EVOLUTION SINGLE-PISTON FRONT BRAKE KIT INSTRUCTIONS

KIT #
B4597WCE - For use with Alumaster 2.0 and Magnum Pro wheels

APPLICATIONS
1987- Present Strange Aluminium struts

Evolution Rotors

- Dynamic Drive Mount (DDM) system secures the rotor and allows for rotor thermal expansion
- DDM system design is secured by an internal Spirolox, eliminating heavy bolts and hardware
- Unique Aero Slot design reduces rotating weight and promotes even heat dissipation

Before you begin installation:
-Strange Engineering brake kits are designed for DRAG RACING ONLY!
-Read these instructions thoroughly and save for future reference.
-If after reading these installation instructions, you have any questions or comments, please do not hesitate to call us.

Kit Contents

ITEM#	PART#	QTY	DESCRIPTION
1	B1260E	2	1/4" Bridge bolt washer
2	B1260I	4	3/8"-16 x 3" caliper bolt
3	B1260J	2	Bridge bolt tube
4	B1250K	2	1/4"-20 x 3" bridge bolt
5	S3402N	12	3/8" AN Washer
6	B5000T	2	0.125" Square O-Ring
7	L4000O	2	1/8" NPT Socket Plug
8	P2316	2	1/8" NPT x #3 AN fitting
9	P2365F	2	1/8" NPT Bleeder Assembly
10	B1270A	2	Single Piston Caliper (outboard half)
11	B1270B	2	Single Piston Caliper (inboard half)
12	B5000S1	2	Caliper Piston
13	B1250H	4	Garlock 08-DU06 Bearing (installed in B1270DC)
14	B1260K	4	Garlock 05-DU06 Bearing (installed in B1270CC)
15	B3311C	4	Slide Pin
16	F1282	8	3/8"-24 Jet Nut
17	B1270C	2	“Hotdog” Bracket (inboard)
18	B1270D	2	“Hotdog” Bracket (outboard)
19	B2510	4	Semi-Metallic brake pad
20	B4698A	2	Strange Aluminum Strut Caliper Mount
21	B2788AS	2	Evolution S Rotor
22	B1250SD	2	2-Piece rotor adapter
23	B2794D	2	Spirolock
24	B1260L	2	Strut Spacer
25	S3402Q	4	3/8"-24 Caliper mount bolt

Installation instructions

1. Mount the rotor on the wheel following wheel manufacturer instructions.
   Note: Rotors are directional and must mount with the arrow facing in the direction of normal rotation.
2. Disassemble caliper by removing 3/8" caliper bolts (2) and the caliper bridge bolt (4). The slide pins (15) should remain attached to the bracket caliper mounting bracket (20).
3. Attach the caliper mounting bracket (20) to the strut body using 3/8"-24 caliper mount bolts (25), 3/8" washer (5) and jet nut (16). **Note:** Torque to 35 ft-lbs.
4. Place the strut spacer (24) as shown in Figure #1.
5. Assemble wheel to strut spindle according to wheel manufacturer instructions.
6. The caliper now must be assembled onto the bracket, using Figure #2 to assist you in making sure it is properly assembled. Install the inboard half of the caliper (11) along with the inboard "hotdog" bracket (17) onto the slide pin (15). Insert one brake pad (19), and also insert the caliper bridge bolt (4), washer (1), and tube (3).
7. Slide the outboard "hotdog bracket" (18) over the slide pins.
8. Feed the outboard half of the caliper (10) either through the outside of the wheel or over the rotor from the inside of the wheel.
9. Line up the outboard caliper half and brake pad and loosely secure with the caliper bridge bolt.
10. Re-install the 3/8" caliper bolts (2), making sure to use a washer (5) under the heads of the bolts.
    Note: Torque 3/8" bolts (2) to 30 ft-lbs and bridge bolt to 8-10 ft-lbs.
11. Connect the hydraulic lines to the calipers. Calipers are tapped to 1/8"-27 NPT and supplied with –3AN fittings. Use proper adapters to connect them to existing lines or use new –3AN braided steel line (Teflon lines). Bleed calipers with DOT 4 or DOT 5.1 brake fluid ONLY.
12. A proper break in procedure is required to avoid brake fade and uneven rotor deposits from the pads. It consists of 8-10 brake applications increasing in harshness while allowing the brakes to cool slightly in between; do not keep the brakes applied between stops. After the last stop the brakes should be allowed to cool completely.
    Note: After the initial installation of this kit, ensure that there is adequate clearance between all braking and chassis components by turning the wheels all the way left to right and moving them all the way up and down throughout the length of the wheel (suspension) travel. Additionally, make sure that the brake lines are not interfering with the wheel travel, or subject to binding or kinking. Operate the vehicle in a cautious manner until you determine that the brakes are functioning properly. Routinely check and re-torque all bolts.

Figure #1: Exploded B4597WCE View

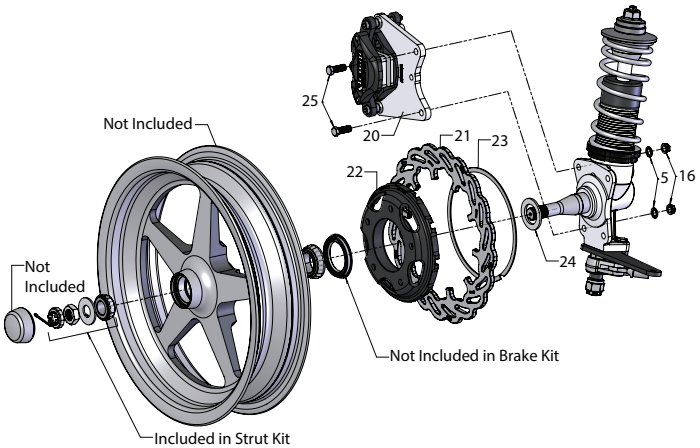
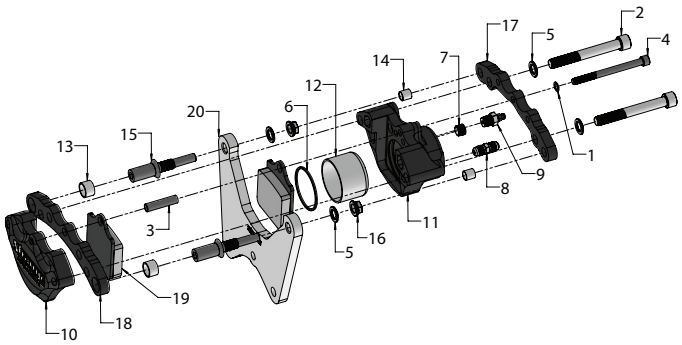


Figure #2: Evolution Single Piston Caliper Component



Item#	Torque spec (ft-lbs)
2	30
4	8-10
16	40