



# TECHNICAL SERVICE BULLETIN

NÖ. 1008

## APPLICATION

1976-1994 General Motors Vehicles with Rear Disc Brakes

## PART NUMBERS

16-4295	16-4296
16-412L	16-412R
16-4116	16-4117
16-4118	16-4119
16-4138	16-4139
16-4140	16-4141
16-4174L	16-4174R
16-4164L	16-4164R
16-4237	16-4238
16-4510L	16-4510R
16-4309	16-4310
L1440	L1441
16-4327	16-4328

## SUBJECT

Adjusting General Motors Rear Calipers

## CONDITION

Sometimes these calipers require special adjustment procedures during installation, If you have difficulty getting a high hard brake pedal or difficulty getting the parking brake to lock follow the steps below.

## SOLUTION

General motors has two different styles of rear actuated calipers. Style "A" has the spring on the actuator lever. Style "B" has the spring on the parking brake cable. Before attempting to adjust any of these calipers make sure the "D" shaped nubs on the back of the inner pad lock into the holes in the piston face. It is also very important to make sure the locking clip on the inner pad locks into the indent on the piston.

To get a high hard brake pedal after a rear brake job or to have the parking brake properly adjust the rear caliper for pad wear total air gap between pad and rotor face must be .010" or .020" per caliper. This can be measured two ways:

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1. With the parking brake cable off lift the actuator no more than 1/4" off the rest position. This should lock the rotor (See Fig. 2).
2. Assuming that the parking brake cables are tight, (no slack) any more than 4 to 5 clicks of the parking brake should fully apply the rear brakes.

**Style A - Disconnect the parking brake cable from the caliper. Using a vice grip on the actuator lever, move the lever to apply the caliper piston. Let go of the lever allowing the spring to slam the lever back against the stop. This will cause the internal cone to slip inside the piston adjusting the pad air gap. This may have to be repeated several times until a 1/4" movement of the actuator lever locks the rotor (See Fig. 2).**

**Style B - Move the actuator lever all the way forward. Remove the nut holding the lever and carefully remove the lever. Reposition the lever on the hex nut 1/6th of a revolution back. Caution: Do not let the thrust screw fall into the caliper. Repeat this procedure until a 1/4" air gap locks the rotor. At one point one full repositioning will lock the rotor when the lever is at rest. Go back to the former placement on the thrust screw and bring the air gap down to 1/4" by attaching a vice grip to the lever and advancing the lever slowly then snapping it back to rest quickly (See Fig. 1). This will slip the cone and produce small adjustments in the air gap. This may take 30 to 75 snaps. Stop when a 1/4" air gap locks the rotor (See Fig. 2).**

**Caution: The actuator lever must be removed before attempting to bottom any of these pistons with a "C" clamp or damage will occur to the thrust screw.**

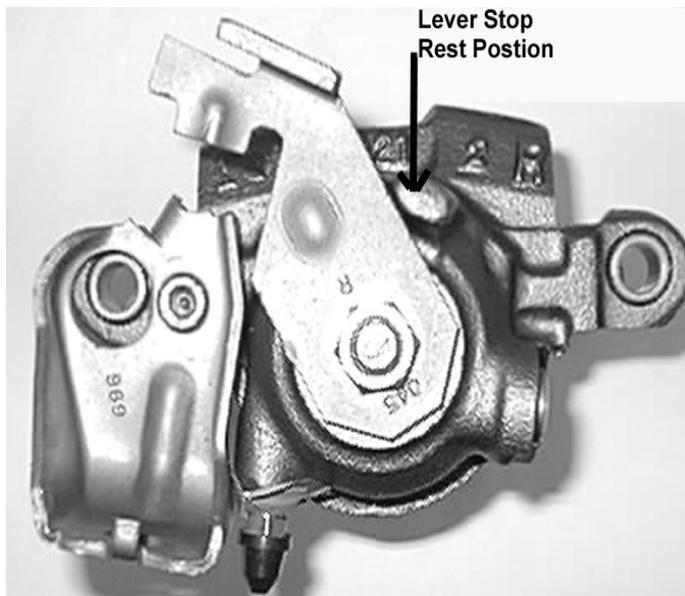


Figure 1



Figure 2

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