



## EVOLUTION 2-PISTON FRONT BRAKE KIT INSTRUCTIONS

**KIT #**  
B4446WCE - 1994-2004 Mustang

**APPLICATIONS**  
'94 - '04 Mustang reusing factory hubs

### 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

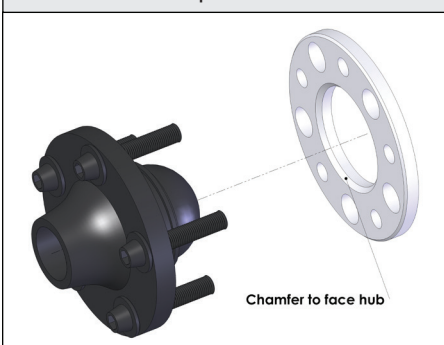
#### Before you begin installation:

- 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.

#### Installation instructions

1. Raise and support front of vehicle on a level surface using suitable equipment.
2. Remove wheel, stock disc, brake line, caliper assembly and dust shield from spindle.
3. Mount caliper bracket (1) with the press nuts (2) facing outboard side of vehicle using one M12-1.5 x 50 caliper bracket bolt (4) and one M12-1.5 nylock nut(5) in each of the stock bolt locations. Torque to 65 ft. lbs.
4. Slide the wheel spacer over the wheel studs flush to the face of the hub.  
**Note: Chamfer on wheel spacer must be oriented in the inboard direction. Refer to Figure 2.**
5. Slide the rotor (6,7,8) over the wheel studs flush to the wheel spacer.  
**Note:** Minimum clearance between the caliper mounting bracket bolts and the inboard face of the rotor should be 1/16" (0.0625"). Contact Strange Engineering if clearance is less than 1/16"  
**Note: Evolution rotors mount with the arrow pointing in the direction of normal rotation.**  
- Please read B1835 instructions for complete 2-piston caliper instructions.
6. Attach caliper (11) using 3/8"-24 caliper bolts (13) with red loctite and 3/8" I.D. flat washers (10). Use 3/8" I.D. caliper shims (9) to center the caliper over the rotor, making sure pads contact the rotor evenly. Use any remaining shims under the head of the 3/8" Dia. Caliper bolt to prevent the bolt from contacting the rotor. Torque the caliper mounting bolts (13) to 35 ft-lbs.
7. 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 lined). Bleed the calipers with DOT 4 or DOT 5.1 brake fluid ONLY.
8. A proper break in procedure is required to avoid brake fade and uneven

FIGURE # 2: Spacer Orientation



rotor deposits from the pads. It consists of 8-10 brake applications increasing in harshness while allowing the brakes

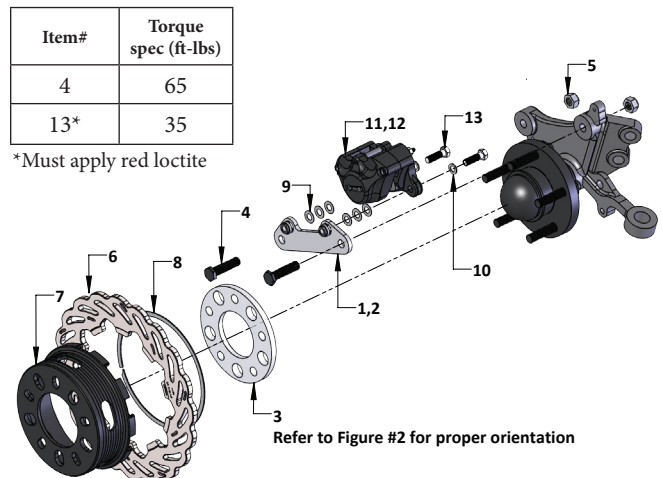
to cool slightly in between; do not keep the brakes applied between stops. After the last stop the brakes should be allowed to cool completely.

**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.

### KIT CONTENTS

ITEM#	PART#	QTY	DESCRIPTION
1	B4446A	2	Late Mustang Bracket
2	B1301E	4	3/8"-24 Press nut
3	B4446B	2	Late Mustang wheel spacer
4	A1035AL	4	M12-1.5 x 50 Caliper Bracket Bolt
5	B4446C	4	M12-1.5 Nylock nut
6	B2798AS	2	Evolution S Rotor
7	B2794B	2	2-Piece rotor adapter
8	B2794D	2	Spirolock
9	B1301H	16	3/8" I.D. x 0.025" Thick caliper shim
10	B1301J	4	3/8" I.D. x 1/16" Thick caliper washer
11	B2570	2	2-piston Evolution caliper
12	B2510	4	2-piston caliper pad
13	B5000Y	4	3/8"-24 x 1.125" Caliper bolt

FIGURE # 1: Exploded B4446WCE Assembly View



Refer to Figure #2 for proper orientation