CorkSport Performance

GEN-3-469-pads-XXXX Rear Big Brake Kit Replacement Pads

Installation Instructions for the changing brake pads on the CorkSport Performance Rear Big Brake Kits for both Electronic and Mechanical parking brakes

Written By: Quintin Gunn

INTRODUCTION

In this installation guide we have provided step by step instructions to remove the existing brake pads, and install new brake pads in the CS Rear BBK calipers. This guide applies to both Electronic and Mechanical parking brake styles

Advisory:

- Working under the vehicle requires a safe and sturdy location for the vehicle to sit on jackstands.
- Pad bedding must be done properly to prevent braking issues. Follow the instructions carefully to prevent vehicle damage or personal injury.

All CorkSport big brake kits that have the **-469** in the part number can use this guide for brake pad replacement.

The following brake pads series may operate with the CorkSport 13” BBK. Other brake pad manufacturers may have pad designs for this configuration that is not listed here:

Hawk – HB107

AP Racing – CP2340

Colbalt - AP11

Pagid - 1749

Mintex - 1200

Ferodo - FRP218

TOOLS:

- Hydraulic Jack (1)
- Jack Stand (2)
- 3⁄8" Drive Ratchet (1)
- 5mm Allen Key Socket (1)
- 8mm Allen Key Socket (1)
- 1⁄2" Drive Breaker Bar (1)
- Lug Nut Socket (1)
- Torque Wrench (1)
- Flathead Screwdriver (1)
- Blue Threadlocker (1)

PARTS:

- CorkSport Replacement Brake Pads (1)

Step 1 — Getting Started

- First and foremost; **THANK YOU** for becoming a part of the CorkSport Family. We hope to bring you the highest level of Parts, Customer Service, & Support

ⓘ How To Use These Instructions

- The instruction format will relate colored marking in the image to the color dot in the text to the right of the image

Step 2 — Lifting the Car & Removing the Rear Wheel

⚠ Ensure the vehicle is parked on a level surface before proceeding.

- Start by lifting up the rear of the car using the hydraulic jack and jack stands.
  - ⚠ Be sure the front of the vehicle is secured to prevent the car from rolling away
  - ⚠ Be sure to reference your owners manual for jack points and the jack manufacturer's instructions for proper practices.
- Remove the rear wheels from the vehicle using the 1/2" drive breaker bar or impact gun and 17mm or 21mm socket.
  - ⓘ 17mm or 21mm lug nuts present depending on year and trim level of your vehicle.

ⓘ A different socket may be required if you have aftermarket or locking lug nuts.

Step 3 — Choose your Parking Brake Type

- If you have an Electronic Parking Brake, continue to the next step
- If you have a Mechanical Parking Brake, skip to Step 12

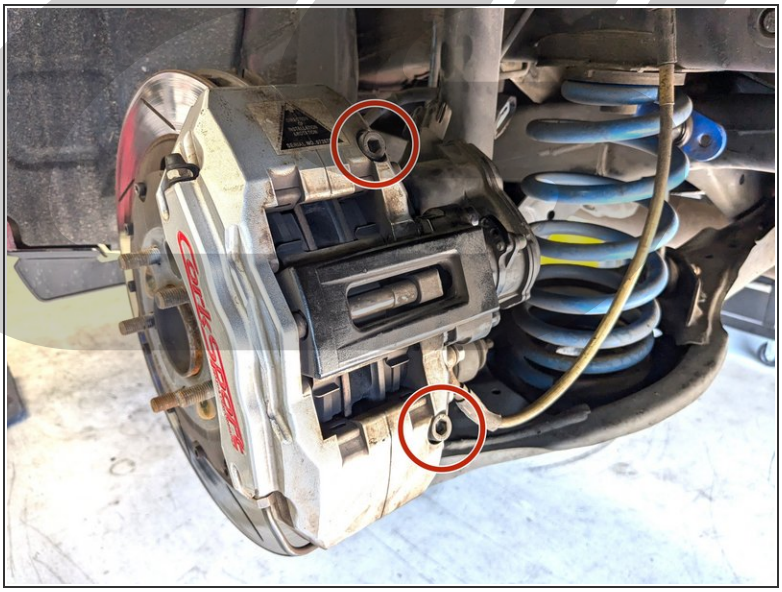
Step 4 — Electronic Parking Brake - Activate Maintenance Mode

