

CorkSport Mazda 3, Mazda 5 Front Brake Pads

2004-2013 Mazda 3, 2006-2013 Mazda 5



Thank you for purchasing the CorkSport Front Brake Pads for the Mazda 3 and Mazda 5. By upgrading your current brake pads to CorkSport performance brake pads, you will notice improved braking performance while maintaining a nice feel, low dust, and less brake fade than standard brake pads. Made from a proprietary semi-metallic and ceramic formula, the CorkSport brake pads have been thoroughly tested on the track and in all driving conditions and perform well in wet and dry weather. Please let us know your feedback today by submitting a review at <http://www.corksport.com/corksport-front-brake-pads-for-mazda-3-and-mazda-5.html>

Pre-Installation Notes:



Make sure your vehicle is completely cooled down prior to starting installation. If you are going to work on your car within an hour or two of having driven it, use a fan to cool off the car.



These instructions were written for reference only and the use of a factory service manual is recommended. Please read these instructions thoroughly prior to starting installation.



How our instructions work: To best cover all of our customers experience levels, we have included an overview checklist for the more technically advanced users along with step-by-step instructions for customers that require additional detail.



These installation instructions were written using a 2013 Mazda 5. Other years of Mazda 5 and Mazda 3 models will be similar.

Materials and Time:



General Info.

Part #: Gen-3-426-10
Time Est: 1 hours
Wrench Rating: 2/5



Tooling List

7mm Allen Socket
Socket Wrench
Small Prybar
Caliper spreader
21mm lug wrench
Jack and jackstands
Torque Wrench
Brake Fluid



Parts List

One (1) Set CorkSport Front Brake Pads

Need Help With Your Installation?
Call (360) 260-CORK

Checklist

This is an overview of each step in the build. You can use this as a reference and a checklist as you button up the work on your car

These installation instructions were written using a 2013 Mazda 5. Other years of Mazda 5 and Mazda 3 models will be similar.

1. Removing the Factory Front Brake Pads

- a) Remove the cap off the brake fluid reservoir (Figure 1a).
- b) Jack up and support the vehicle using factory jacking and jack stand points.
- c) Remove the lug nuts and remove the wheel from the car (Figure 1b).
- d) Use a small pry bar, to carefully pry the wire spring-clip from the caliper and bracket (Figure 1c).
- e) Pry the two (2) slide pin caps out by hand to expose the caliper slide pins (red arrows in Figure 1d).
- f) Completely loosen the caliper slide pins with a 7mm Allen Socket (Figure 1e).
- g) Pull the caliper off of the bracket exposing the brake pads (Figure 1f).
- h) Transfer the outer brake pad from the bracket to the caliper (as shown in Figure 1g).
- i) Using the spreader tool and the old brake pads, push the caliper piston fully back inside of the caliper (Figure 1g).
- j) Remove the spreader tool, and free the inner pad from the caliper by pulling it out of the piston (Figure 2a).



Make sure the calipers are all the way open for pads and rotors to fit. Be aware some fluid may spill out of the open brake fluid reservoir during this process. You should check the level in the reservoir after installation of brake pads is complete and replace to proper level if needed.



Before moving on you should inspect your rotors and have them turned down to be smooth again or replaced if they are out of spec. This would also be a good time to upgrade to a performance rotor. Failure to resurface or replace worn parts will result in excessive pad wear.

2. Install the CorkSport Front Brake Pads

- a) Install the inner pad into the caliper by pressing it into the piston (Figure 2a).
- b) Place the outer brake pad into the caliper bracket, and place the caliper back onto the bracket (Figure 2b).
- c) Hand thread the caliper slide pins into the bracket using a 7mm Allen socket (Figure 2c).
- d) Tighten the 7mm slide pin to 21ft lbs.
- e) Replace the wire spring clip. Tap the spring completely into the caliper using the handle of your pry bar (as shown in Figure 2d).
- f) Replace the wheel and tighten the lug nuts to wheel manufacturer specifications.

Checklist

2. Install the CorkSport Front Brake Pads Continued...

- g) Repeat sections 1 and 2 on the other side of the car.
- h) Remember to check your brake fluid level and put the cap back on.



