

Bargain brake service may not be total brake service

Car owners are often tempted to take advantage of "\$49.95 specials" or other low-priced offers when their auto's brakes need repair. Such specials may look good, but they won't sound good when the brakes are back to squealing or pulling a few months down the road.

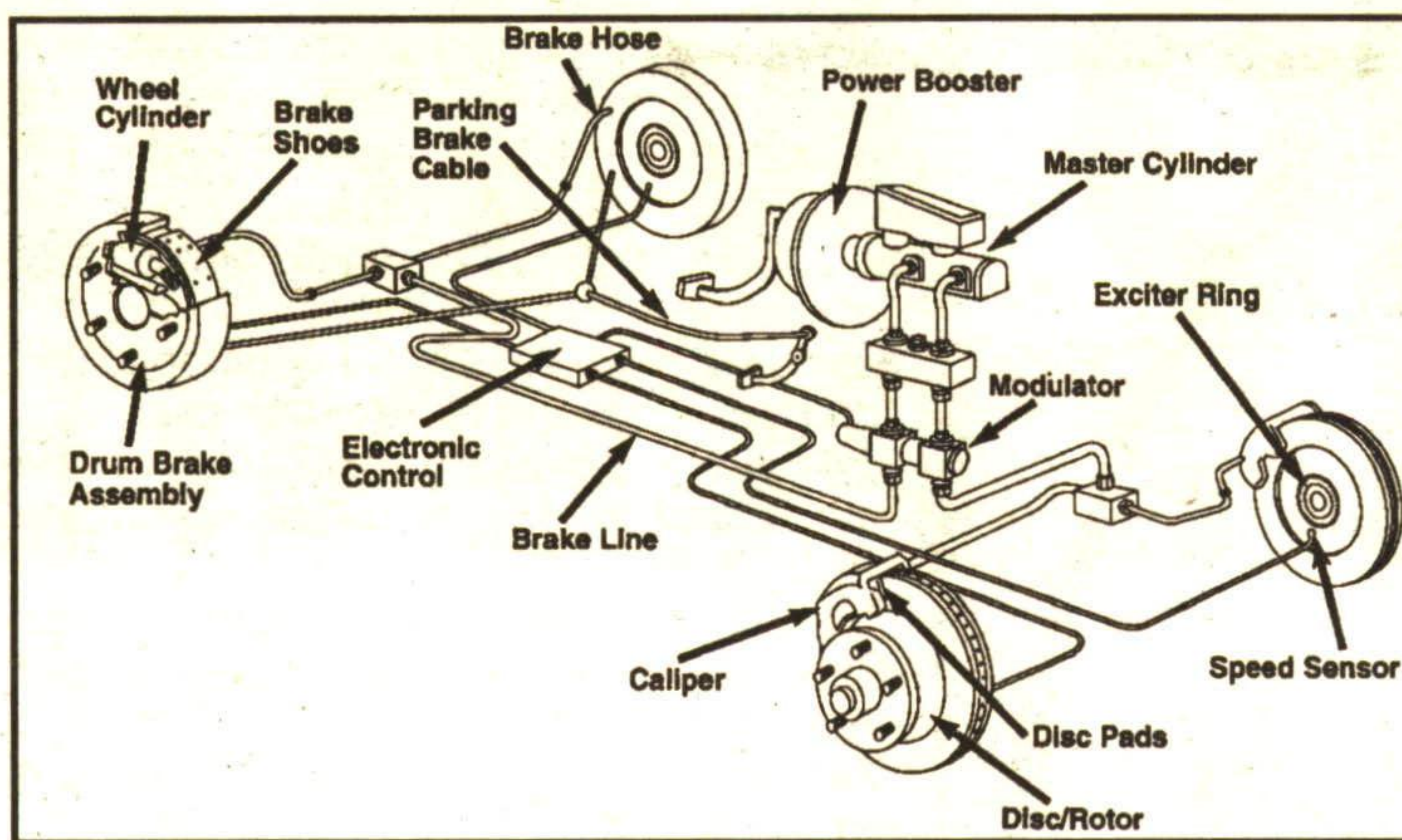
Auto technicians say that's because the specials generally don't include a complete examination of what can go wrong with the brakes. Most times, says Ned Lineback, senior training specialist for Wagner Brake, car owners will get what is called a "hang and turn" — putting on new brake pads and turning the rotors to give them a flat, clean braking surface.

