

CorkSport Mazdaspeed 3 Front Brake Pads

2007+ Mazdaspeed 3



Thank you for purchasing the CorkSport Front Brake Pads for the Mazdaspeed 3 and Mazdaspeed 6. 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-mazdaspeed-3-and-mazdaspeed-6.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-3-427-10
Time Est: 1 hours
Wrench Rating: 2/5



Tooling List

17mm End Wrench
Caliper spreader



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 2010 Mazdaspeed 3. Other year Mazdaspeed3 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**).
- d) **Locate the two 17mm bolts on the back of the caliper and remove** (circled in **Figure 1c**).
- e) **Remove the squeal plate from the caliper** to allow for easier removal of the outside brake pad (take note of how it is installed for easier installation later). The plate is shown in **Figure 1d** and a detailed picture is shown in **Figure 1e** after installation.
- f) **Remove the outside brake pad first** to allow enough room for the inside pad. The inside pad is located on the caliper cylinder (shown circled in **Figure 1f**).
- g) **Next, Remove the inside pad** located on the caliper cylinder (shown in **Figure 1g**).
- h) **Using a caliper spreading tool, open the caliper cylinder** to allow for the new pads and rotors to have clearance for install (**Figure 1h** shows the caliper cylinder after pad has been removed).



(Depending on your caliper spreader tool you may have to use the old pad for help in opening up the cylinder (shown in **Figure 1i**).



Make sure the calipers are all the way open for pads and rotors to fit. **Figure 1i** shows what the caliper cylinder should look like all the way open. 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. Also remember to inspect the caliper slide to make sure it works correctly.

2. Install the CorkSport Front Brake Pads

- a) **Notice that the inside and the outside pads have different clips then install the included backing plates on all of the pads.** (**Figure 2a** show the difference on the pads).
- b) **First install the inside pad** located on the caliper cylinder. Reference **Figure 1g**
- c) **Install outside brake pad.** Reference **Figure 1f**
- d) **Install the squeal plate into the caliper.** Shown in **Figure 1d**.
- e) **Install the two 17mm bolts on the back of the caliper.** (circled in **Figure 1c**).

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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

2. Install the CorkSport Front Brake Pads Continued

- f) Re-install wheels and lug nuts back onto vehicle
- g) 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.

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 2010 Mazdaspeed 3. Other year Mazdaspeed3 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**).
- d) Locate the two 17mm bolts on the back of the caliper and remove (circled in **Figure 1c**).



Figure 1a



Figure 1c



Figure 1b

- e) Remove the squeal plate from the caliper to allow for easier removal of the outside brake pad. Notice how it is installed for easier installation later. The plate is shown in **Figure 1e** and a detailed picture is shown in **Figure 1d** after installation

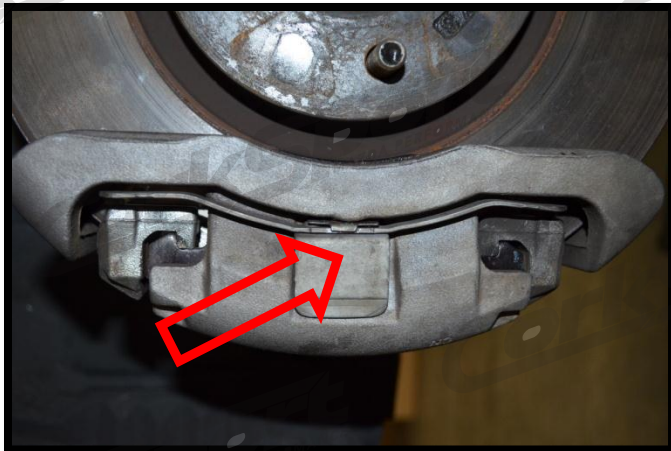


Figure 1d



Figure 1e

1. Removing the Factory Pads Continued

- f) Remove the outside brake pad first to allow enough room for the inside pad. The inside pad located on the caliper cylinder (shown circled in **Figure 1f**).
- g) Next, Remove the inside pad located on the caliper cylinder (shown in **Figure 1g**).

