

## MAZDA

**GLC  
626  
B2000 Pickup  
RX7**

### DESCRIPTION

Brake system is hydraulically actuated using a dual-piston master cylinder and power brake unit. All models use single-piston front disc brakes. All models are equipped with leading-trailing drum rear brakes. All models use lever and cable-operated parking brake actuating shoes of rear brake assemblies. All models are equipped with a proportioning valve to regulate pressure to rear wheels and prevent rear wheel lockup.

### ADJUSTMENT

#### BRAKE PEDAL FREE PLAY

Brake pedal free play must be set to specifications (see table) to ensure compensating port is not covered by master cylinder piston. To adjust free play, loosen lock nut, adjust brake pedal push rod until proper free play is obtained, and tighten lock nut.

#### Brake Pedal Free Play Adjustment

Application	Inches (mm)
All Models .....	.28-.35 (7-9)

#### FRONT DISC BRAKE PADS

Front disc brakes are self-adjusting; therefore, no adjustment in service is required.

**NOTE** — On self-adjusting brakes, perform adjustment procedures only after overhaul or when servicing other components affects brake adjustment.

#### REAR DRUM BRAKES

**RX7 & GLC** — 1) Raise and support rear of vehicle. Release parking brake. Loosen the anchor pin lock nut and hold in position while turning the anchor pin in proper direction until the wheel is locked. See Fig 1.

2) Back off anchor pin until wheel just turns freely. Hold the anchor in position and tighten lock nut. Repeat the procedure for each shoe.

**626 & B2000 Pickup** — 1) Raise and support rear of vehicle. Release parking brake. Remove adjusting hole plugs from backing plate. Using a brake adjusting tool, rotate star wheel adjuster until wheel locks.

**NOTE** — Direction for star rotation may be marked on back plate.

2) Back off adjuster 3 to 4 notches or until wheel rotates freely without drag. Install hole plugs.

#### PARKING BRAKE

**GLC, 626 & RX7** — With rear brakes properly adjusted, raise parking brake lever boot and turn lever adjusting screw so parking brake begins to apply when pulling lever 3 to 7 notches.

**B2000 Pickup** — With rear brakes properly tightened, adjust length of front cable with adjusting nut (located under vehicle where cable guide attaches to threaded shaft) so rear wheels lock when parking brake is pulled 5-10 notches. Apply parking brake several times, release, and check that rear wheels rotate freely.

#### BRAKE FAILURE SWITCH RESET

**All Models** — Turn ignition switch "On". Depress brake pedal and piston will center itself and light will go out. Turn ignition switch to "Off".

#### HYDRAULIC SYSTEM BLEEDING

**NOTE** — DO NOT use secondary stop bolt to bleed hydraulic system.

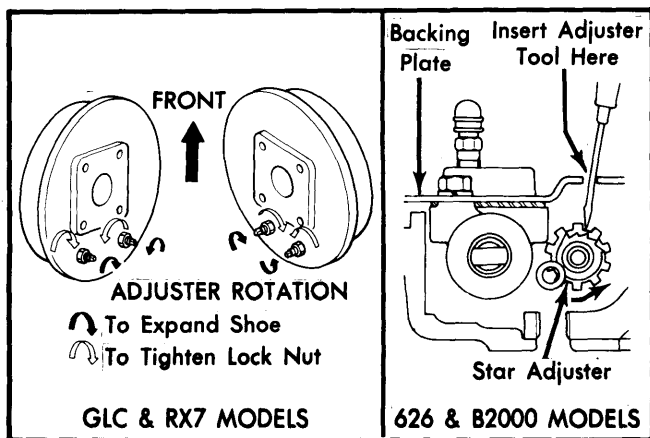
Bleed hydraulic system in sequence starting with line furthest from master cylinder, and ending with line closest to master cylinder. Attach a bleed tube to wheel cylinder or caliper bleeder screw, and immerse opposite end of tube in a container partially filled with brake fluid. Pump brake pedal several times, and with pedal depressed, open bleeder screw ¼ turn allowing air to escape, tighten bleeder screw, and release brake pedal. Continue operation until air bubbles are no longer seen in discharged fluid. Repeat procedure at remaining brake lines until all air is bled from system.

### REMOVAL & INSTALLATION

#### FRONT DISC BRAKE PADS

**Removal** — Raise and support front of vehicle. On 626 models, remove slide pins, caliper, springs, wear indicator (if equipped), brake pads and shims. On all other models, remove retainers, stopper plate, caliper, anti-rattle spring, brake pads and shims.

