brakes have good stopping power brakers have good good stopping power brakers have good good good good good good good goo	Symptom	Comments	Possible Causes	Cure
Pedal is soft and spongy, and it is possible to "pump up" the problem until all these others and there is a thorse and the form and the problem until all these others and there is no stopping power. This is almost always caused by any up believe that this is the problem until all these other problem until all these others and the problem until all these others and the problem until all these others are shown to have some short or stopping power. Pedal is hard and high but there is no stopping power.	inconsistent, but when the travel stops, the pedle is hard and the brakes have good stopping	between use of the brakes and we get a long pedle travel. But if there is a short distance between braking then the pedle	"Pad knock back" because of:	
between use of the brakes and we get a long pedle travel. But if there is a short distance between braking then the pedle is hard and the brakes have good stopping power Do not confuse this problem with getting air in the system Do not confuse this problem with getting air in the system Pedal is soft and spongy, and it is possible to "pump up" the pedal but the overall braking is not strong, and there is a tendency to lock different wheels Pedal is hard and high but there is no stopping power Pedal is hard and high but there is no stopping power Pedal is hard and high but there is no stopping power Pedal is hard and high but there will almost always the constitution of the problem temperatures Pedal is hard and high but there is no stopping power Pedal is hard a			Incorrect "float" on rotor	Should be about 0.012"
inconsistent, but when the travel stops, the pedie is hard and high but there is no stopping power All a wheels locking to on both when the problem with getting are the pedie is a short distance between braking then the pedie is usually higher. Bo not confuse this problem with getting air in the system Very confusing for the driver. Running over curbs or bumps can exaggerate this problem with getting air in the system Pedal is soft and spongy, and it is possible to "pump up the pedal but there is a the driver will almost always caused by dir getting into the fluid. And no matter what the problem really is, the driver will almost always have you believe that this is the problem until all these other possibilities are shown to him Pedal is hard and high but there is no stopping power Pedal is hard and high but there is n			upright moving	Big problem. Cracked ??
between braking then the pedle is usually higher. Po not confuse this problem with getting air in the system moad America has this problem moad America has this problem Road Road America has this problem Road America has this problem Road Road Road Road Road Road Road Road				Renew if needed and reset Pre-Load
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Running over curbs or bumps can exaggerate this problem with getting air in the system Running over curbs or bumps can exaggerate this problem Road America has this problem Road Road Road Road Road Road Road Road			pads too thin	Thin pads can over-extend piston travel and cause inconsistent return
This is almost always caused by air getting into the fluid. And no matter what the problem really is possible to "pump up" the pedal but the overall braking is not strong, and there is a tendency to lock different wheels Pedal is hard and high but there is no stopping power Pedal is hard and high but there is no stopping power Initial braking is good but fades with continual use, then gets better after the pads cool a little. This is quite rare on modern cars, but it is worth considering if other cures fail The brake pedal has too much authority over the brakes In the brake pedal has too much authority over the brakes In the pedal but the overall braking is possible to "pump up" the pedal but the overall braking is good but fades with continual use, then gets better after the pads to provide the pads by removing the top "glazed" surface with either coarse sand paper, or scraping each pads in figure 8 motion on a concrete floor This is quite rare on modern cars, but it is worth considering if other cures fail The brake pedal has too much authority over the brakes Master cylinders too small Fit larger master cylinders.	with getting air in the system	Running over curbs or bumps can exaggerate this problem		
injury per literating is sort and spongly, and it is possible to "pump up" the pedal but the overall braking is not strong, and there is a tendency to lock different wheels Pedal is hard and high but there is no stopping power Pedal is hard and high but there is no stopping power Initial braking is good but fades with continual use, then gets better after the pads cool a little. Consistantly mushy pedle This is quite rare on modern cars, but it is worth considering if other cures fail All 4 wheels locking too easily or pedle too soft (little effort authority) over the hrakes and is getting into the fluid. And no matter what the problem really is, the driver will almost always have you believe that this is the problem really is, the driver will almost always have you believe that this is the problem really is, the driver will almost always have you believe that this is the problem until all these other possibilities are shown to him Boiled fluid Use good quality fluid, more cooling, adjust F to R bias bad seals in M/C or calipers New seals with good rubber grease loose fittings, or bad assembly Obvious New pads and rotors are usually the best cure. Or you can scuff the rotors with sand paper and de-glaze the pads by removing the top 'glazed' surface with either coarse sand paper, or scraping each pads in figure 8 motion on a concrete floor This is usually accompanied by leaky caliper piston seals because the piston is out too far and is cocking This is quite rare on modern cars, but it is worth considering if other cures fail The brake pedal has too much authority over the brakes All 4 wheels locking too easily or pedle too soft (little effort All 4 wheels locking too easily or pedle too soft (little effort The brake pedal has too much authority over the brakes	is possible to "pump up" the pedal but the overall braking is not strong, and there is a tendency to lock different	air getting into the fluid. And no matter what the problem really is, the driver will almost always have you believe that this is the problem until all these other	Air in system because:	