Warning! YOU WILL NOT HAVE BRAKES! Because you have spread the calipers fully open to allow for installation of new pads, you will have to pump the brake pedal to close the caliper cylinder back to the thickness (width) of the rotor. As you pump the pedal you should start to feel the peddle exert more force with each thrust, the force should feel back to normal within three or four pumps.



This completes the installation of your CorkSport Front Brake Pads. Test drive the car, making sure there is no noise or uneven brake feel. Check out our [knowledgebase](#) for additional install information

3. Burnishing Your New Brake Pads



While burnishing your brakes, never drag the brake pedal while accelerating.

- a) Find an open road and accelerate to 30mph.
- b) Brake evenly and smoothly until you are almost stopped then accelerate to 30mph again.
- c) Repeat steps 3a and 3b roughly 10 times.
- d) Accelerate to 45mph
- e) Brake evenly and smoothly but make these stops much harder. Brake until you are almost stopped then accelerate to 45mph again.
- f) Repeat steps 3d and 3e roughly 2-3 times
- g) Allow 15 minutes for system to cool. You are now ready to brake normally.

Detailed Instructions

 These installation instructions were written using a 2013 Mazda 5. Other years of Mazda 5 and Mazda 3 models will be similar.

1. Removing the Factory Front Pads

- a) Remove the cap off the brake fluid reservoir located along the back of the fire wall under the hood (circled in [Figure 1a](#)).
- b) Jack up and support the vehicle using factory jacking and jack stand points. Refer to the owners manual for correct positions of jack and jack stands.
- c) Remove the lug nuts with a 21mm lug wrench and remove the wheel from the car (circled in [Figure 1b](#)).

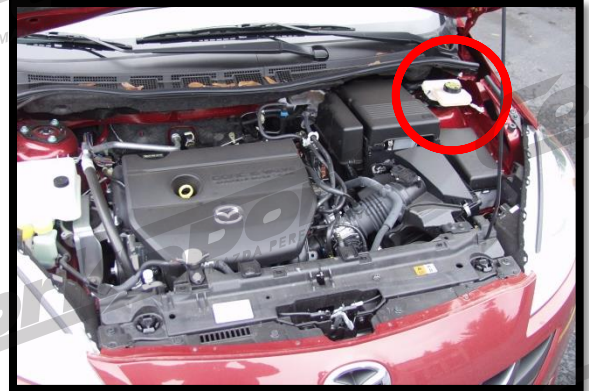


Figure 1a



Figure 1b

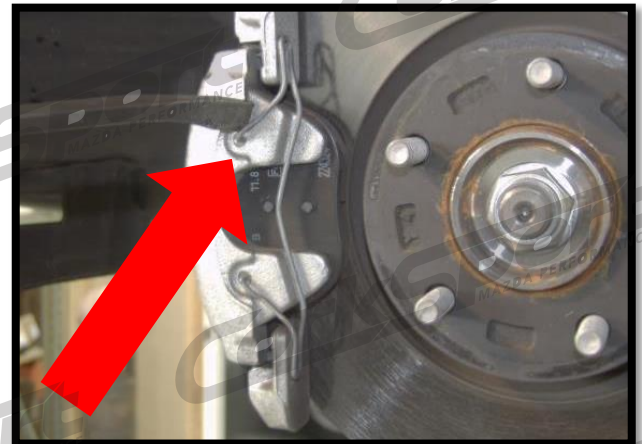


Figure 1c

- d) Use a small pry bar, to carefully pry the wire spring-clip from the caliper and bracket (as shown in [Figure 1c](#)).
- e) Locate the two black plastic slide pin covers located on the back of the calipers, and pry the two (2) small plastic caps out by hand to expose the caliper slide pins ([red arrows](#) in [Figure 1d](#)).

