

CorkSport Mazda 2 Front Brake Pads

2011+ Mazda 2

Thank you for purchasing the CorkSport Front Brake Pads for the Mazda 2. 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-mazda-2-front-brake-pads.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 2011 Mazda 2. Other year Mazda 2 models will be similar.

Materials and Time:



General Info.

Part #: Gen-3-425-10
Time Est: 1 hours
Wrench Rating: 2/5



Tooling List

14mm wrench
Caliper spreader
19mm 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 2011 Mazda 2. Other year Mazda 2 models will be similar

1. Removing the Factory Front Pads

- a) Remove the cap off the brake fluid reservoir (circled in [Figure 1a](#)).
- b) Jack up and support the vehicle using factory jacking and jack stand points.
- c) Remove the lug nuts and remove the tire and rim from the car (circled in [Figure 1b](#)).
- d) Locate the lower 14mm bolt on the back of the caliper and remove (circled in [Figure 1c](#)).
- e) Rotate the caliper upwards, exposing the brake pads (as shown in [Figure 1d](#)).
- f) Remove the inner and outer brake pads from the caliper bracket ([Figure 1e](#)).



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 (Local auto parts stores can generally inspect and turn them down and they know minimum tolerances). 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.

2. Install the CorkSport Front Brake Pads

- a) Place the old pads into the caliper, and use a caliper spreader tool to push the piston back inside of the caliper ([Figure 2a](#)).



Make sure the calipers are all the way in 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.

- b) Next, transfer the pad backing shims to the new brake pads (shown in [Figure 2b](#)).
- c) Place the new pads with backing shims back into the caliper bracket ([Figure 2c](#)).
- d) With the pads in place, rotate the caliper downward back onto the bracket ([Figure 2d](#)).
- e) Line the caliper up with the bracket and insert the 14mm bolt you removed in step 1d. ([Figure 2e](#))



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, and the backing shims are properly in place.

- f) Tighten the 14mm bolt to 35ft lbs.
- g) Replace the wheel and tighten the lug nuts to wheel manufacturer specifications.
- h) Repeat sections 1 and 2 on the other side of the car.
- i) 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



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.

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 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

Detailed Instructions

 These installation instructions were written using a 2011 Mazda 2. Other year Mazda 2 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 and remove the tire and rim from the car (circled in [Figure 1b](#)).

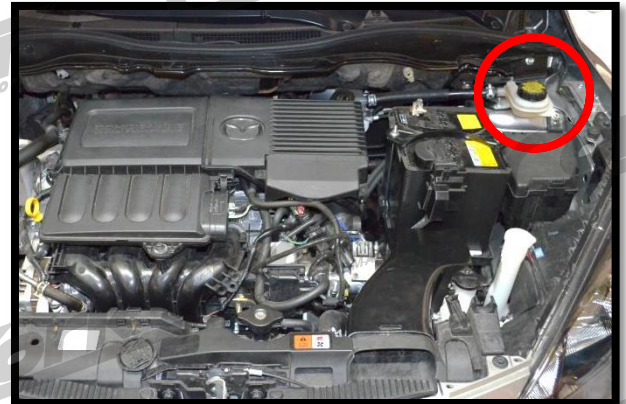


Figure 1a



Figure 1b

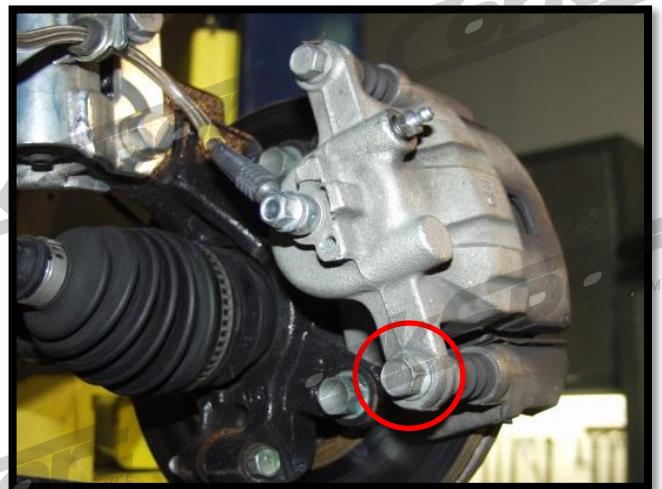


Figure 1c

- d) Locate the lower 14mm bolt on the back of the caliper and remove (circled in [Figure 1c](#)).
- e) Rotate the caliper upwards, exposing the brake pads (shown in [Figure 1d](#)).