**Inspection** — If pads are worn to less than .276" (7 mm) on GLC and B2000, .256" (6.5 mm) on 626 or .236" (6 mm) on RX7 models, replace brake pads. Always replace pads in sets of same make.



**Fig. 1 Rear Brake Shoe-to-Drum Adjustment.**

## MAZDA (Cont.)

**Installation** — To install, reverse removal procedure and note: It may be necessary to open bleed valve and seat piston into caliper bore so disc pads can be inserted.

## FRONT DISC BRAKE CALIPER

**Removal** — 1) Raise and support vehicle. Remove front wheel(s). Disconnect brake hose from caliper and plug openings to prevent entry of dirt and loss of fluid.

2) Remove fastening clips and stopper plates, then remove caliper and anti-rattle spring. Remove disc pads. If necessary, lift off disc pad (caliper) bracket.

**Installation** — If removed, reinstall caliper bracket. Attach a bleed tube to caliper bleeder screw, open bleeder screw, press caliper piston to bottom of bore, and tighten bleeder screw. Install disc pads and replace anti-rattle spring, caliper, stopper plates, and fastening clips. Install hydraulic line and bleed hydraulic system.

## FRONT DISC BRAKE ROTOR

**Removal** — With caliper assembly removed, remove wheel hub grease cap, cotter pin, nut lock, and bearing adjusting nut. Remove thrust washer and outer bearing from hub, then slide hub and rotor assembly from spindle. Remove bolts attaching rotor to hub, and separate.

**Installation** — Reverse removal procedure, tighten rotor-to-hub bolts evenly, and adjust wheel bearings. See *Wheel Bearing Adjustment* in *WHEEL ALIGNMENT* Section.

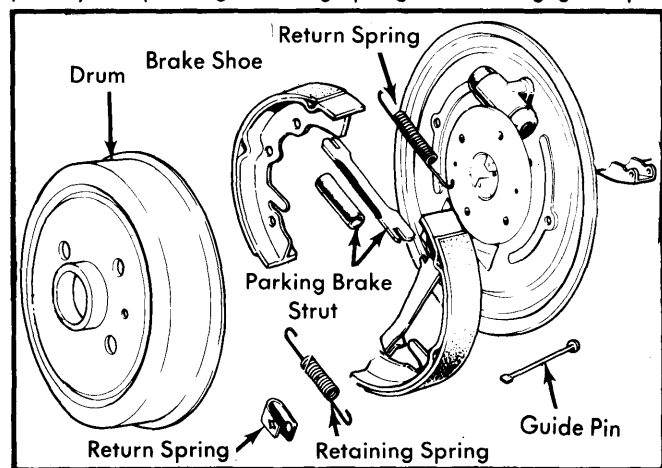
## BRAKE DRUM

**Removal** — Raise and support vehicle and remove wheels to be serviced. Remove set screws securing drum to wheel hub or axle flange, fit screws into tapped holes in drum, and tighten evenly to force drum from hub or flange.

**Installation** — Mount brake drum to hub or axle flange, install and tighten set screws, and adjust brake shoes.

## REAR BRAKE SHOES

**Removal** — With brake drum removed, remove brake shoe return springs. Remove brake shoe retaining springs and guide pins by compressing retaining spring and turning guide pin



**Fig. 2 Disassembled View of GLC Rear Brakes**  
Other Models Similar

90°. Remove brake shoes. Remove parking brake strut and disengage parking brake cable from operating lever of secondary shoe.

**Installation** — 1) Lubricate adjusting screw threads and contact surfaces of shoes and backing plate with brake grease. Install parking brake operating lever to secondary shoe and secure with clip. Engage lever in parking brake cable.

2) Position operating strut between slots of shoes. Mount assembly to backing plate so slots in shoes are toward adjusting screws. Install return springs and retainer springs.

## WHEEL CYLINDERS

**Removal** — With brake drum and shoes removed, remove hydraulic lines from cylinders at rear of backing plate and cover openings to prevent entry of dirt and loss of fluid. Remove nuts and/or bolts securing wheel cylinder to backing plate, and remove cylinders.

**Installation** — Reverse removal procedure. With brake shoes and drum installed, bleed hydraulic system.

## PROPORTIONING VALVE

**Removal & Installation** — Disconnect and plug all hydraulic lines. Remove mounting bolts and lift off valve. Install in reverse order of removal and bleed brake system.

