

Trouble Shooting

BRAKE SYSTEM TROUBLE SHOOTING

NOTE — This is a general trouble shooting guide. Not all steps will apply to all brake systems.

CONDITION & POSSIBLE CAUSE	CONDITION & POSSIBLE CAUSE
<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. ● Malfunctioning caliper. ● Bent shoe or oily linings. ● Loosen suspension parts. ● Loose calipers. <p>Brake Rough, Chatters or Pulsates</p> <ul style="list-style-type: none"> ● Excessive lateral runnout. ● Parallelism not to specification. ● Wheel bearings not adjusted. ● Drums out-of-round. ● Disc pad reversed. ● Caliper not sliding. <p>Excessive Pedal Effort</p> <ul style="list-style-type: none"> ● Malfunctioning power unit. ● Linings or pads contaminated. ● Linings or pads glazed. ● Worn pads or linings. ● Siezed pistons. ● Worn or scored rotors or drums. ● Incorrect pads or linings. ● Partial system failure. <p>Low Pedal Effect</p> <ul style="list-style-type: none"> ● Air in hydraulic sytem. ● Fluid leaks in master clinder. ● Bleed screw loose. <p>Excessive Pedal Travel</p> <ul style="list-style-type: none"> ● Partial brake system failure. ● Insufficient or incorrect fluid. ● Rear brakes not adjusted. ● Air in system. ● Bent shoe and lining. ● Excessively worn pads or linings. ● Plugged master cylinder cap. ● Excessive rotor runnout. <p>Brakes Grab or Uneven Application</p> <ul style="list-style-type: none"> ● All conditions under "Brake Pulls". ● Malfunction of combination valve. ● Binding brake pedal. ● Linings contaminated. ● Siezed piston(s). ● Incorrect tire pressure. ● Brake line plugged. ● Caliper alignment incorrect. ● Unmatched pads or linings. 	<p>Brake Dragging or Slow Return</p> <ul style="list-style-type: none"> ● Master cylinder pistons not returning correctly. ● Restricted brake lines or hoses. ● Incorrect parking brake adjustment. ● Parking brake cable frozen. ● Incorrect or misaligned pedal push rod. ● Power booster output rod too long. ● Incorrect installation of pads. <p>Pedal Travel Decreasing</p> <ul style="list-style-type: none"> ● Compensating port plugged. ● Swollen master cylinder cup. ● Master cylinder piston not returning. ● Weak shoe retracting springs. ● Wheel cylinder pistons sticking. <p>Spongy Pedal</p> <ul style="list-style-type: none"> ● Air in system. ● Swollen brake hoses. ● Incorrect brake fluid. ● Filler cap vent hole plugged. <p>Pedal Yields Under Slight Pressure</p> <ul style="list-style-type: none"> ● Deteriorated check valve. ● External fluid leaks. ● Internal leak in master cylinder. <p>Squeal or Squeak Without Brake Application</p> <ul style="list-style-type: none"> ● Front linings worn out. ● Dust or oil on drums or rotors. <p>Shock When Pedal Applied</p> <ul style="list-style-type: none"> ● Brake drum cracked or distorted. ● Uneven brake drum wear. ● Broken return spring. <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>Brake React Slowly</p> <ul style="list-style-type: none"> ● Check valve malfunction. ● Vacuum hose blocked or broken. ● Air cleaner restricted. <p>Leaks in Caliper Piston Cylinder</p> <ul style="list-style-type: none"> ● Damaged or worn caliper piston seal. ● Deep Scores or corrosion in cylinder bore.