matter what the problem really is, the driver will almost always have you believe that this is the problem until all these other possibilities are shown to him Pedal is hard and high but there is no stopping power Pedal is hard and high but there is no stopping power Initial braking is good but fades with continual use, then gets better after the pads cool a little. Consistantly mushy pedle Consistantly mushy pedle All 4 wheels locking too easily or pedle too soft (little effort authority over the hrakes authority over the hrakes and the problem really is, the driver will almost always have you believe that this is the problem until al matter what the problem really is, the driver will almost always have you believe that this is the problem until all these other possibilities are shown to him boiled fluid boiled fluid boiled fluid boiled fluid boiled fluid Jose good quality fluid, more cooling, adjust F to R bias New seals with good rubber grease loose fittings, or bad assembly Obvious New pads and rotors are usually the best cure. Or you can scuff the rotors with sand paper and de-glaze the pads by removing the top 'glazed' surface with either coarse sand paper, or scraping each pads in figure 8 motion on a concrete floor This is usually accompanied by leaky caliper piston seals because the piston is out too far and is cocking This is quite rare on modern cars, but it is worth considering if other cures fail The brake pedal has too much authority over the brakes. All 4 wheels locking too easily or pedle too soft (little effort			improper bleeding	See instructions below
tendency to lock different wheels Pedal is hard and high but there is no stopping power			boiled fluid	Use good quality fluid, more cooling, adjust F to R bias
possibilities are shown to him loose fittings, or bad assembly Obvious			bad seals in M/C or calipers	New seals with good rubber grease
Pedal is hard and high but there is no stopping power Usually this also gives high system temperatures Usually this also gives high system temperatures District the poda power Initial braking is good but fades with continual use, then gets better after the pads cool a little. This is usually accompanied by leaky caliper piston seals because the piston is out too far and is cocking This is quite rare on modern cars, but it is worth considering if other cures fail The brake pedal has too much authority over the brakes Master cylinders too small All 4 wheels locking too easily or pedle too soft (little effort) The brake pedal has too much authority over the brakes. Mead or glazed pads Lead or glazed pads All 4 wheels locking too easily or pedle too soft (little effort) With sand paper and de-glaze the best cure. Or you can scuff the rotors with sand paper and de-glaze the pads by removing the top 'glazed' surface with either coarse sand paper, or scraping each pads in figure 8 motion on a concrete floor Master cylinder or pedle mounts are flexing Using a cheap compressable brake fluid Spend the money and buy Castrol SRF brake fluid and eliminate a large amount of your brake issues			loose fittings, or bad assembly	Obvious
Pedal is hard and high but there is no stopping power Initial braking is good but fades with continual use, then gets better after the pads cool a little. Consistantly mushy pedle Consistantly mushy pedle All 4 wheels locking too easily or pedle too soft (little effort authority over the brakes and pages and de-glaze the pads by removing the top 'glazed' surface with either coarse sand paper, or scraping each pads in figure 8 motion on a concrete floor This is usually accompanied by leaky caliper piston seals because the piston is out too far and is cocking This is quite rare on modern cars, but it is worth considering if other cures fail The brake pedal has too much authority over the brakes. Master cylinders too small All 4 wheels locking too easily or pedle too soft (little effort All 4 wheels locking too easily or pedle too soft (little effort			pick-up on caliper pistons	New pistons
leaky caliper piston seals because the piston is out too far and is cocking This is quite rare on modern cars, but it is worth considering if other cures fail All 4 wheels locking too easily or pedle too soft (little effort The brake pedal has too much authority over the brakes		, ,	dead or glazed pads	best cure. Or you can scuff the rotors with sand paper and de-glaze the pads by removing the top 'glazed' surface with either coarse sand paper, or scraping each pads in figure 8
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or pedle too soft (little effort authority over the brakes Master cylinders too small Fit larger master cylinders.	Consistantly mushy pedle	cars, but it is worth considering if	mounts are flexing Using a cheap compressable	Spend the money and buy Castrol SRF brake fluid and eliminate a large
	or pedle too soft (little effort	•	Master cylinders too small	Fit larger master cylinders.