer braid of aramid fiber. HS-79 hose is available with a CSM outer covering as a fifth layer for added resistance against abrasion and ease of cleaning.

Call for pricing

HS-79 PTFE Hose



Size	Hose I.D	Hose O.D.	Weight P/Ft	Bulk Per Ft
4	1/4"	.400"	.044	322004
6	3/8"	.550"	.074	322006
8	1/2"	.680"	.092	322008
10	5/8"	.810"	.135	322010
12	3/4"	.950"	.161	322012
16	1"	1.200"	.221	322016
20	1 1/4"	1.450"	.325	322020

HS-79 with CSM



Size	Hose I.D	Hose O.D.	Weight P/Ft	Bulk Per Ft
4	1/4"	.440"	.061	324004
6	3/8"	.590"	.093	324006
8	1/2"	.720"	.123	324008
10	5/8"	.850"	.158	324010
12	3/4"	.990"	.198	324012
16	1"	1.240"	.264	324016
20	1 1/4"	1.490"	.370	324020

XRP - Hose Ends Non-Swivel and Double Swivel

Non-Swivel Hose End



Size	Straight	30°	45°	60°	90°	120°	150°	180°
4	100004	103004	104504	106004	109004	112004	115004	118004
6	100006	103006	104506	106006	109006	112006	115006	118006
8	100008	103008	104508	106008	109008	112008	115008	118008
10	100010	103010	104510	106010	109010	112010	115010	118010
12	100012	103012	104512	106012	109012	112012	115012	118012
16	100016	103016	104516	106016	109016	112016	115016	118016
20	100020	103020	104520	106020	109020	112020	115020	118020

Double Swivel Hose End



Size	30°	45°	60°	90°	120°	150°	180°
6	203006	204506	206006	209006	212006	215006	218006
8	203008	204508	206008	209008	212008	215008	218008
10	203010	204510	206010	209010	212010	215010	218010
12	203012	204512	206012	209012	212012	215012	218012
16	203016	204516	206016	209016	212016	215016	218016

XRP PUSH-ON HOSE ENDS



Size	Straight	30°	45°	60°	90°	120°	150°	180°
4	230004	233004	234504	236004	239004	231204	231504	231804
6	230006	233006	234506	236006	239006	231206	231506	231806
8	230008	233008	234508	236008	239008	231208	231508	231808
10	230010	233010	234510	236010	239010	231210	231510	231810
12	230012	233012	234512	236012	239012	231212	231512	231812

*****MOST ALL FITTINGS ARE AVAILABLE IN DIFFERENT FINISHES LIKE BLACK AND SUPER NICKEL. LISTED IS THE BASE NUMBER CLICK THE BASE NUMBER AND YOU WILL BE TAKEN TO OUR SITE THAT WILL SHOW ALL OPTIONS*****

Forged Dble Swvl



Size	45°	90°
6	204606	209106
8	204608	209108
10	204610	209110
12	204612	209112
16	204616	209116

Double Swivels shown in the available options of Black (BB), SuperNickel(SN) and Ti-Tech (TT) As noted the number shown is the (Blue/Red) option

90° Fem Swivle to Male Flare



45° Fem Swivle to Male Flare



AN SIZE	90° Tube	90° Forged
3 (Steel)		900533
4 (Steel)		900544
3 (Alum)		900503
4	920504	900504
6	920506	900506
8	920508	900508
10	920510	900510
12	920512	900512
16	920516	900516
20		900520

AN SIZE	45° Tube	45° Forged
3 (Steel)		900433
4 (Steel)		900444
3 (Alum)		900403
4	920404	900404
6	920406	900406
8	920408	900408
10	920410	900410
12	920412	900412
16	920416	900416
20	920420	

XRP - ALUMINUM ADAPTER FITTINGS



SIZE	Flare Bulkhead Tee on Run	Flare Plug	Strt Thrd Port Plug	Internal Hex Port Plug	Male Flare Union	45° Flare Bulkhead	90° Flare Union	90° Flare Bulkhead	Flared Tees	Flare Bulkhead Tee	Bulkhead Nuts	Female Strt Thrd AN Tee O-Ring Boss
3	980403	980603	981403	IHP003	981503	983703	982103	983303	982403	983403	992403	
4	980404	980604	981404	IHP004	981504	983704	982104	983304	982404	983404	992404	993804
6	980406	980606	981406	IHP006	981506	983706	982106	983306	982406	983406	992406	993806
8	980408	980608	981408	IHP008	981508	983708	982108	983308	982408	983408	992408	993808
10	980410	980610	981410	IHP010	981510	983710	982110	983310	982410	983410	992410	993810
12	980412	980612	981412	IHP012	981512	983712	982112	983312	982412	983412	992412	993812
16	980416	980616	981416	IHP016	981516	983716	982116	983316	982416	983416	992416	993816
20	980420	980620	981420	IHP020	981520	983720		983320	982420	983420	992420	993820

