

Emergency Brake Adjustment Procedure for Cadillac-Style Calipers

Adjusting the parking brake is a critical step that, if overlooked, can lead to brake operation failure, dragging/overheating brakes, and premature brake pad wear. (Further, regular use of the parking brake will compensate for brake wear; otherwise, expect the pads to wear and develop more of a gap between the rotor and pads. This can also make the pedal go lower to the floor.)

The parking brake should be adjusted before the brake system is bled. With the calipers mounted securely to the axle flange brackets, first verify current adjustment of the E-brake actuating arm—with the return spring removed, cycle the parking brake by moving the lever forward, away from the stop and determine the determine amount of play/movement; any more than 1/8", follow the full adjustment procedure outlined below.



1. First verify emergency brake lever requires adjustment by checking the amount of slack (play); disconnect and remove E-brake cable and by hand, move lever in the direction of actuation, towards the front of the vehicle. If more than 1/8" of play, perform the following procedure. (Fig. 2)



2. Remove the nut, lever, seal, and nylon washer from the parking brake adjusting screw on the caliper. (Fig. 3 & 4)



3. For point of reference, mark the lowest tip of the adjuster hex nut onto the caliper body. (Fig. 5)



4. Using a 9/16 wrench with the nut reinstalled, adjust the shaft in and out (moving the shaft opposite the direction it travels during operation) until you can clock the lever snug against the caliper

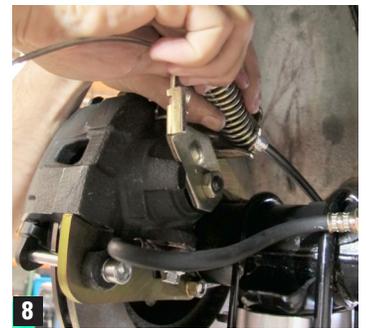
stop—continually check the mark on the caliper to gauge where the shaft is being set (it's a blind adjustment). It's not uncommon for a small amount of brake fluid to pass by the piston during the adjust procedure—re-bleeding isn't always necessary, but good insurance to recheck the rear calipers for any air afterwards. (Fig. 6)



5. Once you've got the lever set and minimal travel (no more than 1/8", with a tight feel), remove the nut, reinstall washer and seal, bolt lever back on, and test E-brake tension. (Fig. 7)



6. With the lever set, reinstall the E-brake cable with the spring and clips, and test actuation from within vehicle. (Fig. 8 & 9)



For technical assistance, refer to our Brake & Steering Tech Guide, visit our website for installation instructions, or call and speak to one of our knowledgeable customer service reps at (714) 522-2000.