



Service Bulletin #CA1125-15
CALIPER DIAGNOSTICS

NOVEMBER 2015

Caliper Pistons that are not returning properly or appear to be seized in the bore can be caused by residual hydraulic pressure keeping the piston applied.

Inspect for:

- Twisted or restricted brake hoses
- Cracked or otherwise damaged steel brake lines
- Improper adjustment of the master cylinder push rod
- Improper adjustment of the power brake booster pedal rod
- Defects in the master cylinder or proportioning valve

Install and bleed the replacement caliper. If the piston does not return properly or is seized, open the bleeder valve and recheck. The caliper is working correctly if the piston releases.

Determine the reason the fluid pressure is not returning to the master cylinder reservoir.

Uneven or short life pad wear can be caused by a defective caliper although defective mounting hardware or incorrect installation may be the actual problem.

- If the caliper slides or mounting pins are not functioning properly, it will cause ***outboard pad wear***
- If the caliper bushings are worn or the mounting hardware is defective, it will cause ***horizontal or vertical tapered wear***
- If the mounting hardware, brake hoses or brake pedal are faulty or there is booster misadjustment, you will have excessive heat build up from constant friction. This causes ***cracked lining, chipped edges or short life***
- Rotors should be replaced or turned if there are ***grooves in the friction surface***
- If pads are improperly installed it will cause a ***step in the lining***. Check installation and for defective mounting hardware and replace if necessary

If you have any questions regarding this bulletin, please call our Tech Line:

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