



Date: April 19, 2005	Bulletin Number: 05D-J-076
To: All Distributors and Jobbers	Category: Service
From: Stephen Sigg, Product Service	Line(s): 14

**Subject: Possible Incorrect Placement of Inboard and Outboard 17D-727 Brake Pads**

This bulletin supersedes Bulletin 05D-J-057 with additional and revised vehicle applications.

**Vehicles Involved:** 1997 - 2005 Chevrolet Malibu  
1997 - 1999 Oldsmobile Cutlass  
1999 - 2004 Oldsmobile Alero  
1999 - 2004 Pontiac Grand Am

**Condition:**

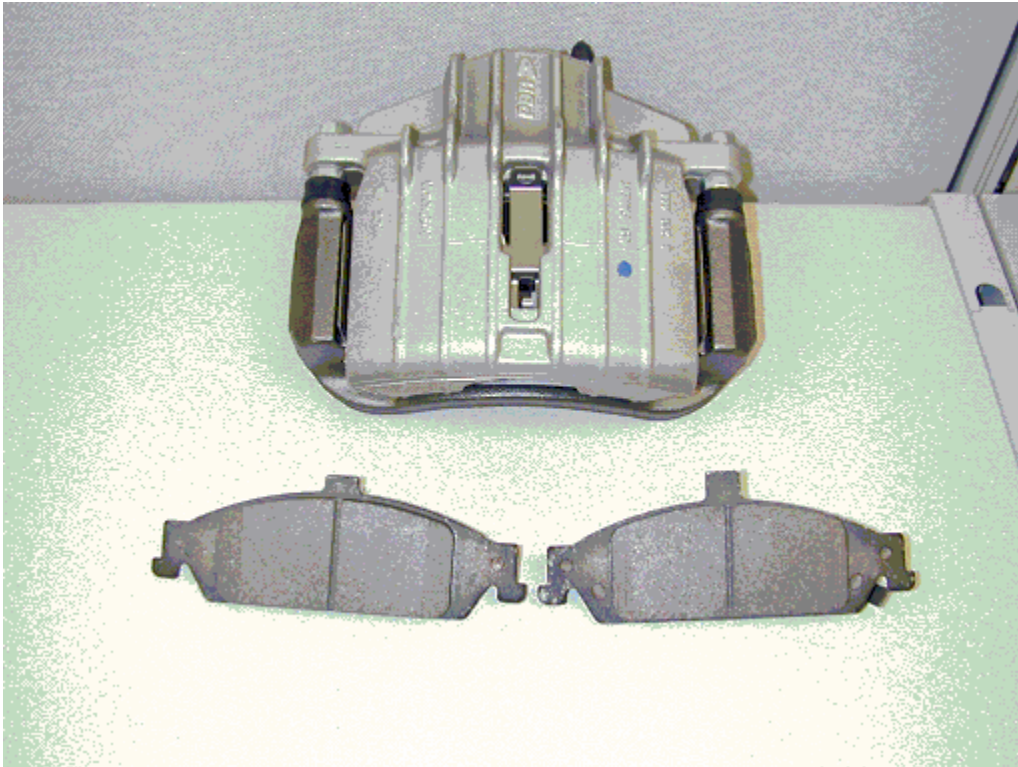
The inboard pad can be installed in the outboard position causing caliper slide movement problems, rapid pad wear, possible binding and overheating of the brakes.

**Repair Procedure:**

It is possible to incorrectly install the inboard pad in the outboard pad position on this design of caliper. If this happens, the caliper sliding action will be restricted and pad to rotor contact will always be present, contributing to pad wear and noise. The outboard pad will not easily install in the outward mounting bracket ears, but it can be forced into position.

The reason this may occur is that on this set of pads the wear indicator clip is installed on the pad that is mounted inboard. Many technicians are under the impression that the pad with the wear indicator is always mounted as the outboard pad. This is not true on the 17D-727 pad sets. On these pad sets, the pad with the wear indicator is the inboard pad.

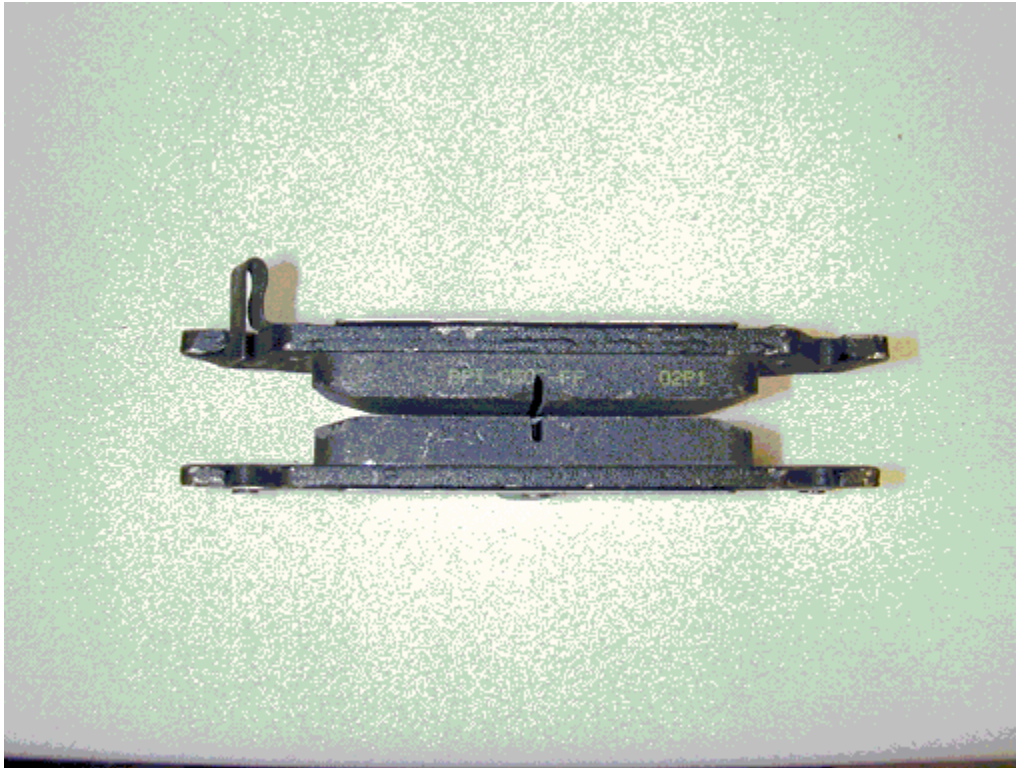
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**Figure 1**

Figure 1 shows the difference in the inboard pad. Note that the pad with the wear indicator has a taller center-positioning tab on it. If the pad with the taller center-positioning tab is mounted as the outboard pad, the taller tab will bind the pad in the caliper top pad-positioning clip. This will cause pad misalignment and caliper slide binding.

Continued →



**Figure 2**

It should be noted, as shown in Figure 2, that the inboard pad has a thicker metal backing and a thinner friction block than the outer pad. This, in addition to the wear indicator, will assist you in identifying which pad should be mounted inboard and which should be mounted outboard. A considerable amount of effort must be placed on mounting the wrong pad outboard. You should not grind the length of the center-mounting tab to enable the pad to be installed. If the center-positioning tab appears to be too long you have the pads mounted incorrectly.

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ACDelco/GM service bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer." They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely.

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