



Drag Racing Brake System Installation Instructions

001-0208 Front, Spindle Mount, Santhuff's/Afco/Menscer Struts

- Remove the existing brake components
- Ensure the spindle is clean and free of debris
- Mount the bracket to the spindle using the 3/8-24 x .875" FHCS (15 deg strut will need the .500" screws)
- Scuff the pad swept area of the rotor with a rotor hone or 80 grit sandpaper. This allows the pad to seat to the rotor during break in.
- Lay the hat bowl side up and place the flat side of rotor on the hat.
- Apply blue Loctite to the 5/16-18 hex bolts, fasten the rotor to the hats with the bolts. Torque to 15 ft-lbs.
- Mount the hat and rotor assembly to the wheel with the 3/8-16 12 point bolts. Use blue Loctite and torque to 21 ft-lbs
- For Afco/Menscer struts, install bearing spacer between inner bearing and oil seal. (If using bearing spacer, you will need to run the seal supplied with the wheels for Strange struts. Timken #40494S or National # 473454)
- Slide the wheel onto the spindle pin and tighten.
- Slide the caliper over the rotor and mount it to the bracket. You may need to rotate the wheel to allow the caliper to fit over the rotor. Snug the 3/8-24 bolts, lock washer and washer. Check for proper radial and horizontal clearance between the rotor and the caliper.
- Insert the brake pads and cotter pins, and hold the pads against the caliper housing. Spin the rotor 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.

CONTINUED PAGE 2

- Verify the pad material is sitting in the proper location in relation to top of the rotor [flush +/- .1"]
- 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

Break-In

- All of our brake pads are pre-cured, which extends life and compound stability, and eliminates complicated bed-in procedure
- Take the vehicle out and verify proper brake operation at low speed before bed-in
- Bring the brakes up to operating temperature and ensure they are properly heated
- *this may require some time and caution on the street
- you will feel the pedal come to you, and the brake torque output increase
- Allow the system to cool and the bed-in is complete
- If you observe material transfer to the rotors [dark streaking on the rotors], the system has not been fully bedded in.

If technical support and information is needed please contact us at 805-987-7867 or info@tbmbrakes.com