

GM "A" Body Cars GM Clip-On Wheel Cylinders

Brake fluid loss and subsequent loss of the rear brakes on GM "A" Body passenger cars (1978-80 Chevrolet Malibu and Monte Carlo, Buick Century and Regal, Oldsmobile Cutlass, and Pontiac LeMans) and "S" Body trucks (1982 Chevrolet S-10 and GMC S-15) may be attributed to rear wheel cylinder rotation due to enlargement of the backing plate pilot hole.

On Canadian vehicles, the backing plate has a tendency to corrode in the wheel cylinder area. As corrosion enlarges the wheel cylinder pilot hole, the wheel cylinder is able to pivot. This in turn allows the wheel cylinder pistons to travel further out in their bore (causing a low pedal), or in severe cases, allowing the pistons to travel completely out of the wheel cylinder causing rear brake failure.

Repair involves using a new design "bow tie" which attaches to the anchor and wheel cylinder to prevent movement of the wheel cylinder. Extreme cases will require backing plate replacement as well.

On U.S. models, the same results (rotation of the wheel cylinder) are caused by over-torque of the steel brake line at the wheel cylinder end. Over-torque of the steel line forces the wheel cylinder to rotate in the backing plate under certain conditions, eventually enlarging the pilot hole.

Repair involves the addition of a clamping device which attaches to the external portion of the wheel cylinder inlet boss and backing plate anchor. A new design wheel cylinder is scheduled for release in the near future, with part numbers listed in the forthcoming HU-800 catalog. This new design cylinder will eliminate the need for the previously mentioned repairs (except on vehicles with extreme backing plate wear, in which case the backing plates will require replacement).