## MASTER CYLINDER

**Removal** — Disconnect hydraulic lines at master cylinder and plug openings to prevent entry of dirt and loss of fluid. Remove nuts attaching cylinder to firewall or power brake unit and remove master cylinder from vehicle.

**Installation** — Reverse removal procedure and bleed hydraulic system.

## POWER BRAKE UNIT

**Removal** — Disconnect hydraulic lines at master cylinder, and vacuum line at power brake unit. From inside vehicle, remove cotter pin and clevis pin retaining push rod to brake pedal, and separate. Remove nuts retaining power unit to firewall, and remove power brake unit and master cylinder as an assembly from engine compartment.

**Installation** — Reverse removal procedure and bleed hydraulic system.

## OVERHAUL

## DISC BRAKE CALIPER

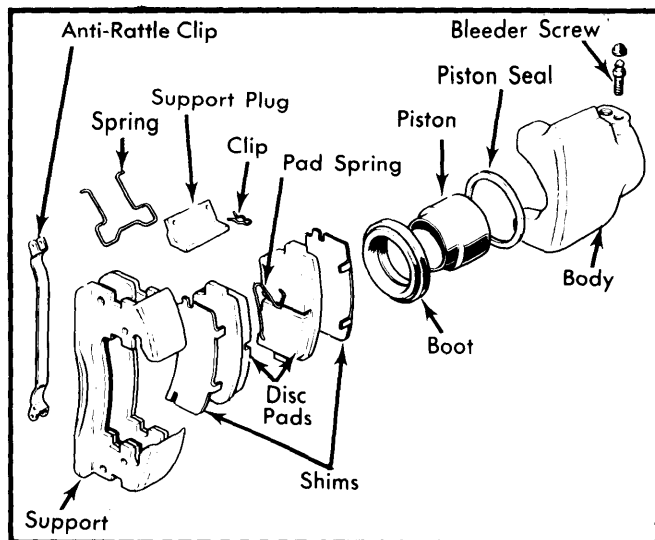
**Disassembly** — Thoroughly clean exterior of caliper and remove retainer and dust boot. Place a piece of wood in front of piston, apply compressed air to fluid inlet, and remove piston. Remove piston seal from caliper bore. Remove bleed screw if necessary.

**NOTE** — If piston is stuck, tap lightly with hammer while forcing compressed air into caliper.

**Cleaning & Inspection** — Wash all parts in clean alcohol or brake fluid and air dry. Inspect cylinder bore and piston for scoring, scratches or rust; replace piston or caliper as necessary. Minor damage may be removed using crocus cloth.

## MAZDA (Cont.)

**NOTE** — Manufacturer recommends replacing piston seal and dust boot whenever caliper has been disassembled.



**Fig. 3 Exploded View of Disc Brake Caliper**

**Reassembly** — Apply clean brake fluid to cylinder bore, piston and piston seal, then seat piston seal in caliper bore. Install piston carefully into cylinder bore and install dust boot and retainer.

### WHEEL CYLINDERS

**Disassembly** — Remove rubber dust boots and withdraw pistons with adjuster assemblies. Press in on piston cup allowing cups, filling blocks and return spring to be removed.

**Cleaning & Inspection** — Clean all parts in alcohol or brake fluid. **CAUTION** — DO NOT use gasoline or kerosene.

Check cylinder bore, pistons and/or adjusters for scores, roughness, or wear. Check clearance between cylinder bore and pistons; replace if clearance exceeds .006". Check cups for softening, swelling, wear, or other damage; replace as necessary.

