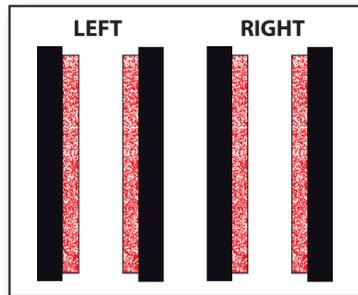


The Six Most Common Brake Conditions

Condition 1



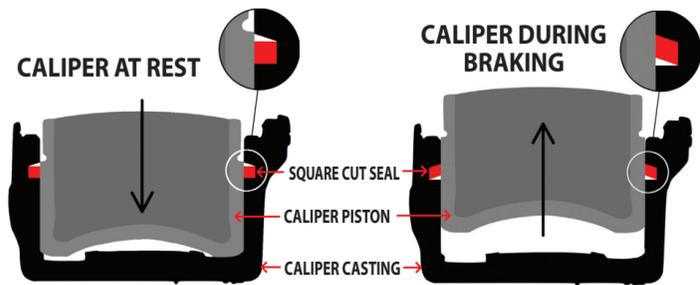
NORMAL WEAR
All Pads Worn Evenly
Both Wheels

THE FIX

- ✓ Replace Pads
- ✓ Service Rotor

PREVENTIVE MAINTENANCE ALERT FOR VEHICLE OWNER

While replacing the pads and servicing the rotor will address this condition, to ensure full pad life, we urge our customers to consider our **COMPLETE BRAKE JOB**, which includes replacing your brake calipers.

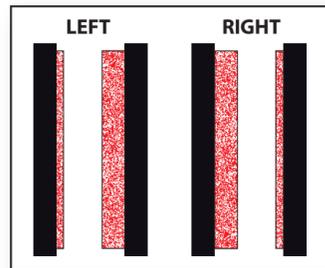


The **square-cut seal** is responsible for removing the piston and pad from the rotor. Because the seal is inside the caliper, it cannot be inspected.



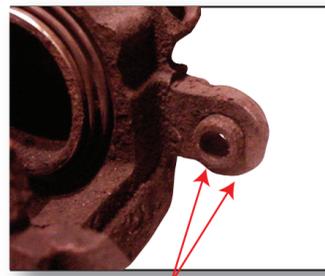
Heat and time dry out the **square-cut seal** and reduce the amount of pull-back as the seal ages. A new seal will pull back the piston about 0.015 inch. In comparison, an old seal may only pull back 0.010 inch or less. If the piston does not retract, it can cause the pads to drag, wearing the pads prematurely.

Condition 2



Outboard Pads Worn
Inboard Pads Normal

What's Happening?



Rust on the caliper and/or bushings prevents free movement.

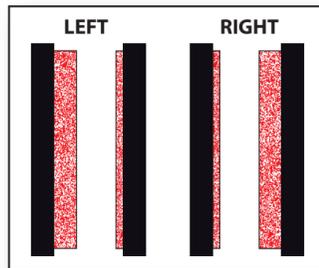


No lubrication on bushings and/or pins prevents free movement.

THE FIX

- ✓ Complete Brake Job

Condition 3



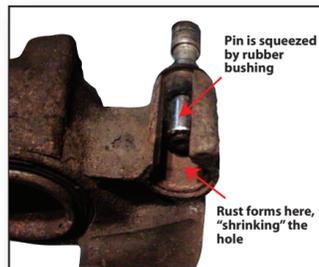
Inboard Pads Worn
Outboard Pads Normal

What's Happening?



Chrome plating is rust pitted

Bushings are pitted and rusted, causing the caliper housing to "freeze" and not move.

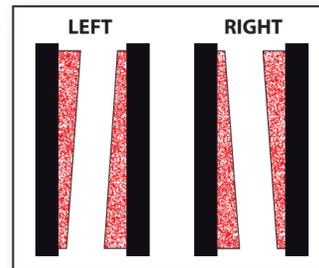


Rust on the caliper housing "squeezes" the bushings or pins causing the caliper housing to "freeze" and not move.

THE FIX

- ✓ Complete Brake Job

Condition 4



Tapered Pad Wear

What's Happening?



Sliding pins and bushings must be lubed with the proper lube if they are to operate properly.

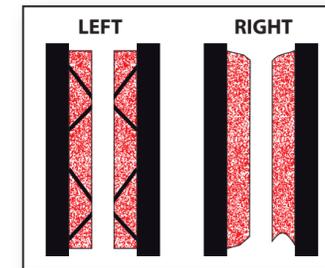


Damaged or improperly installed bushings or sleeves cause uneven movement of the caliper housing.

