

Arno's Auto Service



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It's a matter of friction

Make sure you give your car a brake!

Discs. Drums. Power assist. ABS. Why does life have to be so complicated? Well, it's not so bad. It all depends on friction—the friction between the brake pad and the lining in a drum or the rotor of a disc brake, and the friction between the tires and the road.

When you press down on the brake pedal, it creates pressure in the master cylinder. This is passed through the brake lines to the brakes. If you have power or power-assisted brakes, you don't have to press as hard on the pedal to get the same braking effect. In a drum brake, the brake shoes inside the drum press outward against the brake lining to create the stopping force. It's an enclosed unit that's relatively inexpensive to maintain.

Disc brakes are like bicycle brakes—the calipers pinch the disc, or rotor, to create the stopping force. Because of their better heat rejection, disc brakes offer up to three times more stopping power than drums. That's why most cars have discs on the front, where most of the stopping work is done, and drums on the rear.

Because of the heat generated in

braking, pads used to be made with asbestos. Newer metallic materials have done away with asbestos and its harmful dust.

The fluid in the master cylinder is the medium that translates your pedal pressure into brake pressure. It absorbs water very easily, so if you have to add fluid, use a fresh container. And use only the approved brake fluid described in your

owner's manual.

How do you know when it's time for a brake job? If your brakes squeal or make a grinding noise, or if you feel a lot of vibration or grab-

bing, it's time for a check up. If your brake pedal sinks to the floor, or feels spongy, you may be low on fluid or have a leak in the system.

Car Care Canada notes that nearly half of Canadian drivers rank brake failure as their number one fear of mechanical failure. And what do they do about it? Only 20 percent identified brakes as a system that should be checked regularly.

You should rotate your tires every 10,000 kilometres or so to make them last. When the car is on the hoist and the tires are off, that's an ideal time to do a little preventive maintenance and

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BEFORE THEY PUT THE BITE ON YOU...**

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- Protects electrical systems and components.
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- Rust Check has been time tested & proven effective since 1973.
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