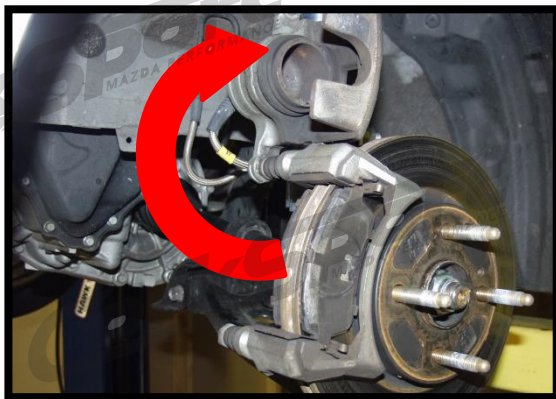


Figure 1d

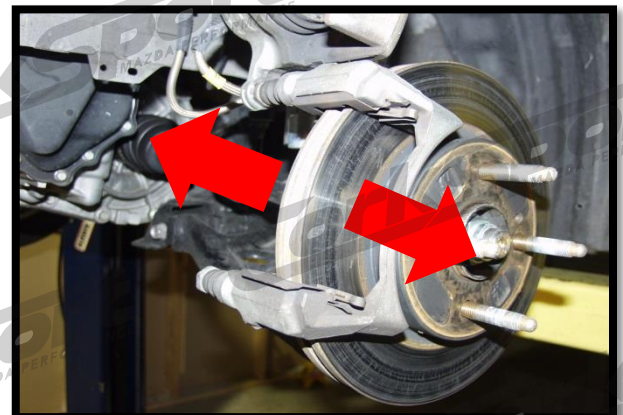


Figure 1e

- f) Remove the inner and outer brake pads from the caliper bracket ([Figure 1e](#)).

2. Install the CorkSport Front Brake Pads

- a) Place the old pads into the caliper, and use a caliper spreader tool to push the piston back inside of the caliper (Figure 2a).



Make sure the calipers are all the way in 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.

- b) Next, transfer the pad backing shims to the new brake pads (shown in Figure 2b). Note that the inside brake pad has the two pegs (indicated with green arrows).