ⓘ This step must be performed to increase the clearance between the brake pads and discs to make

disassembly easier and to release the parking brake on vehicles where it is automatically activated

- Turn the ignition ON (no brake, engine off)
- Release the Parking Brake as normal
- Push the Accelerator Pedal all the way down (past the Kickdown switch on AT cars), and continue to hold
- Push and hold down the Parking Brake Switch
- Press the Start Button 3 times rapidly (Off -> Acc -> Ignition on again)
- Verify that the Amber Brake Control System Warning Light is on the Dashboard and the Parking Brake Motor made noise for longer than usual
- Turn the ignition off

Step 5 — Remove the Brake Caliper



ⓘ Due to the electronic parking brake mechanism, the pads are easiest to remove by taking off the caliper and accessing from underneath

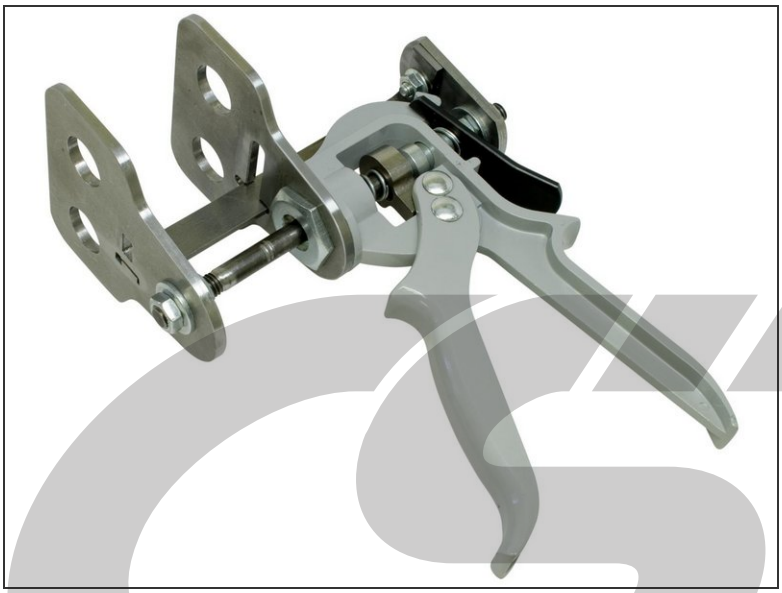
- With an 8mm Allen Socket, remove the two caliper mounting bolts as shown

  ⚠ Be sure to have a firm grasp on the caliper to prevent it from falling

- Flip the Caliper over as shown

  ⓘ Be mindful of the brake line while doing this step. Avoid excess twisting or damage to the line

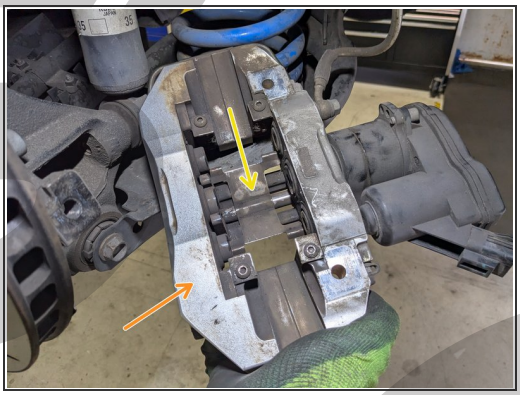
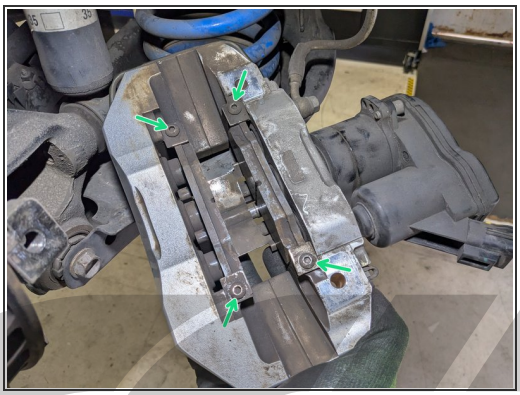
Step 6 — Reset the Brake Caliper Pistons



