

## BENDIX® ANSWERMAN RECOMMENDS COMPLETE CLEANING OF ALL BRAKE PARTS FOR PROPER PAD INSTALLATION

### *Extra Steps Help Avoid Common Comeback Mistakes*

**Troy, Mich., May 7, 2010** – Brake pad replacement is a common maintenance routine carried out by many shops. It's also a common cause of customer comebacks when the job isn't done just right, according to Chuck Kennedy, Bendix® Answerman.

"Today's brake systems are very sensitive to rust and corrosion and should receive a thorough cleaning in preparation for fresh lubricant, hardware and friction material," said Kennedy. "Residual rust or corrosion left in critical areas can begin to cause brake issues almost immediately."

To help technicians and shops, Kennedy has assembled a list of quick tips as a reminder of all the components that need to be cleaned as part of a thorough brake job.

1. **Calipers.** Areas that are subject to movement or retain components or hardware should be cleaned, along with the pin bores. Therefore, calipers need to be disassembled during pad replacement. The Answerman recommends using a round wire brush and cleaner to remove old lubricant and corrosion. Use a fine polishing disc in a die grinder at a lower speed to clean the area. Avoid being too aggressive, especially with aluminum components, to ensure you only remove corrosion and not any metal. Be sure any areas on anti-rattle clips or hardware are free of debris as this can affect their performance over the life of the brake job.  
"Calipers on Ford ¾ and 1-ton trucks have seen slides freeze shortly after brake service if they are not properly cleaned," said Kennedy, "And, this is just one example."
2. **Pad Abutments.** Whether they are part of the caliper bracket or steering knuckle, pad abutments need to be clean and smooth. If there are any notches or grooves caused by pad movement, the Bendix team recommends these parts be replaced. Damage like this can cause excessive pad movement that leads to noise and vibration.
3. **Hub assemblies.** Use a polishing pad to clean rust from the hub face. Then use an over-the-stud hub cleaner to get in next to the studs. Leaving corrosion in these areas is one of the top causes for pulsations after a job is completed.
4. **Mounting Pads.** "An area that is many times overlooked is the mounting pad of the wheel that mounts to the hub," said Kennedy, "but if there is rust or debris on them, it can lead to rotor distortion and pulsations just as easily as if it were left on the hub."
5. **Rotors.** New or machined rotors should be washed with soap, warm water and a stiff brush to remove metal particles from the surface. If this final step isn't taken, brake noise may likely result. It can also prevent proper filming of the rotor which will keep the new parts from getting their expected mileage.

The Bendix Answerman recommends you also clean the rear calipers and drum and parking brake systems. All these components should receive a good cleaning, inspection, lubrication and adjustment before the vehicle hits the road.

For more information and tech tips, visit [www.bendixbrakes.com](http://www.bendixbrakes.com).

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