

CorkSport Mazdaspeed 3 Brake Pads

2007+ Mazdaspeed 3



Thank you for purchasing the CorkSport Rear Brake Pads for the Mazdaspeed 3. 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-rear-brake-pads-for-mazdaspeed-3.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 2010 Mazdaspeed 3. Other year Mazdaspeed3 models will be similar.

Materials and Time:



General Info.

Part #: Gen-3-428-10
Time Est: 1 hours
Wrench Rating: 2/5



Tooling List

14mm end wrench or socket
Caliper spreader



Parts List

One (1) Set CorkSport Rear 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

1. Removing the Factory Rear Brake 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 and remove the tire and rim from the rear** of the car (circled in **Figure 1b**).
- d) **Remove the two 14mm bolts on the back of the caliper.** **Figure 3a** shows both bolts located on the back side of the caliper as seen from the back side. The **red arrow** shows the bottom bolt and the **green arrow** shows the top bolt.
- e) **Remove the brake pads from the caliper.** Remove the outside pad first then continue with the removal of the inside pad. The outside and inside pads will both be different (**Figure 3b** on next page shows the locations of the two pads).
- f) **Compress the rear caliper.** After removal of the inside pad you should notice that the caliper cylinder has two slots for the special tool required to compress the caliper open (shown in **Figure 3c**). You will need to twist the caliper cylinder clockwise in order to open the caliper and have clearance for installation of the pads. **Figure 3d** show a basic caliper spreading tool on the end of a ratchet extension, that can be acquired from your local auto parts store.

2. Install the CorkSport Rear Brake Pads

- a) **First install the inside pad** located on the caliper cylinder (reference **Figure 3b**).
- b) **Install outside brake pad** (reference **Figure 3b**).
- c) **Install the two 14mm bolts on the back of the caliper** (reference **Figure 3a**).
- d) **Re-install wheels and lug nuts back onto vehicle**
- e) **Let the car down off Jack Stands.**



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.

Remember to check your brake fluid level and put the cap back on.

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

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.



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

1. Removing the Factory Rear Brake Pads



Before starting make sure you don't have the emergency brake engaged. You will not be allow to reset the rear brakes if the parking brake is on.

- Remove the cap off the brake fluid reservoir located along the back of the fire wall under the hood (circled in **Figure 1a**).
- 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
- Remove the lug nuts and remove the tire and rim from the rear of the car (circled in **Figure 1b**).



Figure 1a



Figure 1b

- Remove the two 14mm bolts on the back of the caliper. **Figure 1c** shows both bolts located on the back side of the caliper as seen from the back side. The **red arrow** shows the bottom bolt and the **green arrow** shows the top bolt.

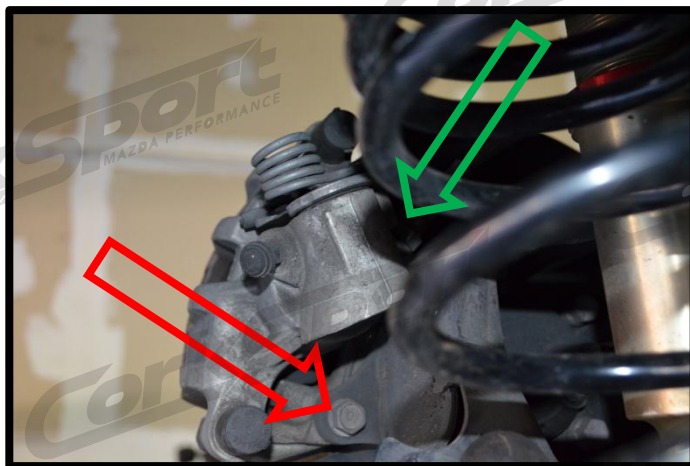


Figure 1c

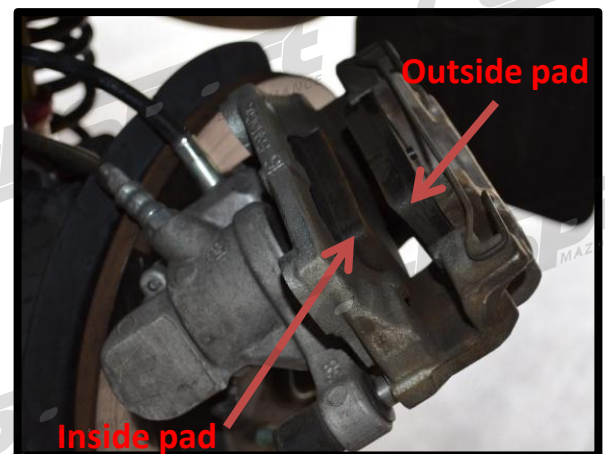


Figure 1d

- Remove the brake pads from the caliper. Remove the outside pad first, then continue with the removal of the inside pad. The outside and inside pads will both be different. **Figure 1d** shows the locations of the two pads.