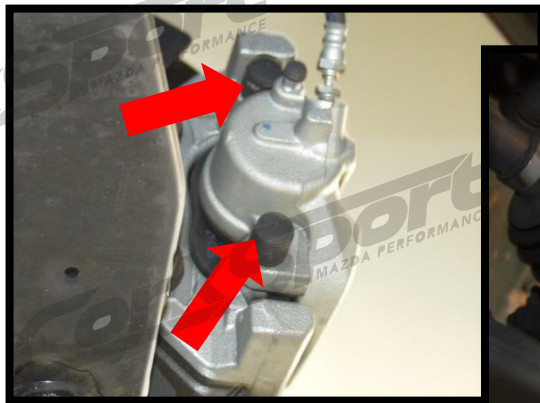


Figure 1d



Figure 1e

- f) Use a 7mm Allen Socket and Socket wrench to completely loosen the caliper slide pins. Do not remove the pins from their rubber sleeves, they will stay inside of the caliper for the rest of the process ([Figure 1e](#)).

1. Removing the Factory Front Pads Continued..

- g) Pull the caliper off of the bracket exposing the brake pads (Figure 1f).
- h) Next, transfer the original outer brake pad still in the bracket (green arrow in Figure 1f) to the caliper (as shown in Figure 1g).

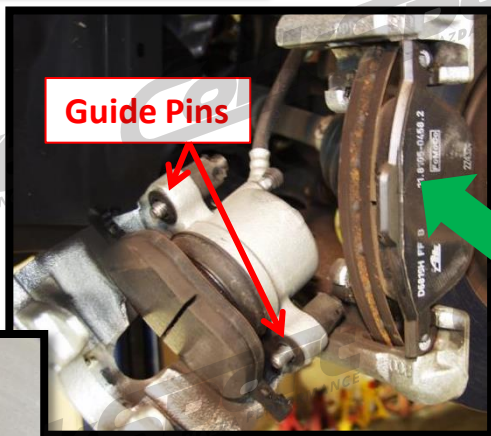


Figure 1f

Inside pad

Outside pad

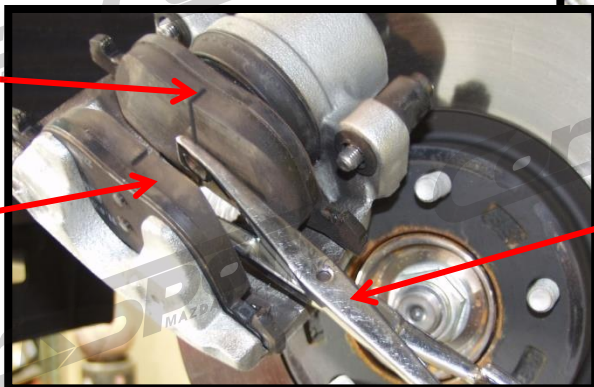


Figure 1g

Caliper Spreader Tool



- i) Using the spreader tool and the old brake pads, push the caliper piston fully back inside of the caliper (Figure 1g).



Make sure the calipers are all the way open for pads and rotors to fit. Be aware some fluid may spill out of the open brake fluid reservoir during this process. You should check the level in the reservoir after installation of brake pads is complete and replace to proper level if needed.



Before Moving on you should inspect your rotors and have them turned down to be smooth again or replaced if they are out of spec. This would also be a good time to upgrade to a performance rotor. Failure to resurface or replace worn parts will result in excessive pad wear.

- j) Remove the spreader tool, and free the inner pad from the caliper by pulling it out of the piston (Figure 2a).

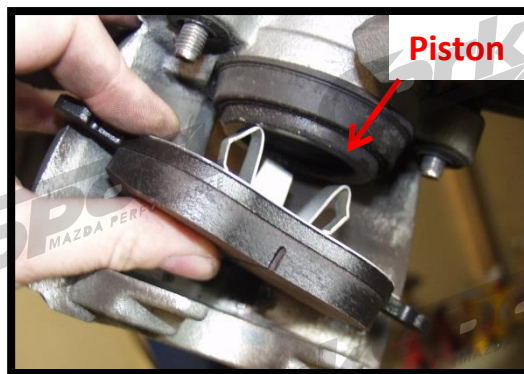


Figure 2a

2. Install the CorkSport Front Brake Pads

- a) Discard the old brake pads, and install the inner pad into the caliper by pressing it by hand into the piston (Figure 2a).
- b) Next, place the outer brake pad into the caliper bracket (green arrow), and place the caliper back onto the bracket (Figure 2b).