- With the old Brake Pads still in place, place a soft towel on the edge of the caliper and push on the pad with a flathead screwdriver to push the Pistons back into the Caliper as shown
  - Repeat for each side of the caliper

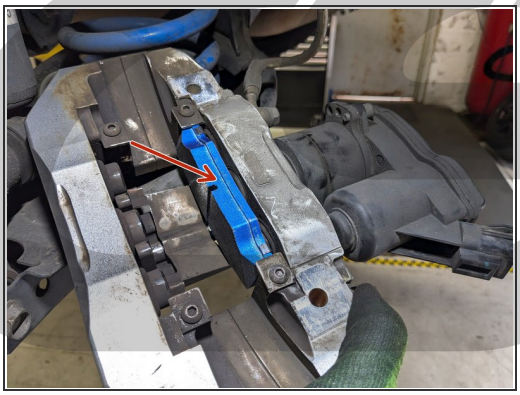
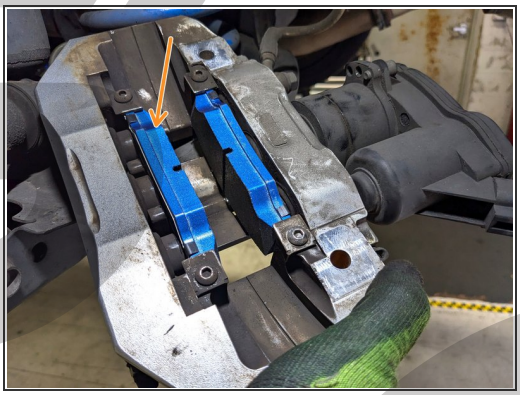
ⓘ There is also a special tool that can be used that is specifically made for compressing multi-piston calipers as shown in the second image

Step 7 — Remove the Old Brake Pads

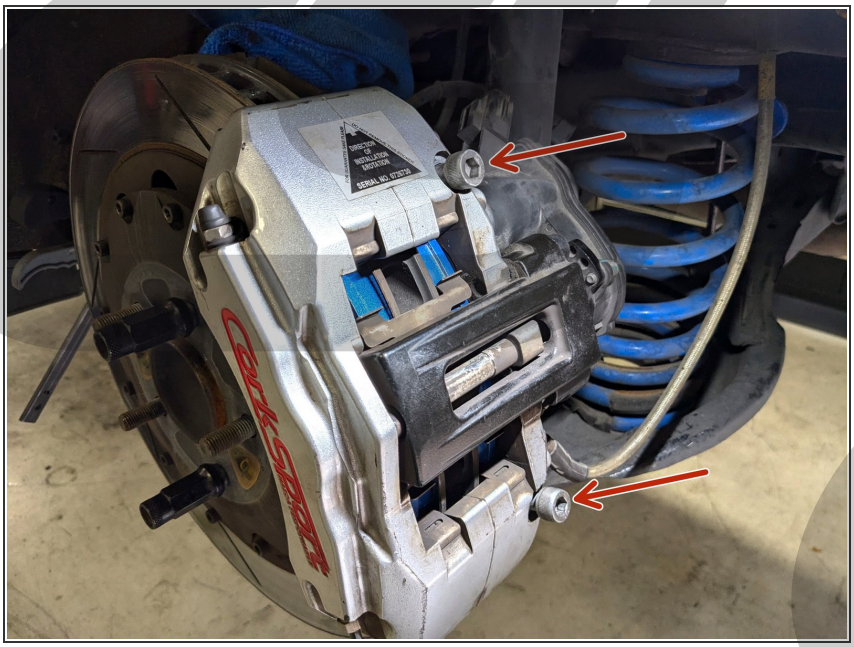
- While pushing down on the brake pads, push the Pads inward and pull out of the caliper
- The caliper should appear as shown
- Keep the retaining clip in place, centered on the crossbar as shown
- **OPTIONAL**: The four pad retaining screws & washers can be removed with a 4mm Allen wrench for an easier pad swap
  - ⓘ If pad retaining screws/washers removed, take note of their orientation for reinstallation later