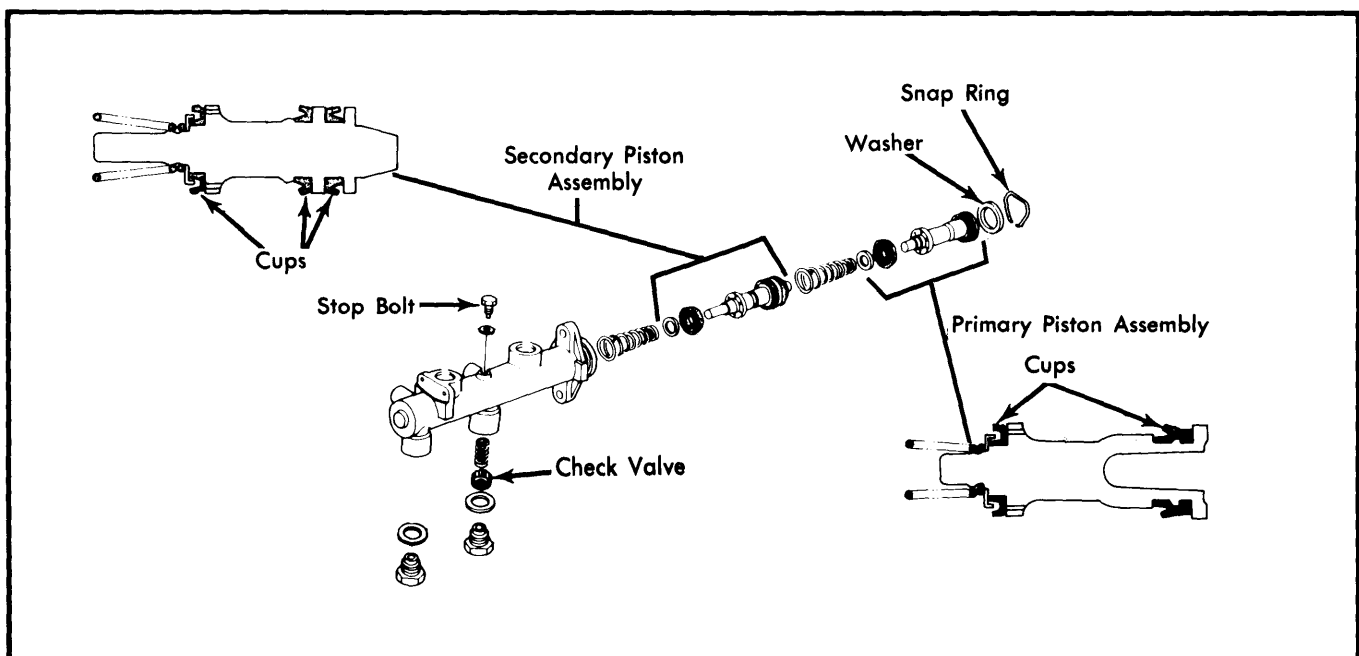
**Reassembly** — Reverse disassembly procedure and note the following: Coat all parts with clean brake fluid before reassembly. When installing cylinder cups, make sure flat side of cup faces outward. On models so equipped, coat threads of adjuster with brake grease and install into piston.

### MASTER CYLINDER

**Disassembly** — Thoroughly clean exterior of cylinder and pour out any remaining brake fluid. If equipped, remove reservoir and dust boot. Depress primary piston assembly, remove retaining ring from rear of cylinder bore, and remove washer, primary piston assembly, and return spring. Depress secondary piston, loosen, DO NOT remove, secondary piston stop bolt, and carefully withdraw secondary piston assembly and return spring. Remove joint bolts from outlets, and withdraw check valves and return springs.

**Cleaning & Inspection** — Clean all parts in alcohol or brake fluid. **CAUTION** — DO NOT use gasoline or kerosene. Check all parts for scoring, roughness or wear. Check clearance between cylinder bore and piston; if clearance exceeds .006", replace parts as required. Check all recesses, openings and internal passages for foreign matter; remove with compressed air. Check cylinder cups for softening, swelling, or wear; replace as necessary.

**Reassembly** — Reverse disassembly procedure and note the following: Coat all parts with clean brake fluid before reassembly. Use new gaskets at all hydraulic unions. When assembled, make sure piston cups do not cover compensating ports. Make sure valve with hole in center faces front side outlet hole.



**Fig. 4 Exploded View of Master Cylinder Assembly**  
All Models are Similar

# Brakes

## MAZDA (Cont.)

### POWER BRAKE UNIT

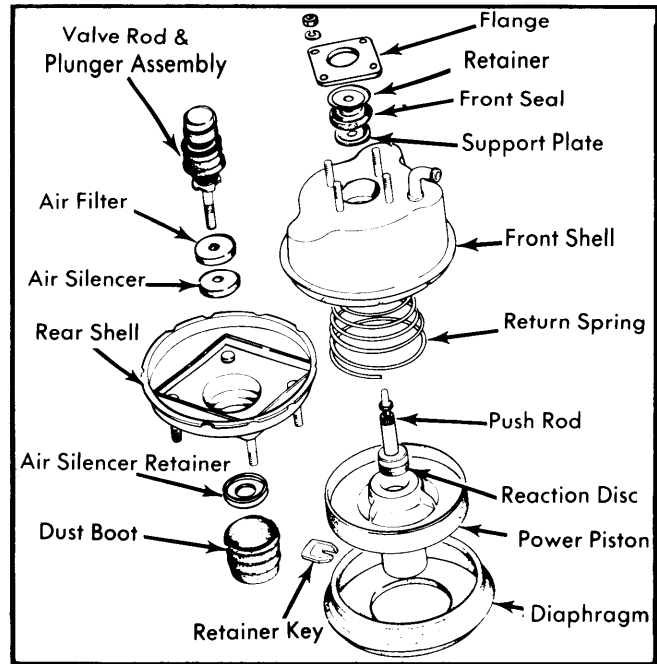
**Disassembly** – 1) Remove master cylinder and check valve from power unit, then place power unit in a vise with push rod up. Scribe alignment marks on front and rear shells to assure reassembly in original position. Remove clevis, lock nut and dust boot from rear shell.