THE FIX

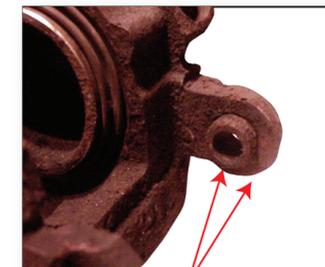
- ✓ Complete Brake Job

Condition 5

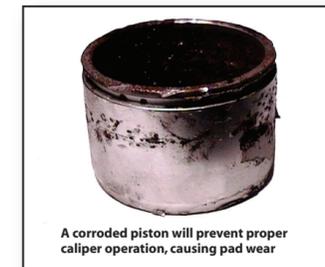


Cracked or Chipped Pads

What's Happening?



Rust on the housing or bushings/pins prevents the caliper from releasing from the rotor, resulting in excessive heat.



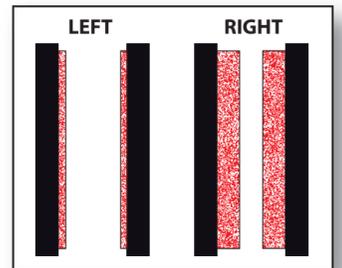
A corroded piston will prevent proper caliper operation, causing pad wear

Rust in the caliper bore or on the piston prevents the caliper from releasing from the rotor, resulting in excessive heat.

THE FIX

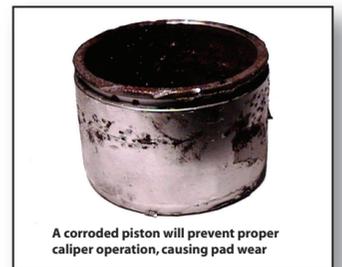
- ✓ Complete Brake Job

Condition 6



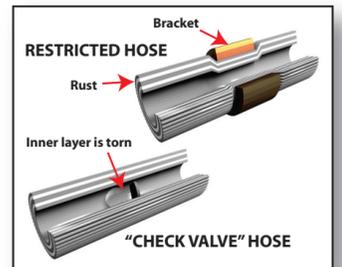
Pad Wear Abnormal
One Wheel Only

What's Happening?



A corroded piston will prevent proper caliper operation, causing pad wear

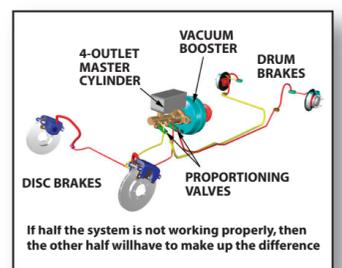
Rust in the caliper bore or on the piston causes ONE caliper to "freeze".



The brake hose is damaged or restricted in some way, causing one caliper to do more braking than the other.

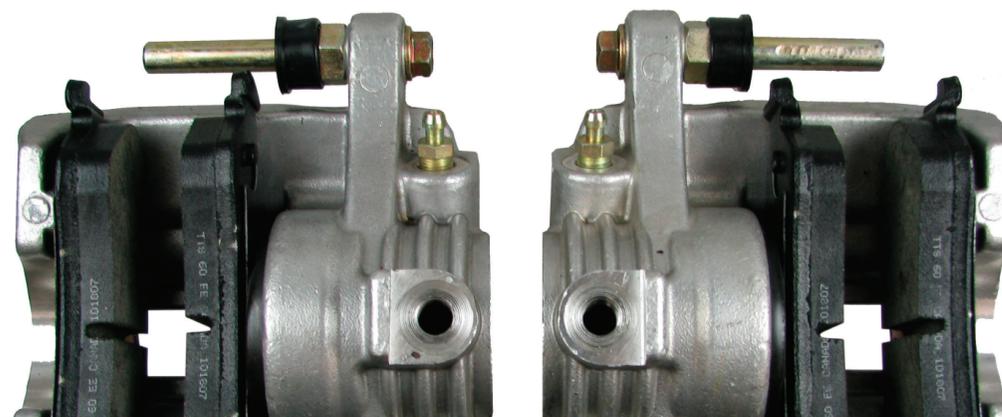
THE FIX

- ✓ Complete Brake Job and/or Replace Master Cylinder



If half the system is not working properly, then the other half will have to make up the difference

On diagonal split brake systems, a restriction at the master cylinder can cause an imbalance in the system.



UNDERCAR EXPRESS
888-740-0829 • www.ucx.com