

TBM S550 Mustang Rear Brake Kit
Caliper Mount Drill and Tapping Knuckle Procedure

1. Remove the factory caliper and rotor.
2. Using an 8mm wrench remove the three dust cover bolts.
3. With a 32mm socket remove the axle nut.
4. Using a 15mm socket remove the 4 wheel bearing bolts.
5. Remove the wheel bearing.
6. Once the wheel bearing is removed, clean all debris and corrosion from the flat surface where the wheel bearing and dust cover mount.
7. Place the round boss of the TBM (12-0550) Drill Fixture, with the appropriate side out, into the wheel bearing bore.
8. Insert one of the factory dust cover bolts through the Fixture Hole (1) and thread it into the lower dust cover hole towards the front of the car. Lightly tighten the bolt with an 8mm wrench.
9. Take a piece of tape and mark a 5/16 drill bit 2 inches from the tip. This will ensure the hole is drilled deep enough for threading into the knuckle.
10. With the 5/16 drill and using Fixture Hole (2) drill the knuckle until the tape on the drill bit meets the top of the drill bushing. You can double check the hole depth with a caliper or a piece of wire and a tape measure. The minimum depth is 2" from the face of the drill fixture to the bottom of the hole.
11. Remove the dust cover bolt from Fixture Hole (1) and remove the drill fixture from the knuckle.
12. Use a 3/8-16 tap to thread the newly drilled hole until the tap bottoms out on the bottom of the hole. It is suggested to test the thread depth using one of the provided counter sink bolts and the caliper bracket to make sure the threads are deep enough. ***You will not be able to use the drill fixture to drill this hole deeper once the second hole is drilled.***
13. After verifying the first caliper mount hole, reinstall the drill fixture on the knuckle. Use a 3/8-16 bolt in Fixture Hole (3) to secure the fixture to the knuckle in the newly threaded caliper bracket mounting hole. Lightly tighten the bolt.
14. With a 5/16 drill and using Fixture Hole (4) drill the knuckle until the tape on the drill bit meets the top of the drill bushing. Double check the hole depth the same way as Step (9).
15. Remove the 3/8 bolt from Fixture Hole (3) and remove the drill fixture from the knuckle.
16. Use a 3/8-16 tap to thread the newly drilled hole until the tap bottoms out on the bottom of the hole.
17. You can now test the caliper bracket with both countersink bolts.
18. If the threaded hole is deep enough to secure the caliper bracket then reinstall the wheel bearing and axle nut. Torque to factory specifications.