"Some shops will call the advertised special an 'eight-point' brake job," he says. "Usually the clue in the ads is that there is much use of the word 'inspect,' rather than 'replace' or 'rebuild.' When you get a complete brake job, you'll find that the calipers may have been rebuilt, wheel cylinders replaced, new hardware installed and bearings packed or replaced, in addition to the service that is usually included in the 'hang and turn' jobs."

Another thing to keep in mind, says Lineback: The advertised price is often for one axle and not all four wheels. Settling for the inspection of just the front or rear axle may not cover problems occurring elsewhere in the brake system.

Car owners should insist on complete brake service for their vehicles, says Lineback. "Getting the brake fluid flushed and replaced is cheap insurance compared to getting a \$1,000-plus modulator put on an anti-lock brake system," he says.

"Sometimes the service people are afraid to offer complete brake service because they've had to compete with



A thorough break job includes more than replacing pads and shoes. Total Brake Service™ includes an inspection of your car's entire braking system, from master cylinder, through the lines, and down to the pads. (Graphic courtesy of Wagner Brake Products.)

cylinder. If this goes on unrepaired, it could cause at least a partial failure of the braking system.

6. A soft pedal or excessive pedal effort can mean any one of several problems, including a leak in the hydraulic system, low fluid level or a failed brake booster. Your car should be taken to a professional mechanic for a Total Brake Service™ inspection and an explanation of necessary services and repairs.

7. Excessive pad wear could be the result of the wrong friction material grade for your vehicle or type of driving. Towing or heavy hauling wears pads out faster than normal driving. This also applies to driving in hilly or mountainous areas and making quick or sudden stops. A premium-quality pad or shoe should be installed for these conditions.

'hang and turn' prices, but a good mechanic will tell you what needs to be replaced and why."

Fred Radae, Wagner Brake training specialist, says there is no regular time frame or mileage interval at which thorough brake service should be performed. "If you go to a reputable shop, they'll usually inspect your brakes free of charge," he says. "Most people don't come in until there is an unusual noise or braking action, which can turn out to be more expensive than catching problems before they happen."

Radae lists the following top seven brake-problem symptoms:

1. Grinding noises can be signs of worn pads or shoe linings. Delay in replacing pads or shoes can damage expensive drums and rotors, requiring their replacement.
2. Brake squeal may also be a sign of dragging shoes or pads, which can result in poor gas mileage, premature wear of linings and damage to drums or rotors.
3. Brake chatter and pedal pulsation can indicate a warped rotor or drum surface.
4. "Bottoming out" of your pedal can indicate a fluid leak or master cylinder

problem.

5. Unreliable and inconsistent stopping or grabbing brakes are often signs of a leaking caliper, master cylinder or wheel

