

# Strange

## HEAVY DUTY FRONT BRAKE KIT INSTALLATION INSTRUCTIONS

**KIT #**  
B4177WC  
B4177WC2

**APPLICATIONS**  
'93 - '97 Camaro & Firebird  
using stock hubs

**Before you begin installation:**

Strange Engineering brake kits are designed for DRAG RACING ONLY

Brake fittings do not come pre-installed, it will need a layer of Teflon sealer applied to the thread (Figure# 1 for torque specs)

**Modifications to the OEM knuckle are required for this kit.**

DTC-30 Semi-metallic brake pads (B5010) have 0.200" minimal thickness

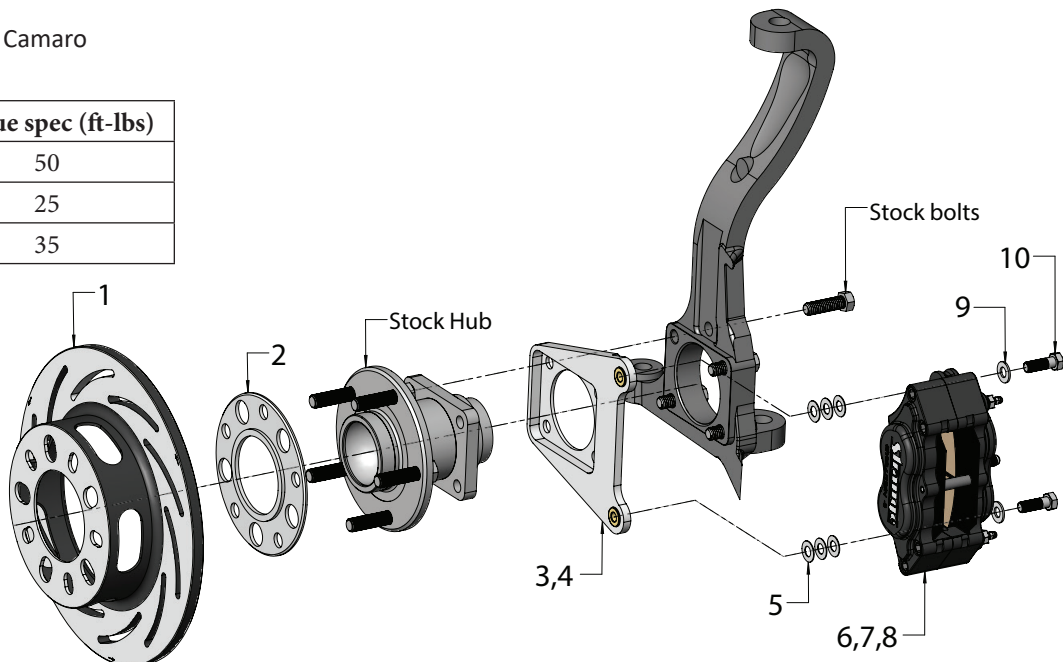
11.25" Steel brake rotors (B2792 & B2793) have 0.312" minimal thickness

KIT CONTENTS			
ITEM#	PART#	QTY	DESCRIPTION
1a	B2793	1	Left hand Rotor
1b	B2792	1	Right hand rotor
2	B4178C	2	Register Ring
3	B4177A	2	Caliper Mount
4	B1301E	4	3/8-24 press nut
5	B1301H	16	3/8" I.D. x 0.025" Thick Caliper Shim
6	B5010	4	DTC-30 Semi metallic 4-piston brake pad
7a	B5002	1	Right hand 4- piston Caliper
7b	B5004	1	Left Hand 4-piston Caliper
8	P2316	2	1/8" NPT x -3AN Fitting
9	B1301J	4	3/8" I.D. x 1/16" Thick Flat Washer
10	B5000Y	4	3/8"-24 x 1.125" Caliper Bolt

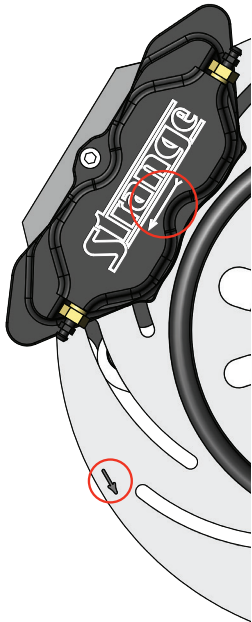
**FIGURE 1:**  
B4177WC Driver Side Camaro

Item#	Torque spec (ft-lbs)
Stock Bolt	50
8	25
10*	35

\*Must apply red loctite



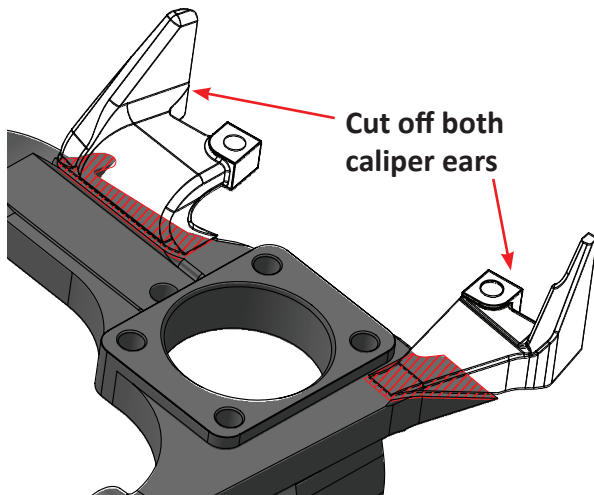
**FIGURE 2:**



1. Raise and support front of vehicle on a level surface using suitable equipment.
2. Remove wheel, caliper, rotor and brake line. Inspect all ball joints for excessive play and replace as needed.
3. Modify knuckle as shown in Figure #3.
4. Place the caliper bracket (3) onto the knuckle, making sure the press nuts (4) are facing towards the rotor.
5. Insert the stock hub into the outline in the bracket, securing it with the stock bolts. Torque to 50 ft.-lbs.
6. Put the register ring (2) on the hub then slide the rotor (1) over the wheel studs flush to the face.  
**Note:** Slotted rotors mount with the arrow pointing in the direction of normal rotation (See Figure #2).  
- **Please read B1850 instructions for complete caliper instructions.**
7. Attach caliper (6) with the arrow facing in the direction of normal rotor rotation using 3/8"-24 caliper bolts (10) with red loctite and 3/8" I.D. washers (9). Use 3/8" I.D. caliper shims (5) to center the caliper over the rotor, making sure pads contact the rotor evenly. The caliper bolt (10) should be fully engaged into the press nut. If the bolt is over engaged, use any remaining shims under the head of the bolt to prevent it from running into the rotor. Torque the caliper mounting bolts (10) to 35 ft.-lbs.  
**Note:** Because all knuckles vary slightly you may not need the same amount of shim on both sides of the vehicle.
7. Connect the brake 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 lined). Bleed the calipers with DOT 4 or DOT 5.1 brake fluid **ONLY**.
8. Mount the wheel and tire assembly on the hub and torque the lug nuts.
9. 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.

**FIGURE 3:**

Knuckle Modification



- Cut away the caliper ears along the face of the knuckle
- Grind away any sharp edges
- Mount the caliper bracket to check clearance and grind further if needed.

**WARNING - RACING IS HAZARDOUS - STRANGE BRAKES ARE FOR LEGAL DRAG RACING ONLY**

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