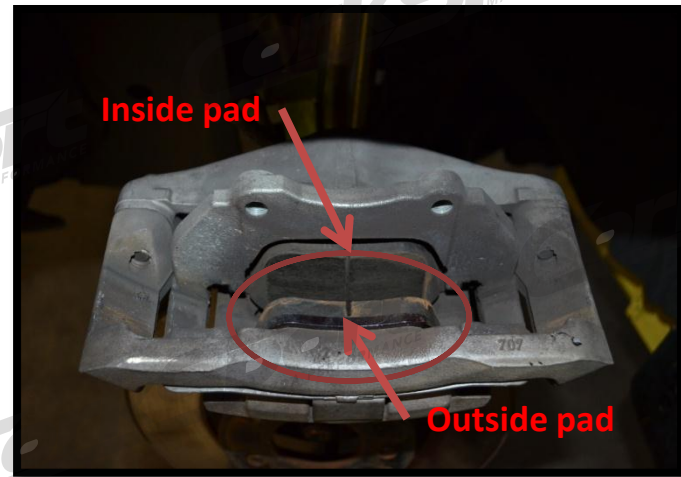


Figure 1f



Figure 1g

- h) Using a caliper spreading tool, open the caliper cylinder to allow for the new pads and rotors to have clearance for install (**Figure 1h** shows the caliper cylinder after pad has been removed).



Figure 1h

- i) (Depending on your caliper spreader tool you may have to use the old pad for help in opening up the cylinder. Shown in **Figure 1i**)



Figure 1i

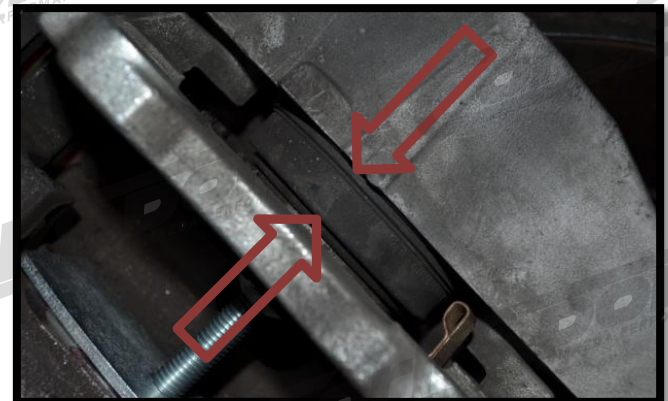


Figure 1j

- Make sure the calipers are all the way open for pads and rotors to fit. **Figure 1i** shows what the caliper cylinder should look like all the way open. 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. Also remember to inspect the caliper slide to make sure it works correctly.

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2. Install the CorkSport Front Brake Pads

- Notice that the inside and the outside pads have different clips then install the included backing plates on all of the pads. (Figure 2a show the difference on the pads).
- First install the inside pad located on the caliper cylinder (reference Figure 1g).
- Install outside brake pad (reference Figure 1f)
- Install the squeal plate into the caliper (shown in Figure 1d).
- Install the two 17mm bolts on the back of the caliper. (circled in Figure 1c).
- Re-install wheels and lug nuts back onto vehicle
- Let the car down off Jack Stands.

Inside pad

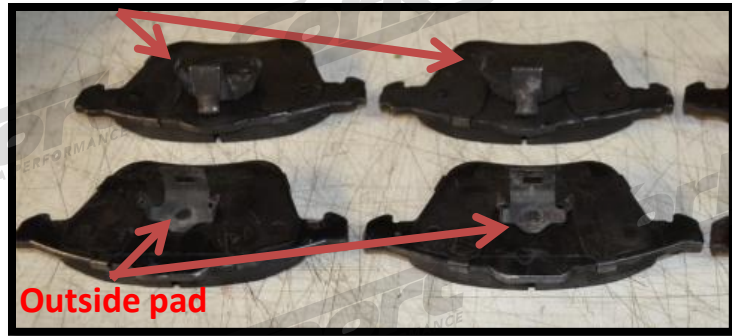


Figure 2a



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:

[CorkSport Mazda 3/ Mazdaspeed 3 Stainless Brake Lines](#)



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 from moisture and road debris

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. The CorkSport Mazdaspeed 3 Lowering Springs have an average increased spring rate of 25% and a conical design that trims on top to allow for a full range of adjustment with the CorkSport Camber Plates