Step 8 — Install the new Brake Pads


- With the new Brake Pad, push down on retaining clip and place into the caliper as shown
  - ⓘ Ensure the friction material of the pad faces the brake rotor
  - ⓘ Ensure that the retaining clip remains centered
- Repeat for the other Brake Pad
- **OPTIONAL:** If you removed the pad retaining screws & washers in the previous step, they must be reinstalled to keep the pads in position
  - Place blue threadlocker on the bolt threads & reinstall with the washers in the orientation shown
  - Tighten to 10ft-lbs. with a 4mm Allen wrench/socket

Step 9 — Reinstall Brake Caliper



- Reinstall the Brake Caliper onto the rotor with the Two(2) 8mm Allen bolts. **Use blue threadlocker on the threads**
  - Tighten to **64-71 lb-ft** (86-96 Nm)

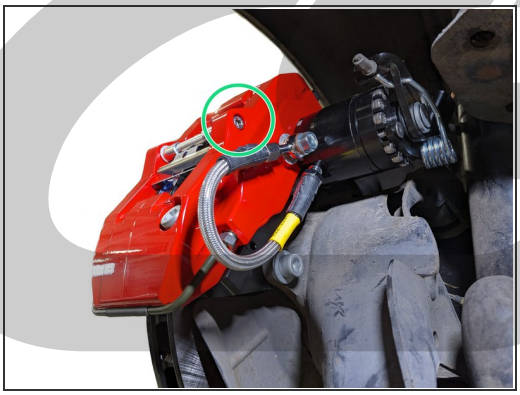
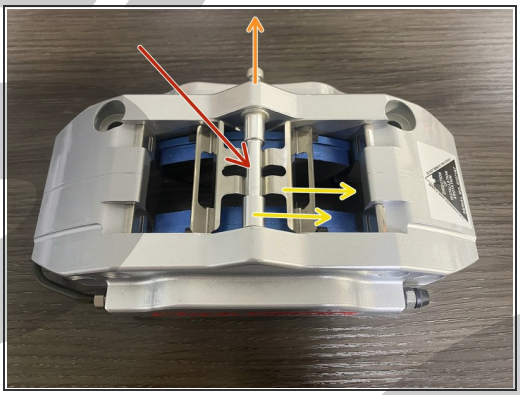
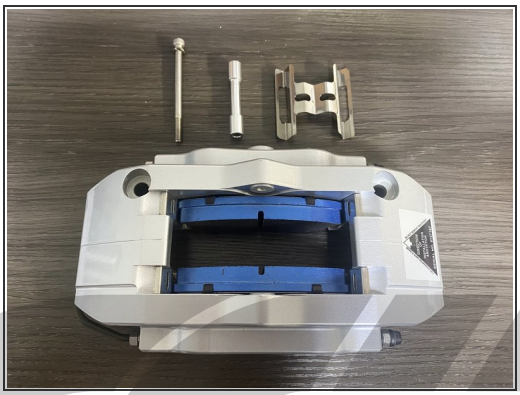
Step 10 — Repeat for Opposite Side

