

BRAKE SYSTEM TROUBLE SHOOTING

CONDITION & POSSIBLE CAUSE	CONDITION & POSSIBLE CAUSE
<p>Brake Chatter, Squeal or Squeak</p> <ul style="list-style-type: none"> • Dust on drums or rotors, or oil stained linings. • Weak shoe return spring. • Drum out of round. • Excessively worn pads or shoes. • Uneven rotor surface. • Excessive lateral rotor runout. • Excessive wheel bearing play. <p>Excessive Pedal Travel</p> <ul style="list-style-type: none"> • Excessive rotor runout. • Brake fluid boil. • Warped or excessively worn pads or shoes. • Rear brakes out of adjustment. • Power brake unit malfunction. <p>Poor Brake Operation</p> <ul style="list-style-type: none"> • Break lever stroke too long. • Brake cable sticking. • Excessive shoe-to-drum clearance. <p>Shoe When Pedal Applied</p> <ul style="list-style-type: none"> • Brake drum cracked or distorted. • Uneven brake drum wear. • Broken return spring. <p>Leaks in Caliper Piston Cylinder</p> <ul style="list-style-type: none"> • Damaged or excessively worn caliper piston seal. • Deep scores or corrosion on surface of cylinder bore. <p>Rattling in Front Brakes</p> <ul style="list-style-type: none"> • Pad anti-rattle spring clip broken or missing. • Excessive clearance between pads and caliper. <p>Pull When Brake Applied</p> <ul style="list-style-type: none"> • Incorrect tire pressure. • Front end out of alignment. • Unmatched tires. • Restricted brake lines or hoses. <p>Excessive Pedal Pressure Required</p> <ul style="list-style-type: none"> • Linings coated with brake fluid, oil or grease. • Entire pad not contacting rotor. • Scored brake rotors. • Incorrect pads. • Seized piston. • Power brake failing. 	<p>Low Pedal Effect</p> <ul style="list-style-type: none"> • Air in hydraulic system, brakes not properly bled. • Hydraulic fluid leaking past primary cup in master cylinder. • Bleeder screw not tight. <p>Uneven Braking</p> <ul style="list-style-type: none"> • Linings contaminated. • Unmatched disc pads. • One or more seized pistons. • Incorrect tire pressure. • Front wheels out of alignment. • Brake hose or line clogged. • Caliper alignment improper. <p>Brake Pedal Pulsation</p> <ul style="list-style-type: none"> • Excessive rotor lateral runout. • Rotor not parallel. • Wheel bearings out of adjustment. • Rear drum out of round. <p>Spongy Pedal</p> <ul style="list-style-type: none"> • Air in brake system. • Swollen brake hose(s). • Brake fluid boiling point too low. • Filler cap vent hole plugged. <p>Pedal Yield Under Slight Pressure</p> <ul style="list-style-type: none"> • Deteriorated check valve. • External brake fluid leaks. • Internal leak in master cylinder. <p>Brake Failure or Heavy Pedal</p> <ul style="list-style-type: none"> • Power unit diaphragm damaged. • Check valve malfunctioning. • Defective vacuum hose. • Twisted air valve and valve rod plunger. <p>Brakes React Slowly</p> <ul style="list-style-type: none"> • Check valve malfunction. • Vacuum hose blocked or broke. • Air cleaner clogged or restricted. <p>Brake Drag or Slow Return</p> <ul style="list-style-type: none"> • Push rod out of alignment. • Operating rod out of adjustment. • Air valve and push rod plunger twisted.