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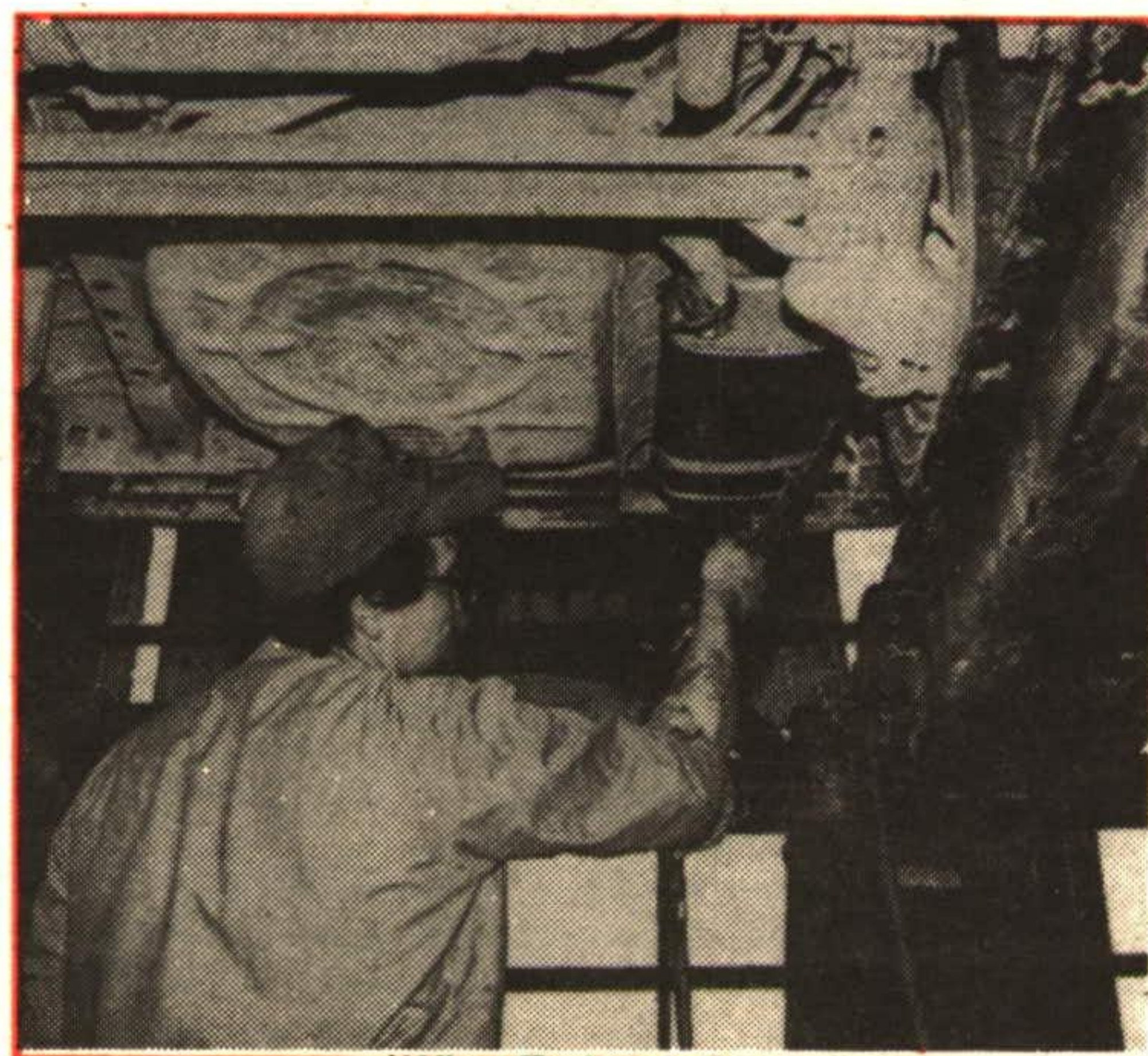
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About Your Exhaust Systems

Your exhaust system is more than a muffler. It provides correct back pressure which in turn leads to peak efficiency of your vehicle, while controlling noise level and reducing pollutants.

The pipes take hot gases and acid vapor from the engine to the rear of the car and release them away from the vehicle. The catalytic converter reduces pollutant emissions. The muffler reduces and controls sound as exhaust gas moves through . . . The resonator, where required, is a special part used to tune the character of the exhaust sound.

It's important to remember that there is a specific muffler to match the model of the car that you drive. While most mufflers look the same from outside there are vast differences inside. While most mufflers deteriorate due to rust, the majority of the deterioration is from the inside because of the build-up of acidic moisture. That's why Speedy Muffler experts tap the muffler during an inspection. Rust free metal sounds different than metal suffering from rust fatigue. Rusty metal sounds hollow and can have a softer spongy feel.

