

Symptom	Comments	Possible Causes	Cure
<p>Pedle height & travel is inconsistent, but when the travel stops, the pedle is hard and the brakes have good stopping power</p> <p>Do not confuse this problem with getting air in the system</p>	<p>There is a long track distance between use of the brakes and we get a long pedle travel. But if there is a short distance between braking then the pedle is usually higher.</p> <p>Very confusing for the driver. Running over curbs or bumps can exaggerate this problem Road America has this problem</p>	"Pad knock back" because of:	
		Incorrect "float" on rotor	Should be about 0.012"
		upright moving	Big problem. Cracked ??
		loose wheel bearings when hot	Renew if needed and reset Pre-Load
		warped rotors	Need to "Blanchard Grind" rotors, or replace with new ones
		pads too thin	Thin pads can over-extend piston travel and cause inconsistent return
			Too little "float" is as bad as too much "float" on the rotor for "Pad knock back"
<p>Pedal is soft and spongy, and it is possible to "pump up" the pedal but the overall braking is not strong, and there is a tendency to lock different wheels</p>	<p>This is almost always caused by air getting into the fluid. And no matter what the problem really is, the driver will almost always have you believe that this is the problem until all these other possibilities are shown to him</p>	Air in system because:	
		improper bleeding	See instructions below
		boiled fluid	Use good quality fluid, more cooling, adjust F to R bias
		bad seals in M/C or calipers	New seals with good rubber grease
		loose fittings, or bad assembly	Obvious
		pick-up on caliper pistons	New pistons
<p>Pedal is hard and high but there is no stopping power</p>	<p>Usually this also gives high system temperatures</p>	<p>dead or glazed pads</p>	<p>New pads and rotors are usually the best cure. Or you can scuff the rotors with sand paper and de-glaze the pads by removing the top 'glazed' surface with either coarse sand paper, or scraping each pads in figure 8 motion on a concrete floor</p>
<p>Initial braking is good but fades with continual use, then gets better after the pads cool a little.</p>	<p>This is usually accompanied by leaky caliper piston seals because the piston is out too far and is cocking</p>	<p>pads are too thin</p>	<p>new pads</p>
<p>Consistantly mushy pedle</p>	<p>This is quite rare on modern cars, but it is worth considering if other cures fail</p>	<p>Master cylinder or pedle mounts are flexing Using a cheap compressable brake fluid</p>	<p>Analysis and fix. Is the master cylinder securing nutcoming loose ?? Spend the money and buy Castrol SRF brake fluid and eliminate a large amount of your brake issues</p>
<p>All 4 wheels locking too easily or pedle too soft (little effort needed)</p>	<p>The brake pedal has too much authority over the brakes</p>	<p>Master cylinders too small</p>	<p>Fit larger master cylinders.</p>