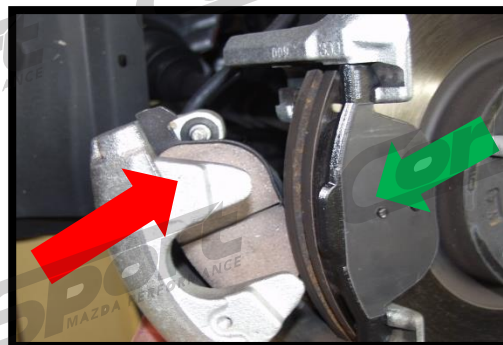


Figure 2b

2. Install the CorkSport Front Brake Pads

- c) Line the caliper up with the bracket and hand thread the caliper slide pins into the bracket using the 7mm Allen socket (Figure 2c).

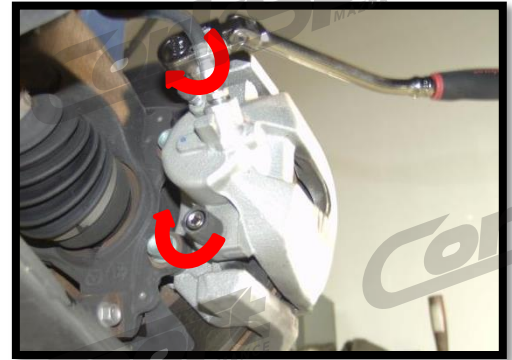



Figure 2c

 The caliper should easily fall back down into place. If not, check that the caliper piston is pushed fully back inside of the caliper, the brake pads are pushed fully against the rotor, the backing shims are properly in place, and the caliper bracket guide pins operate smoothly.

- d) Tighten the 7mm slide pin to 21ft lbs.
- e) Replace the wire spring clip. It is easiest to insert the spring clip ends into the small holes in the caliper first, then pry the spring onto the caliper bracket. Tap the spring completely into the caliper using the handle of your pry bar (as shown in Figure 2d).
- f) Replace the wheel and tighten the lug nuts to wheel manufacturer specifications.
- g) Repeat sections 1 and 2 on the other side of the car.
- h) Remember to check your brake fluid level and put the cap back on.



Figure 2d



Warning! YOU WILL NOT HAVE BRAKES! Because you have spread the calipers fully open to allow for installation of new pads, you will have to pump the brake pedal to close the caliper cylinder back to the thickness (width) of the rotor. As you pump the pedal you should start to feel the pedal exert more force with each thrust, the force should feel back to normal within three or four pumps.

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What's Next:

Reduce the throw of your shifter and improve precision and performance. Improve your shifting times and shifter feel with the CorkSport Mazda 3 Short Shift Plate Kit. Providing a 33% throw reduction, the CorkSport Mazda 3 Short Shift Plate is designed for spirited driving and will reduce throw while keeping the height of the OEM shifter unchanged.

<http://www.corksport.com/corksport-mazda-3-short-shift-plate-kit.html>



Get improved handling and road feel while maintaining a comfortable ride with the CorkSport Rear Motor Mount for Mazda 3. Designed as a direct OEM replacement, the CorkSport Mazda 3 Rear Motor Mount maintains OEM fitment while adding a large urethane thrust surface for added stiffness and improved driver responsiveness.

<http://www.corksport.com/corksport-mazdaspeed-3-mazda-3-race-rear-motor-mount.html>

Get optimal flow and minimal back pressure with the a CorkSport Mazda 3 Power Series Exhaust for the 2010+ Mazda 3. Gain extra power while improving the sound of your car with a Cat Back Exhaust system. Available in both 2.0L and 2.5L versions you will notice a power increase that is accompanied by the awe inspiring growl of a CorkSport exhaust.

Get the Gen 2 2.5L Version Here:

<http://www.corksport.com/corksport-power-series-exhaust-system-mazda-3-2.5.html>

Get the Gen2 2.0L Version Here:

<http://www.corksport.com/corksport-power-series-exhaust-system-mazda-3.html>

Get the Gen2 2.0L Version Here:

<http://www.corksport.com/corksport-power-series-mazda-3-exhaust-system.html>



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