



February Tech Tip

Tips for Brake Noise Prevention

Disc Brake Hardware: Caliper bolts, sleeves bushings and clips. These must be new or in “like new” condition. Caliper slides and bushings must be clean and lubricated with a recommended brake lubricant. Clips holding pads in the caliper should be replaced with new ones during every brake job. Make sure to look up and use only the recommend caliper lube procedures. Keep in mind that all manufactures have specific lubrication procedures. This lubrication is necessary to prevent vibration induced noise. Failure to follow these lubrication procedures will result in unwanted brake noise

Rotors: Even new rotors should be treated to a non-directional finish. All manufactures now recommend a non-directional finish on rotors. Rotors should be washed with soap and hot water before installation, as solvent-type cleaners do not remove all machining dust, and because drying with compressed air usually results in oil contamination of friction material. It is also very important to make sure that the wheel flange behind the rotor is free of any rust or debris. Failure to eliminate rust or debris will cause rotor “run out”, which, over time, will cause friction material to be transferred to the rotor surface. This will eventually cause noise due to extreme variance in rotor thickness. It is also imperative to use an on-car lathe when it is recommended by the car’s manufacture.

Pad fits in the Anchor: Anchor brackets do wear out. The pad should fit very snug in the anchor bracket. The factory maximum clearance is only .010. Most squeal noise is caused by loose-fitting pads in the bracket.

Proper Pad “Break In” is Critical: Any time you perform a brake job, you should perform 30-50 moderate stops from speeds lower than 40 mph. There should be a minimum of seven tenths of a mile cool down between stops. Excessive heating or hard use when new will cause brake pad glazing and will prevent proper break-in.

Proper Lug Nut Torque: Proper lug nut torque cannot be stressed enough. Improper lug nut torque will cause rotor deflection, over time and 2,000 to 3,000 miles, will resulting in noise and brake pedal pulsation. Deflection will not manifest itself until mileage has accumulated on the vehicle causing you not to believe that the noise is not related to the original brake job. Always use a torque wrench and look up the proper wheel torque for the vehicle on which you are working.

From the Desk of the Bendix® Brakes Answerman

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