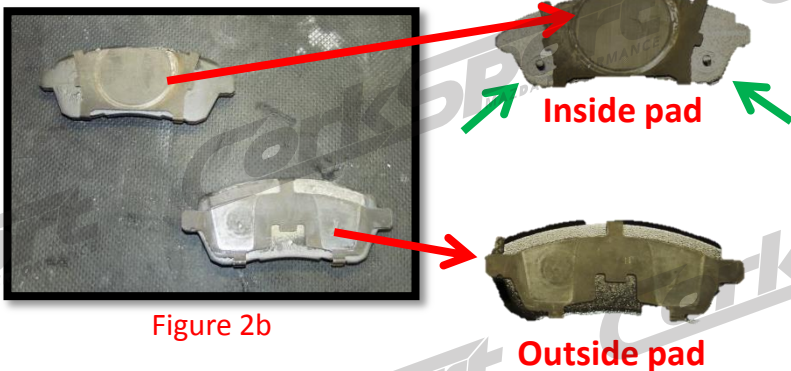


Figure 2b

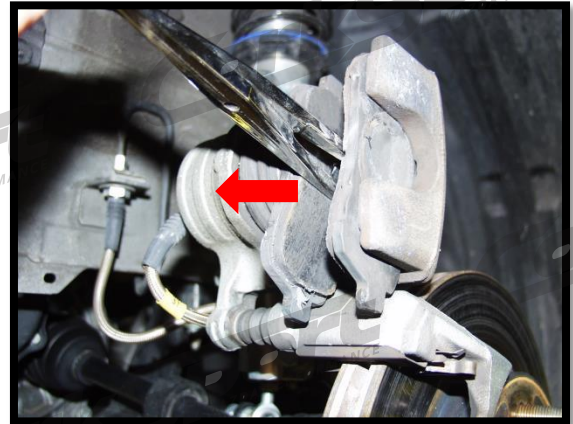


Figure 2a

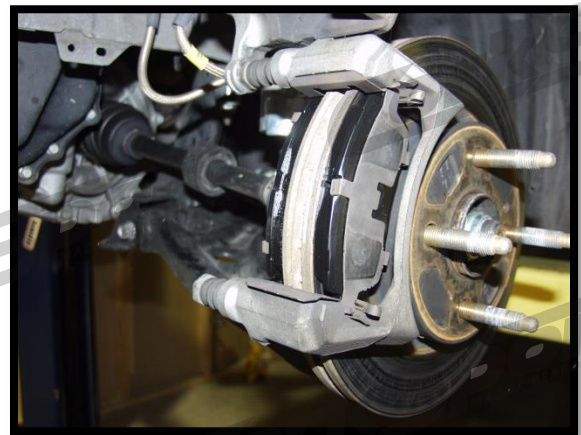


Figure 2c

- c) Place the new pads with backing shims back into the caliper bracket with the rough pad material facing the rotor (Figure 2c).



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 (Local auto parts stores can generally inspect and turn them down and they know minimum tolerances). 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.

- d) With the pads in place, rotate the caliper downward back onto the bracket (Figure 2d).



Figure 2d

2. Install the CorkSport Front Brake Pads

- e) Line the caliper up with the bracket and insert the 14mm bolt you removed in step 1d. (Figure 2e)



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, and the backing shims are properly in place.

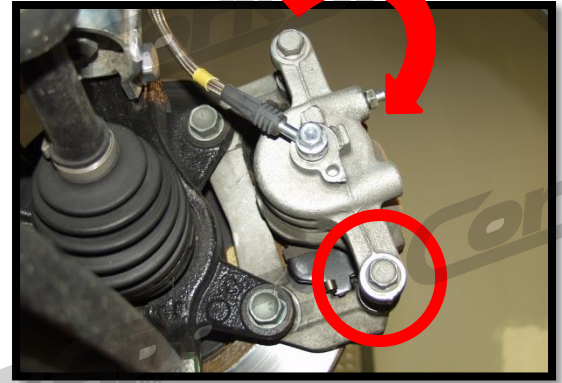


Figure 2e

- f) Tighten the 14mm bolt to 35ft lbs.
- g) Replace the wheel and tighten the lug nuts to wheel manufacturer specifications.
- h) Repeat sections 1 and 2 on the other side of the car.
- i) Remember to check your brake fluid level and put the cap back on.



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What's Next:

[CorkSport Mazda 2 Exhaust System](#)



Give your Mazda 2 noticeable power gains and improve the look and sound of your exhaust with the CorkSport Mazda 2 Power Series Exhaust. The CorkSport Mazda 2 exhaust features 54mm exhaust piping, a straight through muffler and 90mm rolled stainless steel exhaust tip. The Mazda 2 CorkSport exhaust features a mellow tuned exhaust note without a harsh raspy sound, corrosion resistant T304 stainless steel construction, and precision TIG welding that makes for a solid connection.

[CorkSport Mazda 2 Skid Tray](#)

Get solid protection against rocks and road debris and prevent damage to key components of your undercarriage with the CorkSport Mazda 2 Skid Tray. Made from anodized aluminum, the CorkSport Skid Plate will provide maximum protection while adding minimal weight to the body of your vehicle. This one-piece skid plate includes metal support brackets that bolt to the vehicles structure for added rigidity. It has been designed with a large opening for oil to drain from the drain plug and easy access to the oil filter



[CorkSport Mazda 2 Front Swaybar](#)



Reduce body roll during cornering and get a crisper road feel with the CorkSport 2011+ Mazda 2 Front Sway Bar. By strengthening the lower suspension connection across the front of the Mazda 2, the CorkSport Mazda 2 Front Sway Bar is able to reduce oversteer or understeer by complementing other suspension upgrades on your Mazda 2 and reduces body lean which keeps the outside tire in better contact with the ground in turns.