IMPORT SERVICE

MAZDA GLC BRAKE SERVICE TIPS

What's the difference between a good brake job and a bad one? Usually, it's only a matter of a few extra minutes and a little extra effort. Most DIYers, for example, can throw a set of pads on a car without major mishap. But the life of their brake job suffers due to improper preparation and inattention to detail.

As you review these highlights of disc pad replacement on the '81-'85 vintage Mazda GLC, you may conclude that it doesn't take a rocket scientist to get the job done. But attention to a few details *will* lengthen the life of the new pads, save you some grief, and certainly separate your work from that of an amateur!

On the car in question, the rotor thickness was okay and the car had no history of pedal pulsation. So, we prepped the rotors with an abrasive disc. We've seen cases where borderline GLC rotors were resurfaced and looked fine—until the same car came back a month later with a pedal pulsation. Whether you remove 'em and turn 'em or you remove 'em and replace 'em, the labor's about the same. Because there just isn't much extra meat on these units, replacing a suspect rotor is usually a sound investment for you and for the customer. Rotor replacement on this car isn't as easy as it is on others, but replacement is the only solution for thin, warped, or badly pitted rotors.

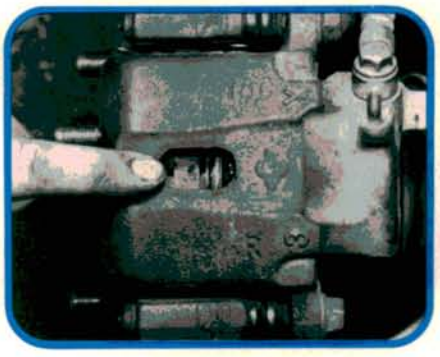
Always remove the crust from the caliper frames on which the pads ride. Even a small amount of rust or dirt can make the pads bind and wear unevenly.

If the boots that protect the caliper bolts/slide pins are cracked, replace them. A corroded slide pin is a sure sign of a cracked boot. Be sure the inner end of the boot fits snugly onto the slide pin shoulder.

Last, but certainly not least, check the dust boots on the caliper pistons for cracks or tears. (Here in northern Ohio we call them *salt* boots in the winter.) These calipers are so reliable that you may take them for granted after a while. It just never hurts to check 'em.

Like my Dad always said, "A car that stops is a happy car."

1



PAD WEAR INSPECTION

Some guys still don't realize that these grooves in the pad lining are actually wear indicators. When these grooves disappear, the pads are history. Remember that the pads can wear at an angle and these grooves will still be visible. For the most accurate pad inspection, lift the caliper.

2

BEGIN HERE

To do a thorough pad inspection and/or service the brakes, remove only this lower bolt. If the slide pin is corroded, you know that rubber boot is either cracked or else was improperly installed.

3

PIVOT THE CALIPER UPWARD

Once you've removed the lower caliper bolt, pop off the clip that secures the brake hose to the strut bracket. Then swing the caliper upward as shown here. Some guys prefer the caliper in this position until they're finished.

4

REMOVE IT, GREASE IT

We like to take an easy extra step here and pull the caliper off its bracket altogether. This way, we can inspect and re-lube the upper bolt. Don't remove this bolt, just slide the caliper inboard until the bolt pops out of its boot.

5

SECURE THE INNER SHIM

When this inner shim persists in falling out and getting in your way, just gently spread these four little retaining ears a bit. Then snap the shim back into the piston. Hey, how's that piston boot look?

6

PREFERRED ROTOR FINISH

To promote a quick, quiet break-in with those semi-metallic pads, many manufacturers recommend a non-directional or swirled rotor finish. Some guys do this by whipping a fine-grit 3M Roloc abrasive disc—or its equivalent—into an air drill and running the disc over the rotor.

7

SMOOTH-SLIDE PISTON

When you're compressing the piston, remember that the old disc pads make perfect spacers to take up that space between the tool and the piston. If the piston drags, don't risk the job—inspect the piston and its bore.

8

CLEAN PADS' SLIDING SURFACES

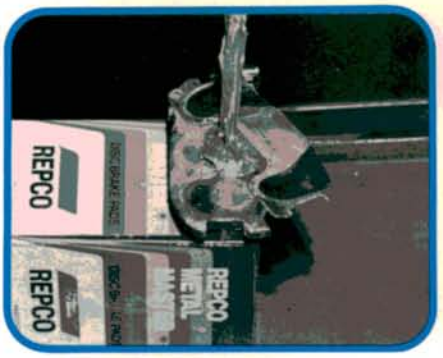
The pads slide back and forth on the caliper frame—a bracket—that's bolted to the steering knuckle. Always wire-brush the bracket's sliding surfaces. If the surfaces are super-rusty, pull the two bracket bolts, yank the bracket, and clean them up on your bench grinder's wire wheel.

9

LUBRICATE SLIDES CAREFULLY

Some technicians brush an anti-seize paste onto the sliding surfaces, others swear by heavy grease. Whichever lubricant you use, don't overdo it or the stuff may end up on the brake lining!

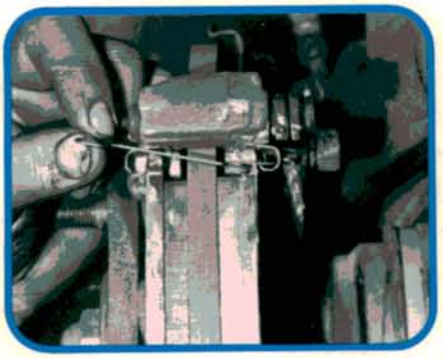
10



LUBRICATE BACK HERE, TOO

Pop the little "Mickey Mouse" ear clips off the old pads and snap them onto the new ones. Then carefully coat the back of the pad and both sides of the pad shim with anti-seize paste. If that shim is worn or rusted paper thin, replace it.

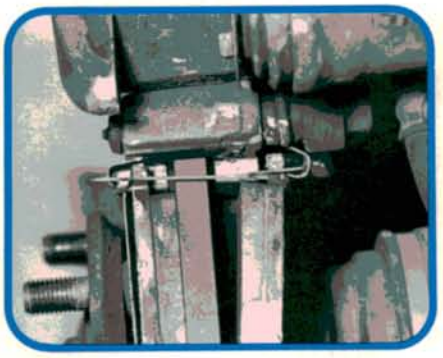
11



DOUBLE-CHECK THOSE CLIPS!

Pay attention! When you install the pads, be sure the "Mickey Mouse" clips at both ends of the pads go in as shown here. And *don't* install that return spring just yet.

12



SPRING LAUNCHES THE PAD

See that? If you install the return spring before you've lowered the caliper back over the pads, the spring will disengage the pad—and its pesky "Mickey Mouse" ear clip—from the caliper slide.

13

INSTALL RETURN SPRING LAST

Lower the caliper over the pads and install the lower caliper bolt/slide pin finger-tight. Then, carefully hook the return spring into the hole in each "Mickey Mouse" spring clip as shown here. Rubber boot must snap securely onto the shoulder on the slide pin.

14

REAR BRAKE – PEDAL HEIGHT

Always check the rear brakes and the hand-brake adjustment. Experience has shown that worn rear brakes can affect the pedal height—and the customer's peace of mind—sooner than front pad wear can! Console removal isn't necessary in order to reach this adjustment. For photography, it is necessary.