- Repeat steps 5-9 on the opposite side of the vehicle

Step 11 — Exit Maintenance Mode

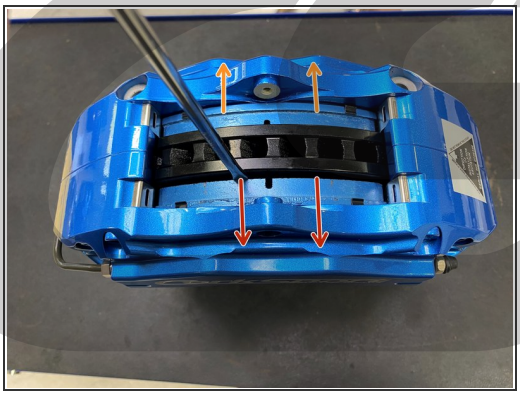
- Turn the ignition ON (no brake, engine off)
- Push the Accelerator Pedal all the way down (past the Kickdown switch on AT cars), and continue to hold
- Pull **up and hold** the Electric Parking Brake Switch
- Press the Start Button 3 times rapidly (Off -> Acc -> Ignition on again)
- Verify that the Amber Brake Control System Warning Light is no longer on the Dashboard and the Parking Brake Motor made noise for longer than usual
- Turn the ignition off
- Skip to Step 16

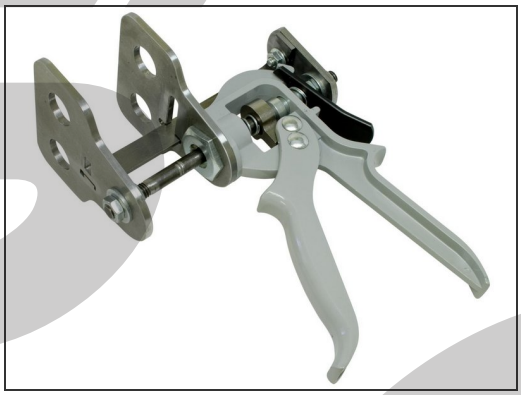
Step 12 — Mechanical Parking Brake: Remove the old Brake Pads - Part 1

- ⓘ Pad swap shown on bench for clarity
- Release the Parking Brake
- Loosen the pad retaining bolt at the center rear of the caliper using a 5mm Allen wrench/socket
  - ⓘ If you cannot remove the bolt completely because of interference, follow the instructions on Steps 5-9 to remove the caliper and access the pads from the bottom
- Push down on the center rod and pad retaining clip
- Remove the pad retaining bolt
- Remove the center rod and pad retaining clip. Take note of the orientation of the clip for reinstall later
  - Final result will look like the third image

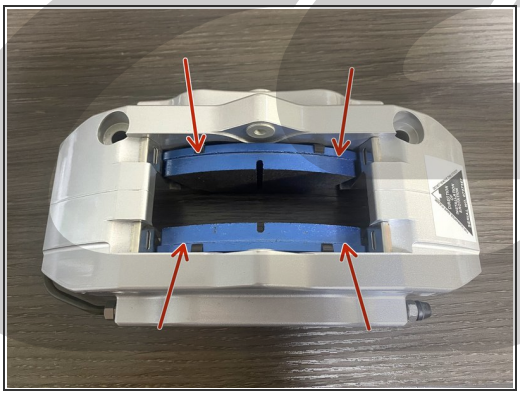
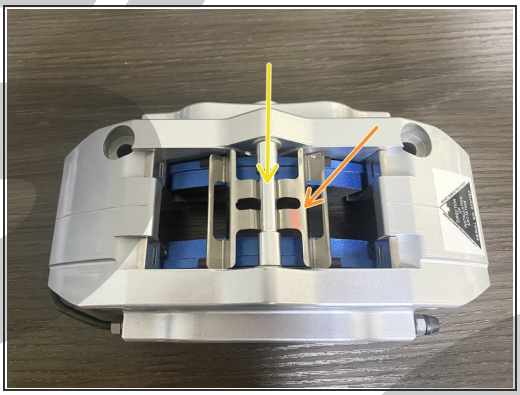
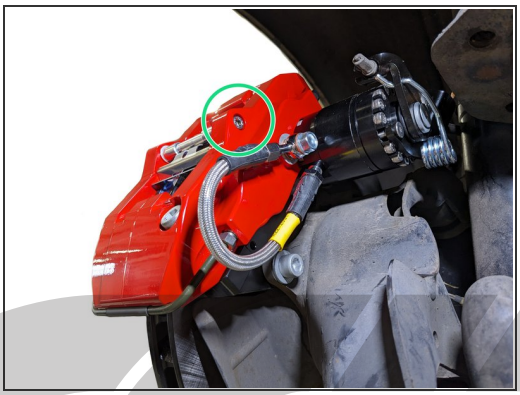
Step 13 — Remove the old Brake Pads - Part 2





