

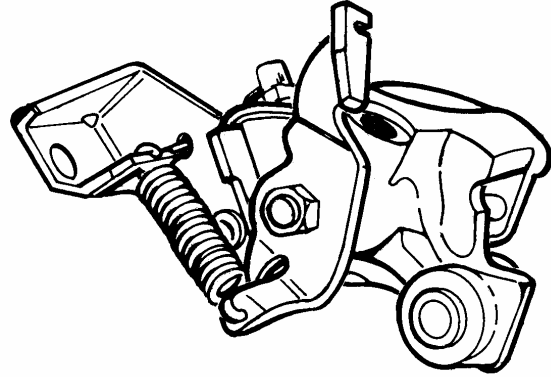
UCX

*Precision Designed with
the Technician in Mind™*

The GM W-Body Rear

10-421011 (Loaded Set)
10-14210 (Loaded Left)
10-14211 (Loaded Right)

10-421011S (Semi-Loaded Set)
10-4210S (Semi-Loaded Left)
10-4211S (Semi-Loaded Right)



The W-Body Rear Story

The GM W-Body Rear is one of the most common caliper replacements in the aftermarket. This caliper is found on Buick Regal, Chevy Lumina, Olds Cutlass Supreme, Pontiac Grand Prix from 1988 to 1994. When first introduced, these cars were wearing out the front disc pads in an unusually short time. Technicians initially diagnosed this situation as a front caliper problem. However, when the problem reoccurred, it was discovered that the slides on the rear calipers were freezing up resulting in the front brakes doing all the work. This situation is caused by a static charge in the casting that promoted premature corrosion inside the bolt ears of the calipers. To correct the problem most rebuilders replace the original steel sleeves with a reduced diameter steel sleeve having an oil light bushing. This, however, does not solve the problem because the static charge is still conducted through the iron casting and steel sleeves. For this reason, **UCX** uses rubber bushings (shown below) in the bolt ears that a) insulate the casting from the steel sleeves and b) seal the inside of the bolt ears from the external environment. By using these bushings, the premature rust on the inside of the bolt ears is inhibited therefore preventing the slides from freezing.



Please direct any comments or questions to Rob Wright, **UNDERCAR EXPRESS**, 888-740-0829,
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