



# Strange



## EVOLUTION 2-PISTON DDM FRONT BALL BEARING BRAKE KIT INSTRUCTIONS

**KIT #**  
B4722WCE

### APPLICATIONS

- Various GM applications  
79-87 Regal, 82-02 S10/S15 2WD, 79-87 Malibu, 79-88 Monte Carlo  
79-88 Cutlass, 82-86 Bonneville, 79-87 Grand Prix, 79-81 Lemans

### 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

### Evolution 2 Piston Kit

- Low friction Ball Bearings, Steel and Ceramic available
- Weight: 19.77 lbs
- Minimum Rotor thickness: 0.260"
- Minimum Pad Thickness: 0.200"
- Low friction seal and stainless steel seal rings

#### 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	B1500H	2	Aluminum hub cap
2	S3520F	2	#222 Buna O-ring (pre-installed on B1500H)
3	B1500G	2	Evolution 0.845" ID outboard bearing sleeve
5	B1524A	2	Front hub "F" 4.75" B.C.
6	A1028B	10	1/2" I.D. Wheel stud washer
7	A1028A	10	1/2"-20 x 2.5" Wheel stud
8	B2788AS	2	11" Evolution S Rotor
9	B2794D	2	Spirolok
11	B1500I	2	Hub seal
12	B1500E	2	Evolution 1.251" ID inboard bearing sleeve
13	B4122D	4	7/16-14 x 1.750" FHSCS
14a	B4722CL	1	L.H. Caliper Mounting Bracket
14b	B4722CR	1	R.H. Caliper Mounting Bracket
15	B1301E	4	3/8"-24 Press nut (pre-installed in B4722CL & B4722CR)
16	B1301H	16	3/8" I.D. x 0.025" Thick caliper shim
17	B1835	2	2-piston Evolution caliper
18	B2510	4	Soft Metallic 2-piston caliper pad
19	P2316	2	1/8" NPT x -3AN Fitting
20	B1301J	4	3/8" I.D. x 0.0625" Thick caliper washer
21	S3440D	4	3/8"-24 x 1.000" Caliper bolt
22	B4122A	2	7/16" ID x 0.750" Long Stand
23	B4122B	2	7/16" ID x 0.675" Long Stand

### Ball Bearing Kits

#### B1500SKIT Steel Ball Bearing kit content

#### B1500CKIT Ceramic Ball Bearing kit content

ITEM#	PART#	QTY	DESCRIPTION	ITEM#	PART#	QTY	DESCRIPTION
4a	B1500B	2	Outboard Steel Ball bearing	4b	B1500BC	2	Outboard Ceramic Ball bearing
10a	B1500A	2	Inboard Steel Ball bearing	10b	B1500AC	2	Inboard Ceramic Ball bearing

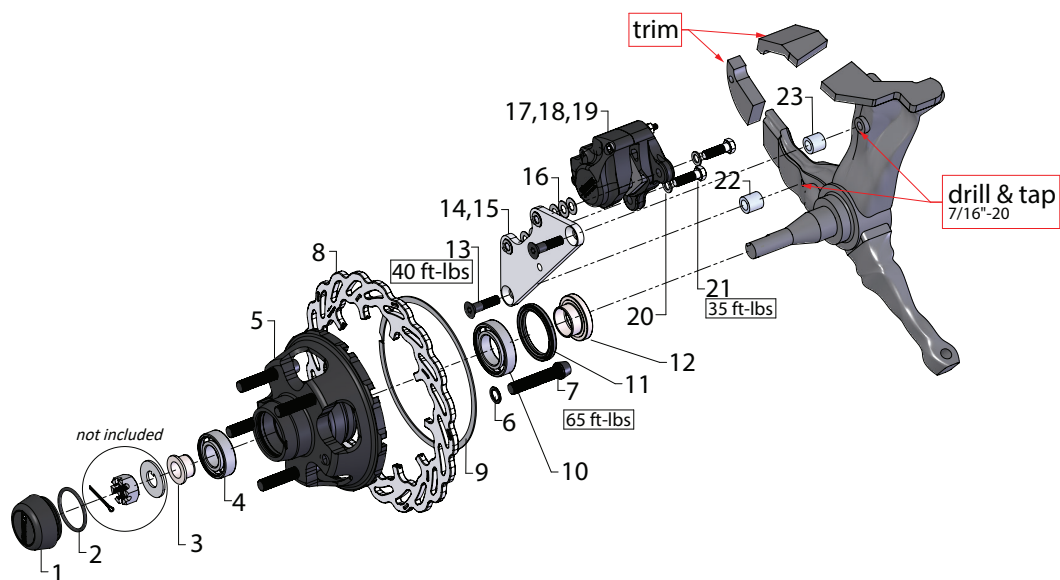
### Installation instructions

Figure # 1



1. Raise and support front of vehicle on a level surface using suitable equipment.
2. Remove wheel, stock disc, hub, brake line, and backing plate/caliper assembly from spindle.
3. Clean and inspect spindle for damage (spun wheel bearings, stripped threads, etc.) and repair or replace as needed. Inspect upper and lower ball joints for excessive play and replace as needed.
4. Trim off the upper and lower caliper mounting ears at a distance of approximately 1" from the center of the caliper mounting bracket holes as shown in Figure# 2, to make room for new caliper.
5. Drill holes to 3/8" and tap the caliper mounting bracket holes in the spindle 7/16"-14. The top mounting hole should be drilled and tapped 1" deep. Drill and tap the bottom hole through.
6. Beginning with the top mounting hole on the spindle body, attach the caliper mounting bracket (14) to the spindle. A 0.675" stand (23) is to be used at the top mounting hole, and a 3/4" stand (22) is to be used for the bottom mounting hole. Secure the bracket with the flat head cap screws (3). Torque to 40 ft-lbs.  
**Note:** The press nuts (15) MUST face outboard.
7. Install 1/2" Dia. wheel studs (7) in front hub (5) using 1/2" I.D. wheel stud washer (6) and a small amount of BLUE Loc-tite®. Torque all studs to 65 ft-lbs.  
**Note:** Consult your wheel and/or lug nut manufacturer for proper lug nut torque.
8. Slide the hub assembly (comes pre assembled) onto the spindle, install the stock spindle washer and nut.
9. **Note:** Evolution rotors mount with the arrow pointing in the direction of normal rotation (See Figure #1).
10. - Please read B1835 instructions for complete caliper instructions.  
Tighten the spindle nut until the hub has no end play and spins freely.  
Install the cotter pin and aluminum hub cap (1).
11. Attach caliper (17) using 3/8"-24 caliper bolts (21) with red loctite and 3/8" I.D. flat washers (20). Use 3/8" I.D. shims (16) to center the caliper over the rotor, making sure pads contact the rotor evenly. Torque the caliper mounting bolts (21) to 35 ft-lbs.
12. 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.
13. 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 # 2: Exploded view of B4722WCE



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

Disclaimer of Warranty - Purchasers using Strange Engineering racing components and equipment any and all inventory services, purchasers acknowledge that due to differing conditions and circumstances under which all equipment and parts are installed and used, purchasers are not relying on Strange Engineering Co. skill or judgment to select or furnish the proper part or equipment. Purchasers expressly affirm they are relying upon their own skill or judgment to select and purchase suitable goods. Strange Engineering Co. makes no warranties whatsoever, expressed or implied, oral or written, to purchasers. There is no warranty of merchantability made to purchasers. Strange Engineering Co., further excludes any implied warranty of fitness with respect to racing and equipment, any and all inventory and service.