Pipe Size	Allen Socket Plug
1/16"	993201
1/8"	993202
1/4"	993203
3/8"	993204
1/2"	993205
3/4"	993206
1"	993207
1 1/4"	993208

*****MOST ALL FITTINGS ARE AVAILABLE IN DIFFERENT FINISHES LIKE BLACK AND SUPER NICKEL. LISTED IS THE BASE NUMBER CLICK THE BASE NUMBER AND YOU WILL BE TAKEN TO OUR SITE THAT WILL SHOW ALL OPTIONS*****



SIZE	Pipe Size	Male Branch Tee	Male Run Tee	Flare Bulkheads	Fem Pipe Couping	Male Pipe Nipple	Female Pipe Tee
3	1/8"	982503	982603	983203			
4	1/8"	982504	982604	983204	991001	991101	991701
6	1/4"	982506	982606	983206	991002	991102	991702
8	3/8"	982508	982608	983208	991003	991103	991703
10	1/2"	982510	982610	983210	991004	991104	991704
12	3/4"	982512	982612	983212	991006	991106	991706
16	1"	982516	982616	983216	991007	991107	991707
20	1 1/4"			983220	991008	991108	

SIZE	Tube Size	Tube Nut	Tube Sleeve
3	3/16"	981803	981903
4	1/4"	981804	981904
5	5/16"	981805	981905
6	3/8"	981806	981906
8	1/2"	981808	981908
10	5/8"	981810	981910
12	3/4"	981812	981912
16	1"	981816	981916
20	1 1/4"	981820	981920

Thread Size	37° Flare Cap Fem
3/8"-24	992903
7/16"-20	992904
9/16"-18	992906
3/4"-16	992908
7/8"-14	992910
1-1/16"-12	992912
1-5/16"-12	992916
1-5/8"-12	992920

XRP - ALUMINUM ADAPTER FITTINGS



SIZE	Pipe Size	MALE FLARE TO NPT PIPE ADAPTERS		
		Straight	90°	45°
3	1/8"	981603	982203	982303
3	1/4"	981634	982234	982334
3	3/8"	981636	982236	982336
4	1/8"	981604	982204	982304
4	1/4"	981644	982244	982344
4	3/8"	981646	982246	982346
6	1/8"	981662	982262	982362
6	1/4"	981606	982206	982306
6	3/8"	981666	982266	982366
6	1/2"	981668	982268	982368
8	1/4"	981607	982207	982307
8	3/8"	981608	982208	982308
8	1/2"	981688	982288	982388
8	3/4"	981609	982209	982309
10	3/8"	981611	982211	982311
10	1/2"	981610	982210	982310
10	3/4"	981613	982213	982313
12	1/2"	981614	982214	982314
12	3/4"	981612	982212	982312
12	1"	981615	982215	982315
16	3/4"	981617	982217	982317
16	1"	981616	982216	982316
20	1"	981621	982221	982321
20	1 1/4"	981620	982220	982320

Size	Flare Reducer
4 to 3	991902
4 to 5	991903
5 to 3	991904
6 to 3	991905
6 to 4	991906
6 to 5	991907
8 to 4	991908
8 to 3	991909
8 to 5	991911
8 to 6	991912
10 to 4	991913
10 to 6	991914
10 to 8	991915
12 to 4	991916
12 to 6	991918
12 to 8	991919
12 to 10	991920
16 to 8	991929
16 to 10	991922
16 to 12	991923
20 to 12	991925
20 to 16	991926

Male to Female	Pipe Bushing Reducer
1/4" - 1/8"	991201
3/8" - 1/4"	991202
3/8" - 1/8"	991203
1/2" - 3/8"	991204
1/2" - 1/4"	991205
1/2" - 1/8"	991206
3/4" - 1/2"	991207
3/4" - 3/8"	991208
3/4" - 1/4"	991209
1" - 3/4"	991210
1" - 1/2"	991211
1" - 3/8"	991212

SIZE	6061-T6 WELD ONS				
	ORB Fem Weld Bung	37° Male Weld Bung	Pipe Size	Female Pipe Raised Surface Fit	Female Pipe Recessed Flange Fit
4	987104	997104	1/8"	996701	996801
6	987106	997106	1/4"	996702	996802
8	987108	997108	3/8"	996703	996803
10	987110	997110	1/2"	996704	996804
12	987112	997112	3/4"	996706	996806
16	987116	997116	1"	996708	996808
20	987120	997120	1 1/4"	996710	996810



