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- **car repair manual brakes.**

The manual alone was not sufficient enough for me to address removing the frozen brakes on the trailer and to analyze the condition of the hydraulics which were leaking and the master cylinder was empty and rusty. Online videos from You Tube provided much better instruction and information to meet my requirements. I would only recommend this manual to someone who wants to understand the basic mechanics and not for actual brake work.Any mechanically inclined individual with a decently detailed book like this Haynes manual on brakes can do the job. The book contains specific information about the brake system, different components and specifications of different car manufacturers brake systems. Doing the occasional brake job is not difficult, remembering all of the small things sometimes escapes one. Reading a book like this one a couple of days before doing the job will prime your mind with all kinds of information and fine points of doing a great brake job. I did not think I would like the book because brakes are a dull subject, but the book makes interesting reading when you are in need of a refresher course on brakes. The book came a day early from Bookoodles, packed extremely well, could not believe how they did it. The one thing that was a surprise was that I ordered a USED book in good condition.. What I got was a new unused book still sealed in its plastic sleeve. Cant beat that with a sitck for the 5 dollars it cost me. Happy Shopping on AmazonAlthough the manual may look a bit dated, but if you are looking for an instructional guide to help walk you through the process of brake maintenance or replacement, this is the guide for you.Do not expect to find EXACT information on your vehicle.This technical manual is very easy to understand. Yes, I would recommend this manual!Sorry, we failed to record your vote. Please try again This book belongs to every home shop of car enthusiasts, who want do the maintenance and repair of their cars and light pickups self.<http://www.nova.vet.br/userfiles/4+3-overdrive-manual-transmission.xml>

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no longer stop your car. If the diaphragm in the boost goes bad, or the hose becomes disconnected pedal effort can rise and it will take more effort to stop your car. While possible to continue to drive your vehicle like this, its not recommended as the effort required to stop the car is not something you will be used to, and panic stops may be compromised. Get the best information on brake repair so you do not get scammed at the garage. The braking system is a complex system which needs proper maintenance and care over the lifetime of your car. No other system in the car is as important for your safety. Keeping your brake system in tiptop shape should be your top priority. The Pedal is a strong steel lever which transmits the force from your foot to the master cylinder. The pedal typically has a switch attached to it, to turn on your brake lights when you press the pedal down. The master cylinder consists of a piston and a fluid resevoir. When the piston is moved, it pushes the brake fluid through the brake lines and into the caliper or wheel cylinder.

When disc brakes are not used on the rear, drum brakes are used. The fluid being pushed from the master cylinder through the brake lines pushes a piston in the brake caliper. This in turn applies force to the brake pads. The pads are made to survive under high heat and pressure. When the brake pads contact the rotor, there is friction and heat is created. This is how your car stops, by turning the rotating energy of your wheels into heat through friction. Typically made from cast iron and made heavy enough to dissipate heat and not warp over time. Unfortunately, in todays cars, many of the rotors are not large enough, and can warp within a few 1,000 miles. The rotor is bolted between the wheel and the spindle, and rotates at the same speed as the wheels. It is a good idea to have you brake pads checked every 6 months or when you suspect a problem. Symptoms include squeaking, grinding, or increased stopping distance. Most pads have a thin metal tab which vibrates against the rotor when the pads wears down to a dangerous level. Some pads do not have this and if not checked periodically can wear down far enough to ruin the rotors. A modern trend is to make the brake pads very hard thus extending life. This harder material can squeak and sound like the wear indicators. Brake dust can also cause squealing but can be fixed by spraying brake cleaner on the brake system to remove the dust. A warped rotor will give a pulsing feeling when applying the brakes. This pulsing can be annoying and dangerous. Most newer cars have rotors which are very thin and warp very easy. Furthering the problem, the manufacturer does not leave enough material to resurface the rotor. Check with you mechanic to make sure you can safely have the rotors machined or replace with new rotors. To resurface, the rotor is placed in a lathe and a cutting tool removes a few thousandths of material from the braking surface.

This restores the flatness of the rotor and eliminates the pulsing sensation in the pedal. Make sure when your mechanic puts everything back together that he torques the lug nuts to proper specifications and never uses an impact wrench. If the lug nuts are not tightened evenly the rotor can warp and you are back to square one. Note Some shops use a torque stick, which attaches to an impact wrench and does not allow the torque wrench to tighten more than it should. This is acceptable. If your mechanic does not use a torque wrench or torque sticks, find another mechanic. Only do this when traction conditions are good. In ice, snow, or even rain, downshifting into too low of a gear may cause a skid. Downshifting lets you engine do some of the braking instead of your brakes. Clean brakes work better and keep temperatures down. Use a good wheel cleaner which you know if safe for your wheel finish. Salesmen will try to make you feel guilty for putting your families safety on the line. They claim you need the premium pads and rotors, of course at a higher price. This keeps the pads from vibrating and annoying you to no end. There are spray, and paste forms, with the paste working better for me. There is no use paying to replace something that doesnt need to be replaced. Some stores only do brakes so they should be pretty good at it. Ask around and get recommendations before you get work done. Quality depends on the owner of the national chain store, not the parent company so shop carefully. Well that depends on how long you will keep the car and how many rotors you plan on buying in the next few years. This initial cost is a little higher due to the fact the manufacturer knows he will most likely have to give you another set when yours wear

out. Also these pads are made from a harder material and tend to wear down the rotors instead of themselves. You would be better off buying the basic pads and replacing them periodically instead of costly rotors every year or two.

See above for the explanation. Stay safe by educating yourself and not by falling prey to the salesman. When you think you have a brake problem, take it to be checked by a mechanic you trust, for your families sake. We want to help make owning a car as easy as possible for you and your family. Americans love their cars, and we are here to help you get the most out of that experience.