1. Removing the Factory Rear Brake Pads Continued..

- f) **Compress the rear caliper.** After removal of the inside pad you should notice that the caliper cylinder has two slots for the special tool required to compress the caliper open (shown in [Figure 1e](#)). You will need to twist the caliper cylinder clockwise in order to open the caliper and have clearance for installation of the pads. [Figure 1f](#) shows a basic caliper spreading tool on the end of a ratchet extension, that can be acquired from your local auto parts store.

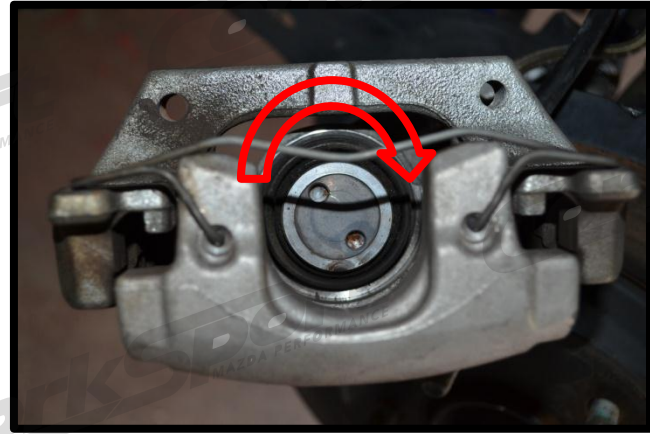


Figure 1e



Figure 1f



Figure 2a

2. Install the CorkSport Rear Brake Pads



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. Also remember to inspect the caliper slide to make sure it works correctly.

- First install the inside pad** located on the caliper cylinder (reference [Figure 2a](#) and [figure 1d](#)).
- Install outside brake pad** (reference [Figure 2a](#) and [figure 1d](#)).
- Install the two 14mm bolts on the back of the caliper** (reference [Figure 1c](#)).
- Re-install wheels and lug nuts back onto vehicle**
- Let the car down off Jack Stands.**



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.

Remember to check your brake fluid level and put the cap back on.

Need Help With Your Installation?

Call (360) 260-CORK

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.



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



Brake deeper into corners and get onto the accelerator faster with the CorkSport Mazda 3/Mazdaspeed 3 Brake Lines. Designed specifically for your Mazda 3/Mazdaspeed 3, our brake lines are built to MVSS-1006 specifications (DOT certified), constructed from Teflon hose, and covered with braided stainless steel.

The CorkSport Advantage:

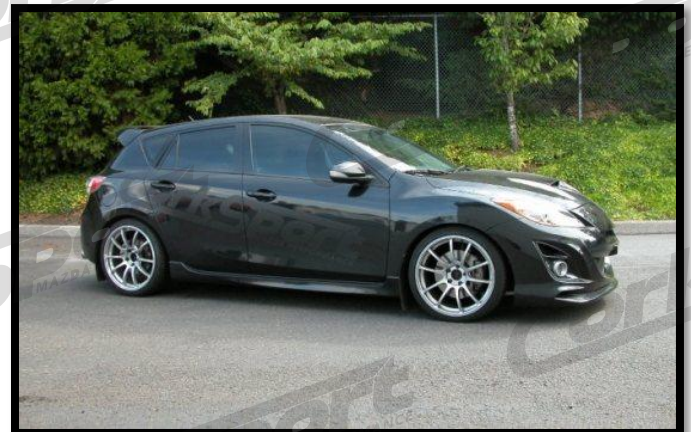
Zinc coated fittings ensure resistance to corrosion

Stainless steel braided lines using hose lined with PTFE, making it compatible with all brake line fluids on the market today

Durable clear coating: Protect against the elements and simply wipe clean for easy maintenance

[CorkSport Mazdaspeed 3 Lowering Spring Set](#)

Give your car the performance appearance and edge you have been looking for with the CorkSport Lowering Springs. By reducing ride height approximately 1.2" in the front and 1.0" in the rear, adding the CorkSport Lowering Springs to your Mazdaspeed 3 will result in a quicker turning response, crisper road feel, a more aggressive appearance, and a firmer spring rate, while maintaining excellent ride quality.



Need Help With Your Installation?

Call (360) 260-CORK