*****MOST ALL FITTINGS ARE AVAILABLE IN DIFFERENT FINISHES LIKE BLACK AND SUPER NICKEL. LISTED IS THE BASE NUMBER CLICK THE BASE NUMBER AND YOU WILL BE TAKEN TO OUR SITE THAT WILL SHOW ALL OPTIONS*****

PIPE SIZE	PIPE ADAPTERS FEM TO MALE AND FEM TO FEM		
	45° Elbow	90° Elbow	90° Elbow Fem-Fem
1/8	991501	991401	991601
1/4	991502	991402	991602
3/8	991503	991403	991603
1/2	991504	991404	991604

IN-LINE FILTERS

We carry their full line of In-Line Filters. Please call or go online for availability.



XRP - PTFE HOSE - STAINLESS WIRE BRAIDED



Size	Hose I.D.	Bulk Hose	3Ft	6Ft	10Ft	15Ft	20Ft
2	.080"	610002	610302	610602	611002	611502	612002
3	.125"	610003	610303	610603	611003	611503	612003
4	.1875"	610004	610304	610604	611004	611504	612004
6	.3125"	610006	610306	610606	611006	611506	612006

Designed specifically for racing vehicles, our stainless braid protected PTFE extruded brake hose can be used for improved brake pedal feel and better brake modulation. Resists expansion under high pressure and temps. **Also recommended for pressure gauge lines, shock lines, clutch lines, fire extinguisher systems, oil lines for motorcycles, nitrous oxide and other types of applications where high pressure protection is a must.**



Size	Color	Bulk Hose
3	Blue	621303
3	Purple	621403
3	Red	621603
3	Black	621803
4	Black	621804
3	Clear	621903

XRP - Steel Adapters for Brake Lines



Size	Tee Blkhd on Run	Male Flare Union		Flare to 1/8" NPT			Tube Nut	Tube Sleeve	90° Flare to 1/8" NPT			45° Flare to 1/8" NPT	Flared Tee	Flare Bulkhead	90° Flare Bulkhead	Flare Bulkhead Tee	45° Flare Bulkhead	Bulkhead Nut	
		Sm Hex	Lrg Hex	Short	Long	X-Long			Short	Long	X-Long							492403	3/8"-24
3	480403	481573	481503	481603	481673	481683	481803	481903	482203	482273	482283	482303	482403	483203	483303	483403	483703	492403	3/8"-24
4	480404	481574	481504	481604	481674	481684	481804	481904	482204	482274	482284	482304	482404	483204	483304	483404	483704	492404	7/16"-20

Female to Male Adapters



Standard

Short

Female	Male	Per Pair
3/8"-24 Inv Flare	3	402603
3/8"-24 Inv Flare	4	402604
3/8"-24 Short Inv Flare	3	402503
3/8"-24 Short Inv Flare	4	402504
3/8"-24 Concave	3	402613
3/8"-24 Concave	4	402614
3/8"-24 Short Concave	3	402513
3/8"-24 Short Concave	4	402514
M10 x 1.0 Inv Flare	3	410103
M10 x 1.0 Inv Flare	4	410104
M10 x 1.0 Concave	3	410003
M10 x 1.0 Concave	4	410004
M10 x 1.25 Inv Flare	3	432503
M10 x 1.25 Inv Flare	4	432504
M10 x 1.25 Concave	3	432513
M10 x 1.25 Concave	4	432514
7/16"-24 Inv Flare	3	402403
7/16"-24 Inv Flare	4	402404



Male Flare Seal Adapters

Size	Seal Thread	Per Pair
3	3/8"-24 Inv Flare	402703
4	3/8"-24 Inv Flare	402704
3	3/8"-24 Short Inv Flare	402713
4	3/8"-24 Short Inv Flare	402714
3	7/16"-20 Inv Flare	402903
4	7/16"-20 Inv Flare	402904
3	7/16"-24 Inv Flare	402803
4	7/16"-24 Inv Flare	402804
3	M10 x 1.0 Inv Flare	420103
4	M10 x 1.0 Inv Flare	420104
3	M10 x 1.0 Convex	420003
4	M10 x 1.0 Convex	420004
3	M10 x 1.25 Inv Flare	422503
4	M10 x 1.25 Inv Flare	422504
3	M10 x 1.25 Convex	412503
4	M10 x 1.25 Convex	412504

We can custom make brake lines to your specifications using these top of the line XRP products. Just give us a call.