- Before installing the new brake pads, the caliper pistons must be compressed back into the caliper. This is done most easily and without special tools with the old pads still in place
- Use a large screwdriver and pry between the old brake pad and the rotor as shown
  - There is also a special tool that can be used that is specifically made for compressing multi-piston calipers as shown in the second image
- After pistons have been compressed into the caliper, the old pads can be removed by lifting them straight out or pushing upwards from the bottom of the caliper
  - After pad removal, caliper will appear as shown in the third image

Step 14 — Install the new Brake Pads

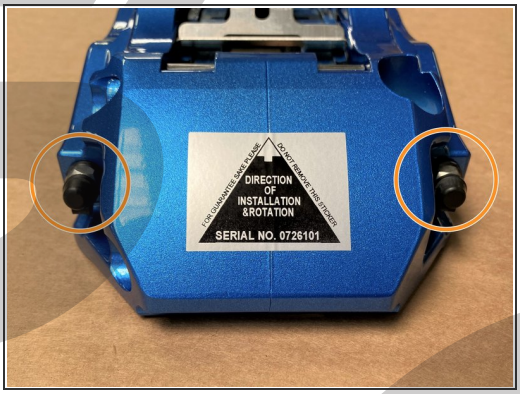




- Place the new brake pads into the caliper as shown
  - ⓘ Ensure the friction material of the pad faces the brake rotor
- Place the pad retaining clip and center rod back into position
  - ⓘ Ensure the clip matches the orientation shown
- Push downwards on the center rod
- Reinstall the center retaining bolt, making sure to screw it in by hand while still pressing down on the center rod. This will prevent cross-threading
- Tighten until snug using a 5mm Allen wrench/socket

Step 15 — Repeat for the Opposite Side

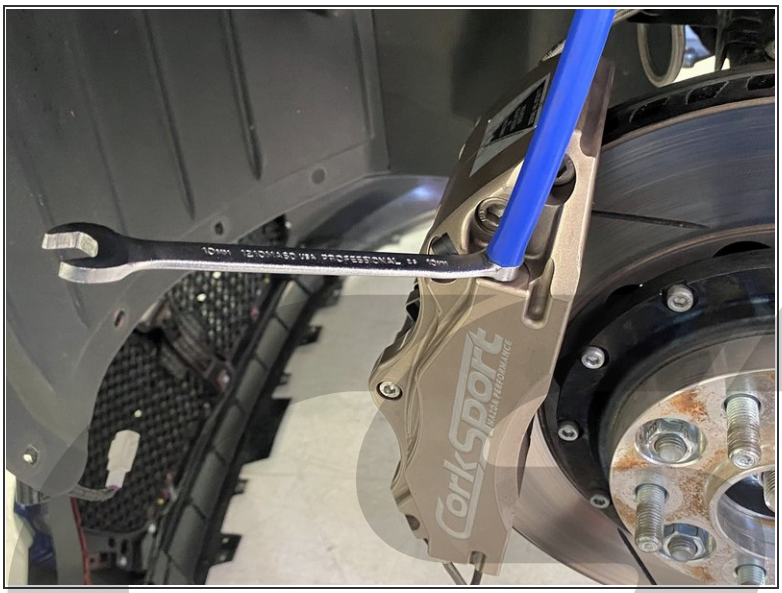
- Repeat steps 12-14 on the opposite side

