Disclaimer

- Designed for professional use.
- Follow all best practice procedures for the use of drills and taps.
- Working with vehicle braking systems is a specialist job that requires specialist knowledge.
- The Tool Connection will not accept responsibility for damage or personal injury caused by the use of this tool.

Precautions

- Always wear gloves, safety goggles and safety boots
- Ensure all components are assembled correctly with copper washers in place
- Ensure correct positioning bar is used
- Always lubricate the tap with grease when cutting threads
- It is strongly advised the calliper mount/Hub be removed from the vehicles before drilling.
This kit has been designed to repair the caliper guide pin threads in the caliper mounting by using heavy duty high grade steel inserts.

The brake calipers used on the vehicles listed all use single piston sliding calipers on the front where the caliper slides on 2 steel pins that screw into the caliper mounting through rubber bushes on the caliper.

In order to remove the caliper, the pins need to be unscrewed which often pulls the threads out of the mounting.

This kit allows these threads to be repaired using the thread inserts supplied.

The positioning bars (3) are clearly marked as to which application they fit.

The bars ensure the thread centres are correct for the vehicles being repaired.

Applications:
Volkswagen Golf MkIV & Beetle
Seat Exeo Estate ST 170
Ford Focus/C-Max
Vauxhall Astra-G

### Instruction

#### One thread pulled

1. Remove wheel, disc, caliper and caliper mounting bracket (in some cases the caliper mounting is cast into the hub).
2. Clean the caliper mounting and place in a bench vice so as to allow drill access to the threaded pin holes.
3. If only one threaded hole has pulled (stripped), ensure the good thread is clean by running the 9 x 1.25mm tap through the thread (tip: put a small amount of grease on the tap to lubricate the tap and catch any metal fragments).
4. Re-fit one of the pins into the good thread and slide the appropriate positioning bar over the pin.
5. Using the second hole of the positioning bar as a guide drill the remaining thread out of the mounting. The special drill bit is a double diameter drill that will initially drill out the damaged threads then drill out the mounting to allow the threaded bushes to push in to the mounting.
6. Ensure you have drilled all the way through the mounting as the threaded bushes need to be inserted from the other side of the mounting.
7. Using one threaded insert (complete with copper washer) smear a small amount of thread lock onto the outside of the bush and push it into the drilled hole on the mounting.
   It will be an interference fit.
8. Using the caliper pins and 7mm Hex key tighten the pins to pull the bushes fully home.
9. Remove the pins and re-assemble the brakes.

#### Both threads pulled

1. Where both threads have pulled, drill the first thread relying on the special core drill to centralise on the first hole, fit the first threaded insert as described and insert the pin.
2. Mount the positioning bar on the first pin and use the bar to correctly align the second hole to the first.
3. Continue as above.

### Ref Oem Code Description

<table>
<thead>
<tr>
<th>Ref</th>
<th>Oem Code</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>5038</td>
<td>Threaded inserts (10) - Spares available</td>
</tr>
<tr>
<td>B</td>
<td></td>
<td>Thread Tap 9 x 1.25mm</td>
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<tr>
<td>C</td>
<td></td>
<td>Allen Key (7mm)</td>
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<tr>
<td>D</td>
<td></td>
<td>Special Core Drill</td>
</tr>
</tbody>
</table>

N.B. ensure the bushes push in from the opposite side of the mounting to the side the pins come in from. This is to allow the pins, when tightened, to pull the bushes fully home and to ensure they can not come out during service.

8. Using the caliper pins and 7mm Hex key tighten the pins to pull the bushes fully home.
9. Remove the pins and re-assemble the brakes.