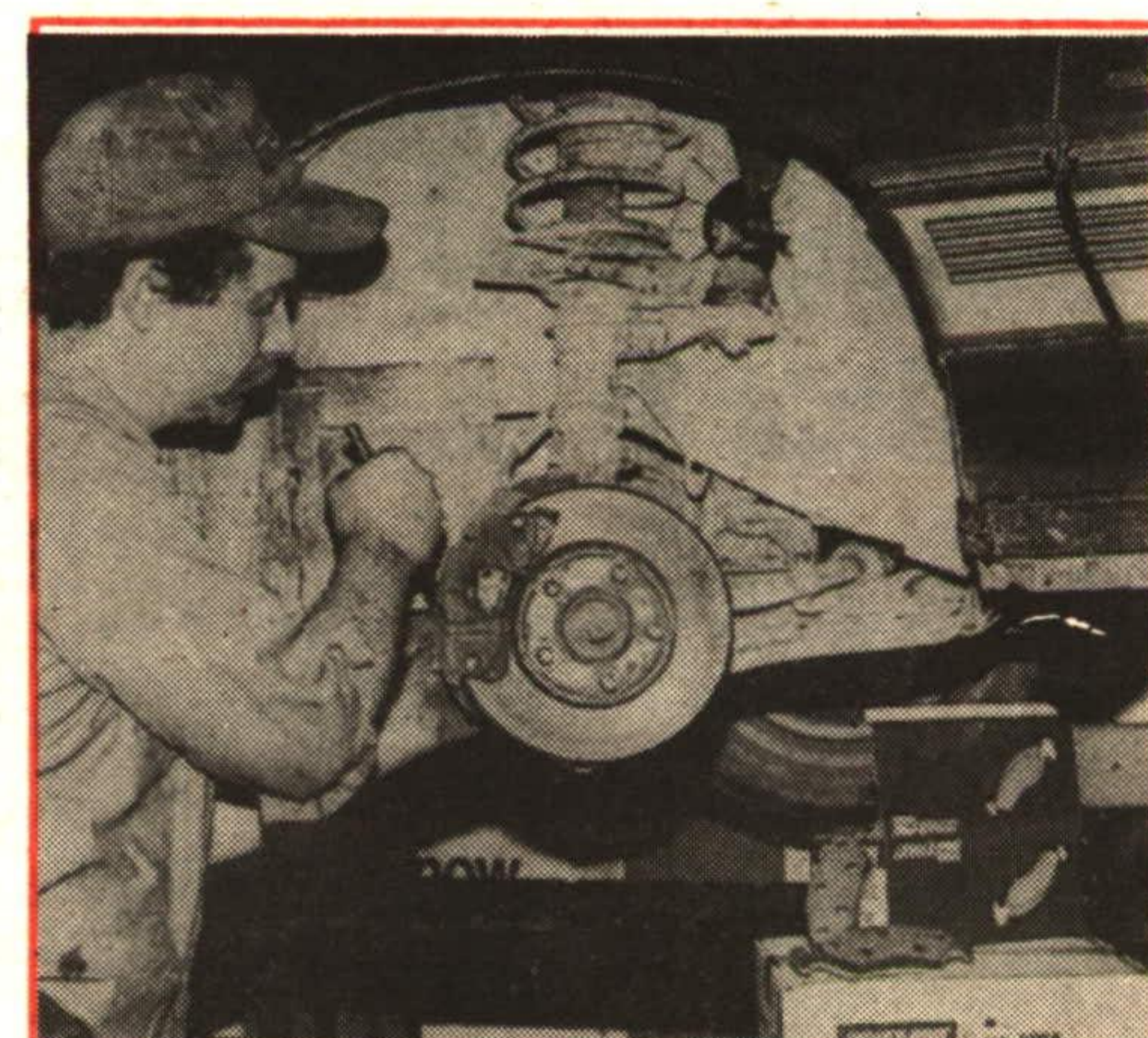


What To Look For

Rattling can be caused by loose brackets or missing bolts. Louder than normal exhaust noise is usually an indication that rust has worn through the pipes or muffler.

If you smell exhaust fumes, it may mean a hole in the pipe, catalytic converter, exhaust manifold or the muffler.

Water or condensation coming out of the tail pipe indicates a presence of moisture in the exhaust system which can contribute toward rust and corrosion in the pipes and muffler.



About Your Brakes

Regular service, inspecting and maintenance will reveal minor irregularities in your brake system before they become expensive major problems.

Make sure you have the brake fluid level of your vehicle checked periodically.

Always watch and listen for signs of a faulty brake system:

(a) Grinding noises

(b) Pulsating, vibrations, or a pull to one side when you apply the brakes

(c) Squeals or ticking noises should be checked

(d) A spongy or soft brake pedal

Neglect of any of these symptoms could lead to major damage of the brakes or possible brake failure.

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