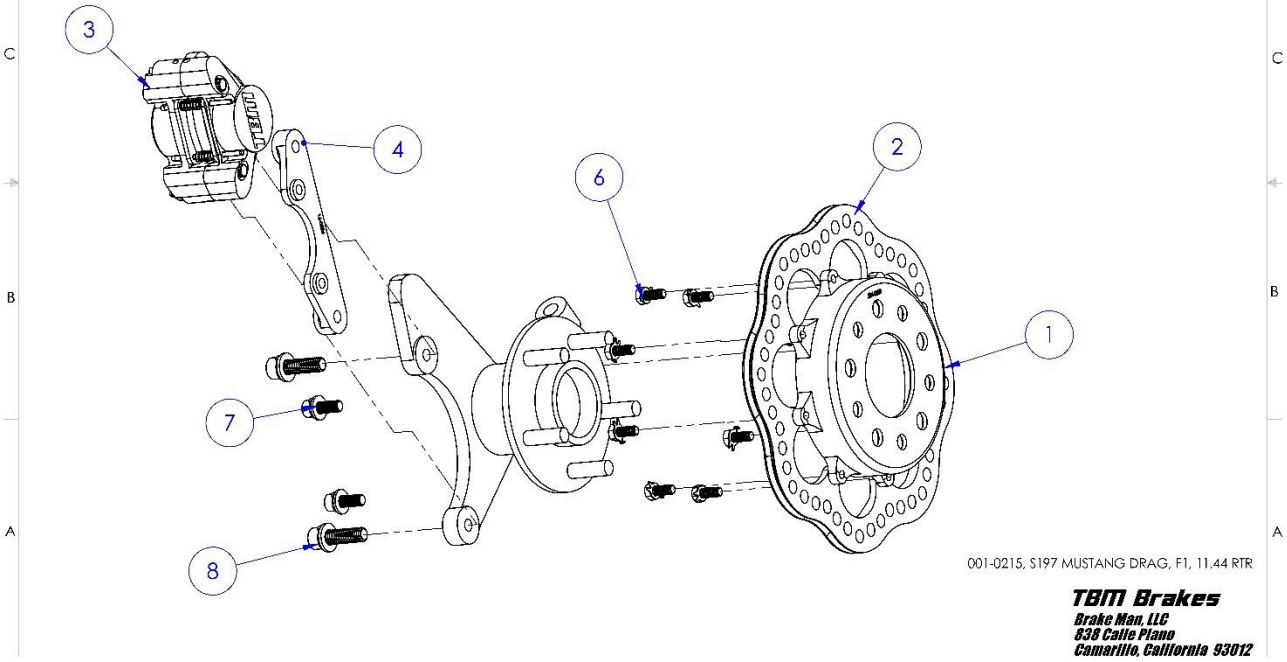
DRAG RACING BRAKE SYSTEM INSTALLATION INSTRUCTIONS

001-0215

FRONT, S197

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	204-0209, S197 MUSTANG, DRAG HAT.	HAT, MUSTANG S197, 5 ON 4.5 BC	1
2	3-1150375D	ROTOR, REVOLUTION,11.50 X .375, 8 ON 7.	1
3	002-0054SSP, DRAG, F1	F1 CALIPER ASSEMBLY, 1.75" BORE, #85 PADS	1
4	16-0226	BRACKET, S-197 MUSTANG, F1, 11.50 ROTOR	1
5	012-0010, .375x24 THREADED INSERT	3/8"-24 THREADED INSERT, INSTALLED IN BRACKET	2
6	.3125-18 HEX BOLT, TABBED LOCKWASHER ASSY	5/16"-18 X .75 HEX BOLT AND LOCKWASHER ASSEMBLY, 5 PER BAG	8
7	11B9897, 11-B9913, 11B9879	3/8-24 X 1" SHCS, LOCK WASHER, FLAT WASHER	2
8	11-B9782, 11-B9781, 11-B9780	M12-1.75 X 40MM SHCS, M12 LOCK WASHER, M12 FLAT WASHER.	2



-Remove the existing brake components

-Ensure the spindle is clean and free of debris

-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 and tab washers. Torque to 15 ft.-lbs. Crimp washer tabs to bolt head. At least one tab per bolt.

-Mount the bracket to the spindle using the m12 bolts, washers, and lock-washers. (Use .250” spacers if you have Strange hubs.)

-Slide hat and rotor assembly onto the hub and secure with studs.

-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. If needed, loosen the 7/16-14 bolts and pull up on the caliper to get adequate rotor to caliper clearance. (.050”)

-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

-Verify the pad material is sitting in the proper location in relation to top of the rotor [flush +/- .07”]

-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