Step 16 — Brake Bleeding Part 1



- Brake bleeding is typically not required for a simple pad change. We include this info for reference as it is never a bad idea to double check
- We strongly recommend getting a friend to help you bleed your brakes. It makes the whole process much faster & easier
- Locate the brake master cylinder under the hood of your vehicle
  - Throughout the bleeding process we will reference this unit
- Locate the two bleed screws at the top of each of your calipers. The will be covered with black rubber dust boots
- Instead of buying a fancy brake bleeder, we recommend getting a plastic bottle and a short section of 5/32" (4mm) hose. Pour some brake fluid in the bottle and place the hose in the bottle like shown in the third image. Ensure the hose is sticking into the brake fluid
  - The bottle will catch excess brake fluid during the bleeding process

Step 17 — Brake Bleeding Part 2



ⓘ For proper brake bleeding, always start with the bleed screw furthest from the master cylinder. In this case we start with the outer bleed screw on the passenger side, then passenger inner, driver outer, and finally driver inner.

⚠ Take care when loosening & tightening the bleed screws to not scratch your fresh calipers!

- Lift the rubber dust boot from each bleed screw and then, using a 10mm wrench, tighten each bleed screw until snug
- Place a 10mm wrench onto the hex of the outer passenger bleed screw
- Place the other end of your 5/32" hose onto the outer passenger bleed screw. The setup will look like the second image
- Have your friend pump the brakes hard 3-5 times, then hold the brake pedal down
- While your friend holds the pedal, loosen the outer passenger bleed screw. Fluid and air will come out of the bleed screw and the pedal will travel to the floor
- Once the pedal is on the floor, re-tighten the bleed screw. Once tight, your friend can lift their foot from the pedal

Step 18 — Brake Bleeding Part 3

- Repeat the pumping & holding procedure from the previous step 3-5 times or until no more air bubbles are coming out of the bleeder hose
- Check fluid level in the master cylinder. Top off with SAE J1703 DOT3 fluid as needed
- Repeat the bleeding procedure on the inner passenger's side bleed screw, then outer driver, and finally inner driver
  - ⚠ Top off brake fluid as needed between each bleed screw
- Once complete with all bleed screws, complete one final pumping & holding procedure on all bleed screws. Use the same order as before
- By this stage, there should be no air coming from the brake bleed screws and the brake pedal should be firm
- Verify there are no brake fluid leaks and top off your fluid one final time before moving on
- Clean your brake rotors with brake parts cleaner

Step 19 — Final Reassembly

- Reinstall your wheels onto the vehicle
- Torque your wheels in a star pattern to 80-90ft-lbs using a 17mm or 21mm socket and torque wrench
  - ⓘ If you have aftermarket wheels you may need a different socket

Step 20 — Brake Pad Bedding

- In order for your brake pads & rotors to wear evenly, you must complete the following procedure to "bed" in the pads & rotors
- Carefully drive to an open road with no cars around. You will be performing many accelerations & stops. Do not attempt to stomp on the brakes right after install
- You may notice a brake smell and/or some smoke during this operation. This is normal as the brakes will get very hot during bedding

- Accelerate until ~30MPH. Brake smoothly and evenly until almost stopped and then again accelerate to ~30MPH
- Repeat the previous step ~10 times
- Accelerate to ~45MPH. Brake much more aggressively until almost stopped. Then accelerate again until ~45MPH
- Repeat the previous step ~3 times
- Drive the car around for 15 minutes to let the brake system cool. The less you use the brakes the better

Step 21 — Installation Complete

- After bedding, you are now able to drive normally!
- This completes your installation of the replacement brake pads for CorkSport 13" big brake kits.
- Contact us with any questions or concerns at sales@corksport.com or (360) 260-2675.
- Please leave a review here: https://corksport.com
- Share your experience using #CorkSport on Instagram, Facebook, and Twitter.