2) Attach suitable removal tool to rear shell mounting studs, then press down on tool while rotating clockwise to unlock rear shell. **NOTE** – Loosen shell carefully because it is under spring tension. Lift rear shell assembly from power unit, then separate diaphragm and power piston assembly, valve rod and plunger assembly from rear shell. Remove return spring from power unit.

3) Remove diaphragm from power piston, then lift air silencer and filter from piston. Press in on valve rod and remove retainer key, then remove valve rod and plunger assembly. Press reaction disc from power piston. Remove push rod from front shell and if necessary, remove front seal.

**Cleaning & Inspection** – Clean all parts and blow dry with compressed air. Inspect all rubber parts for cuts, nicks, deterioration or other damage. Check power piston for cracks, distortion, chipping and damaged seats. Inspect front and rear shells for scratches, scores, pits, dents or other damage. Replace any defective parts.

**Reassembly** – Reverse disassembly procedure and note the following: Apply clean brake fluid to parts before reassembly. When assembling rear shell assembly to front shell, ensure marks made during disassembly are aligned. Before installing master cylinder to power unit, measure clearance between master cylinder primary piston and power unit push rod. Clearance should be .004-.020" (.1-.5 mm). If clearance is not within specifications, correct by adjusting push rod length.



**Fig. 5 Exploded View of Mazda Power Brake Unit**  
All Models are Similar

### TIGHTENING SPECIFICATIONS

Application	Ft.Lbs. (mkg)
Wheel Nuts	
B2000 .....	58-65 (8.0-9.0)
All Others .....	65-80 (9.0-11.0)
Caliper Slide Pin .....	33-40 (4.5-5.5)

### DISC BRAKE ROTOR SPECIFICATIONS

Application	Disc Diameter In. (mm)	Lateral Runout In. (mm)	Parallelism In. (mm)	Original Thickness In. (mm)	Minimum Refinish Thickness In. (mm)	Discard Thickness In. (mm)
GLC Sedan	8.150 (201)	.0025⓪ (.06)	.....	.512 (13)	.472 (12)	⓪
Wagon	9.02 (229)	.0025⓪ (.06)	.....	.512 (13)	.472 (12)	⓪
626	9.095 (231)	.004⓪ (.10)	.....	.512 (13)	.472 (12)	⓪
B2000	10.079 (256)	.004⓪ (.10)	.....	.472 (12)	.433 (11)	⓪
RX7	9.843 (250)	.004⓪ (.10)	.....	.709 (18)	.669 (17)	⓪

⓪ – Maximum allowable.  
⓪ – Less than Minimum Refinish Thickness.

## MAZDA (Cont.)

BRAKE DRUM SPECIFICATIONS				
Application	Drum Diameter In. (mm)	Original Diameter In. (mm)	Maximum Refinish Diameter In. (mm)	Discard Diameter In. (mm)
GLC & RX7	7.874 (200)	7.874 (200)	7.914 (201)	.....
626	9.000 (228.6)	9.000 (228.6)	9.040 (229.6)	.....
B2000	10.236 (260)	10.236 (260)	10.276 (261)	.....

BRAKE SYSTEM SPECIFICATIONS				
Application	Drum Diam. In. (mm)	Wheel Cylinder Diameter		Master Cylinder Diameter In. (mm)
		Front In. (mm)	Rear In. (mm)	
GLC & RX7	7.874 (200)	2.0 <sup>Ⓞ</sup> (50.8)	.750 (19.05)	.813 (20.6)
626	9.00 (228.6)	2.125 <sup>Ⓞ</sup> (54)	.813 (20.6)	.875 (22.2)
B2000	10.236 (260)	2.125 <sup>Ⓞ</sup> (53.97)	.750 (19.05)	.875 (22.2)

Ⓞ - Caliper bore diameter.