

WAGNER[®] Brake Fax #62

WAGNER[®]
Brake Products

SERVICE TIPS FOR THE PROFESSIONAL TECHNICIAN

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CALIPER SEIZURE 1991 and later GENERAL MOTORS APV VEHICLES

The caliper on these vehicles is a single piston floating type. The caliper mounting uses a combination of a bolt and sleeve assembly and bushing. The bushing acts as an insulator. The inside of the bushing should be coated with silicone lubricant when assembled which allows the caliper and bushing to move freely on the mounting bolt and sleeve, figure 1.

When corrosion occurs between the bushing and caliper housing, it can compress the bushing to the point where the assembly will no longer slide properly during brake application. The caliper is then seized in position.

If new hardware (bushings and bolt/ sleeves) is installed and the caliper housing surface is not clean and smooth, caliper movement will again be restricted. The corrosion can reduce the area necessary for the bushing. The bushing may be compressed enough to prevent caliper movement, figure 2.

If the caliper is to be reused, the area inside the caliper ears must be clean and smooth. The bushing should also be lubricated with silicone lubricant during installation.

The part numbers involved are:

1991	
Guide Pin Boot Kit	F126631
Guide Pin	F108726
1992-96	
Guide Pin Boot Kit	F126906
Guide Pin	F126898