Crush Washer Seal Adapters

Size	Seal Thread	Per Pair
3	3/8"-24	402733
4	3/8"-24	402734
3	7/16"-20	402933
4	7/16"-20	402934
3	7/16"-24	402833
4	7/16"-24	402834
3	M10 x 1.0	420133
4	M10 x 1.0	420134
3	M10 x 1.25	422533
4	M10 x 1.25	422534
3	M10 x 1.5	425033
4	M10 x 1.5	425034

Banjo Bolts



Single Banjo Bolts

Series	Description	Part #
1	3/8"-24	494303
1	M10 x 1.0	494403
1	M10 x 1.25	494503
1	M10 x 1.5	494603
2	M10 x 1.5 - Long	494703
2	3/8"-24 Long	494313
2	M10 x 1.0 - Long	494413
2	7/16"-20	494704
3	M12 x 1.0	494804
3	M12 x 1.5	494815

XRP - BANJOS



Style	Series	Bolt Size	Fitting	Steel
Straight Ext Neck	1	M10 3/8" OEM Harley 3/8" OEM GM	-3 Male	441133
			-4 Male	441144
			-3 Hose	441103
			-4 Hose	441104



Style	Series	Bolt Size	Fitting	Steel
20° Bent Ext Neck	1	M10 3/8" OEM Harley 3/8" OEM GM	-3 Male	441233
			-4 Male	441244
			-3 Hose	441203
	1*	7/16"-24 OEM Harley	-3 Male	440233



Style	Series	Bolt Size	Fitting	Steel
Short Neck	2	M10 3/8"	-3 Male	403803
			-4 Male	403804
			-3 Hose	441503
			-4 Hose	441543
	2	7/16"	-3 Male	403843
			-4 Male	403844
			-3 Hose	441534
			-4 Hose	441504
	2**	M12	-3 Male	403812
	3	M12	-4 Hose	441512

Style	Series	Bolt Size	Fitting	Steel
90° Bent Ext Neck	1	M10 3/8" GM & Harley 3/8"	-3 Hose	448203



Style	Series	Bolt Size	Fitting	Steel
40° Bent Ext Neck	1	M10 3/8" OEM Harley 3/8" OEM GM	-3 Male	441333
			-4 Male	441344
			-3 Hose	441303



Style	Series	Bolt Size	Fitting	Steel
20° Side Bent Ext Neck	1	M10 3/8" GM & Harley 3/8"	-3 Male	441433
			-4 Male	441444
			-3 Hose	441403



SAFETY WIRE	
PART #	SIZE
820020	.020"
820025	.025"
820032	.032"
820041	.041"

HOSE INSULATION



FYRE FOIL II is a very lightweight fiberglass sleeving laminated with a mylarized aluminum surface that provides radiant heat protection to 800°F. The mylar surface resists abrasion and brake fluid. Fyre Foil II is NOT expandable and should be slipped over the hose BEFORE assembly.

FYRE FOIL II		
Size	I.D.	Part #
3-4 PTFE	3/8"	320503
4	1/2"	320504
6	5/8"	320506
8	3/4"	320508
10	7/8"	320510
12	1"	320512
16	1 1/4"	320516
20	1 1/2"	320520



FYRE JACKET is a smooth silver silicone-coated glass sleeving, engineered to withstand continuous temperatures to 500°F. Fyre Jacket can provide short term direct flame protection and is expandable for easy installation over completed hose assemblies. XRP has sized this product to provide a tight fit on our braided

FYRE JACKET		
Size	I.D.	Part #
4	7/16"	320204
6	1/2"	320206
8	5/8"	320208
10	3/4"	320210
12	7/8"	320212
16	1"	320216
20	1 1/4"	320220



An ultra-lightweight fiberglass laminated sleeve with a mylarized aluminum surface for radiant heat protection to 800°F, Fyre Foil Lite has an internal seam for a smooth exterior with no visible stitching. Abrasion resistant. Repels brake fluid. Fyre Foil Lite is NOT expandable and should be slipped over the hose BEFORE assembly.

Fyre Foil Lite Sleeving		
Size	I.D.	Part #
3-4 PTFE	3/8"	320703
4	1/2"	320704
6	5/8"	320706
8	3/4"	320708
10	7/8"	320710
12	1"	320712
16	1 1/4"	320716
20	1 1/2"	320720



Porterfield Enterprises Ltd
1767 Placentia Ave
Costa Mesa, CA 92627
(949) 548-4470
(800) 537-6842
sales@racebrakes.com
www.racebrakes.com

