



## Drag Racing Brake System Installation Instructions

001-0199/001-0252, Front Hub Kit, AFCO/Santhuff's Strut

- Remove the existing brake components
  - Ensure the spindle is clean and free of debris
  - Apply blue Loctite to the 1/2-20 studs and fasten them to the hub. Torque to 60 ft-lbs.
  - Apply blue Loctite to the 5/16-18 low head cap screws and fasten the rotor to the backside of the hub, step side down. Torque to 15 ft-lbs.
  - Mount the bracket to the spindle
  - Slide hub assembly onto the hub using bearing spacer between inner bearing and seal. Secure with spindle nut and no washer.
  - Slide the caliper over the rotor and mount it to the bracket. Snug the 3/8-24 bolts, lock washer and washer. Check for proper radial and horizontal clearance between the rotor and the caliper. Shim caliper off the bracket as much as necessary.
  - Insert the brake pads and retainer pin and hold the pads against the caliper housing. Spin the hub assembly to check for contact between the rotor and brake pads. The F1 is a zero drag caliper and there should be no contact between the rotor and pads.
  - If there is pad to rotor contact, determine which side is causing the interference. Shim the caliper or the bracket as needed using the supplied shim kit to center the caliper over the rotor for zero drag.
- \*\*What is required for one side of the car may not be the same as the other side. Check each side individually\*\***
- Verify the pad material is sitting in the proper location in relation to top of the rotor [flush +/- .08"]

\*\*If pad material is sitting proud of the rotor, 45 the top of the pad material on a belt sander.

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-Go back and tighten the caliper mounting hardware

-Connect the brake lines check for interference with any suspension or driveline components

-Bleed the entire brake system and verify proper caliper operation and release

If technical support and information is needed please contact us at 805-987-7867 or [info@tbmbrakes.com](mailto:info@tbmbrakes.com)