

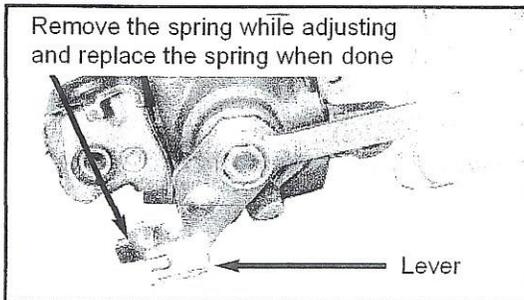
WARNING

FOR YOUR REAR BRAKES TO OPERATE YOU MUST ADJUST THE REAR CALIPERS

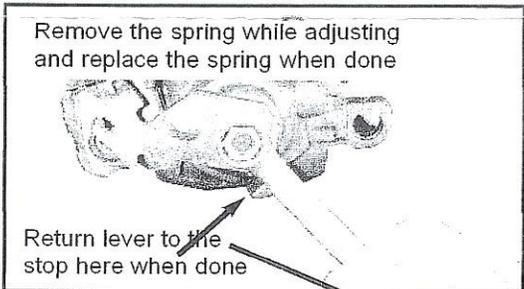
When installing rear disc brakes with calipers that have an internal parking brake you must adjust or set the calipers when installing. Failure to do so will prevent you from getting a firm pedal and you will have no rear brake function. You must also set the parking brake every time you park to keep the calipers adjusted.

The caliper piston is adjusted outward by turning the nut on the lever or by cranking the lever. This ratchets the caliper piston outward moving the pads closer to the rotor. If you do not do this the rear calipers will take up brake fluid but the pads will never squeeze the rotor sending the pedal to the floor.

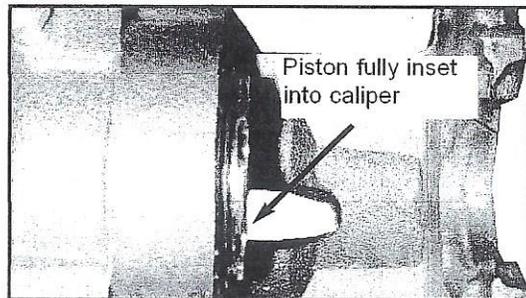
Only perform this adjustment with the caliper and rotor installed on the car. Start by spinning the rotor. Crank the lever and spin the rotor again to see if there is any drag. Continue cranking the lever until there is a slight drag on the rotor. Attach the parking brake cable. The caliper should now be adjusted. Repeat on the other side.



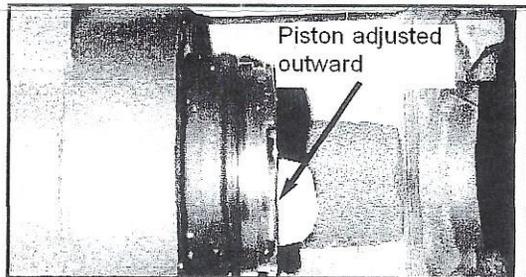
Remove the spring and crank the lever or turn the nut to adjust the piston outward.



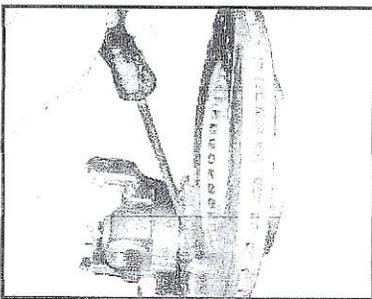
After cranking as far as lever will go rotate it back the other way until you hit the stop and reinstall the spring. The piston will remain out where it was.



The picture above shows the caliper without any adjustment and the piston fully into the caliper.

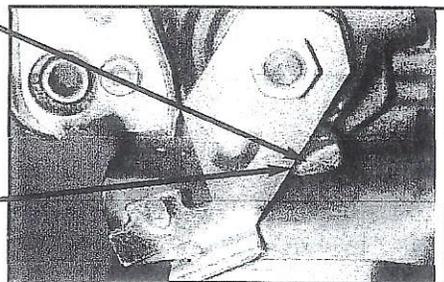


The caliper piston is able to be ratcheted out quite a distance. This will be required as the pads wear. Setting the parking brake when parking will continue to adjust the piston outward and keep the rear calipers functioning.



Helpful hint

To return the lever to the proper rest position use a large screwdriver against the outer lip on the caliper piston to force the piston against the pads firmly. When pressed firmly move the lever against the stop on the caliper casting. Replace the spring and attach cable.



REAR CALIPER ADJUSTMENT

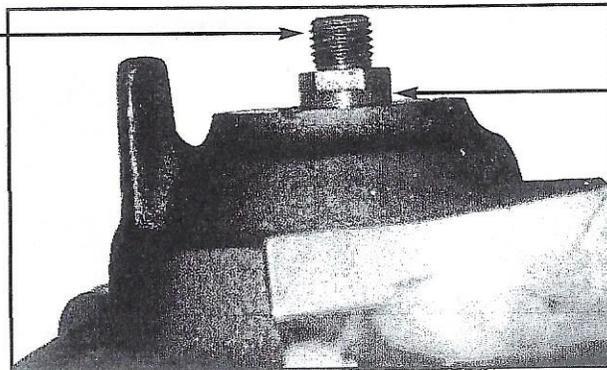
There are some very important things you need to know about this setup. It utilizes Trans Am rear rotors and Eldorado Cadillac rear calipers...

One of the biggest advantages of a disc type brakes is that it has a fool proof self adjuster. Not so with the rear disc GM! The rear calipers adjust off of the parking brake. The parking brake is incorporated into the caliper. **You MUST set the parking brake every time you park your car!** Not many people do that nowadays because it is much easier to just put the transmission in park and walk away! The rear caliper pistons utilize a "one way clutch" or "sprag" inside the caliper piston. When the parking brake is applied the sprag senses when there is .030 or more clearance between the friction material on the inboard side. When the distance is at least .030, the sprag turns inside the piston adjusting it out and keeping the rear brakes adjusted. If you are not setting your parking brake with this setup **EVERY** time you park your car then two things will happen. #1 - You will start to lose service brake pedal. #2 - The sprag will seize on the inside of the piston and will never work again. **NEVER** buy these calipers from a rebuilder, because rebuilders use the old piston in most cases and the piston is the reason the calipers were changed to begin with! Master Power Brakes uses only **NEW** calipers for this application! Also, when replacing rear pads on these calipers, GM says to "get into the vehicle after you have installed the pads and apply the parking brake 60 times".

READ COMPLETELY BEFORE PERFORMING THIS ADJUSTMENT.

The short cut around this is to adjust the brakes out by unhooking the parking brake cable at the lever, removing the spring and the lever itself. Be very careful when performing this. After removing the nut and lever arm the threaded shaft can fall into the caliper. When removing the lever grab the threaded shaft carefully with a pliers so the shaft can't fall in. Now crank the shaft with pliers so the piston moves out to within .030" of the rotor. Re attach the lever arm so it's close to the stop. Once again be careful that you do not push the threaded shaft into the caliper. Hold the top of the threaded shaft with pliers. Tighten the nut. The rear caliper should be adjusted correctly now.

HOLD HERE



ADJUST HERE