

Installation instructions for C4600WC Carbon Rotor (10") Front Brake Kit for Strange Ultra Strut Kit

Important Notes:

- Kit is designed for one piece wheels only.
- Strange Engineering brake kits are designed for **DRAG RACING ONLY!**
- Carbon brake pads (B1250P) minimal thickness is 0.200".
- 10" Carbon rotors (C1780) minimal thickness is 0.250".
- Also consult Strange Ultra Strut Kit install instructions.

Before you begin installation:

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" Stripper Washer
2	C4596D	4	3/8"-24 x 3.21" Bolt
3	B1262J	2	Bridge Bolt Tube
4	C4596E	2	1/4"-28 x 3.25" bridge bolt
5	S3402N	26	3/8" AN Washer
6	B5000T	2	.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	B1260AW	2	Single Piston Caliper (outboard half)
11	B1260BW	2	Single Piston Caliper (inboard half)
12	B5000P	2	Caliper Piston
13	B1250H	4	Garlock 08-DU06 Bearing (installed in B1260DW)
14	B1260K	4	Garlock 05-DU06 Bearing (installed in B1260CW)
15	B3311C	4	Slide Pin
16	F1282	18	3/8"-24 Jet Nut
17	B1260CW	2	"Hotdog" Bracket (inboard)
18	B1260DW	2	"Hotdog" Bracket (outboard)
19	B1250P	4	Carbon Brake Pad
20	C1780	2	Carbon Rotor
21	B1250W	2	Carbon Rotor Retaining Ring
22	B1250S	2	Carbon Rotor Adapter
23	B1250E	16	10-24 x 3/8" Flat-Head Socket Head Cap Screw
24	S3600T	4	3/8"-24 x 1" NAS Bolt
25	B4599CR	1	Caliper Mounting Bracket (right-hand)
26	B4599CL	1	Caliper Mounting Bracket (left-hand)

Figure #1: Shown with S3600 Strut Kit and S3418/S3419 Ultra Strut Lower Control Arm Kit (passenger side)

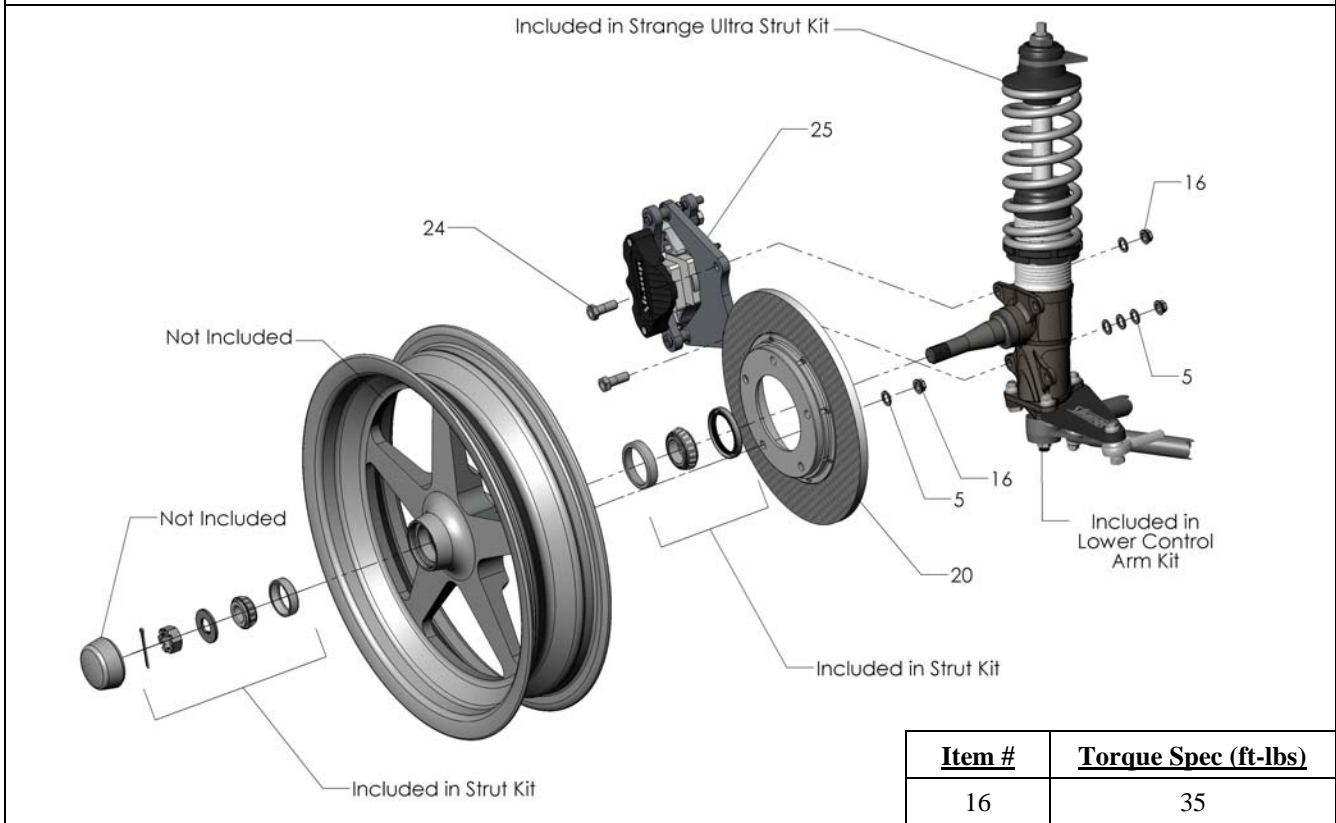
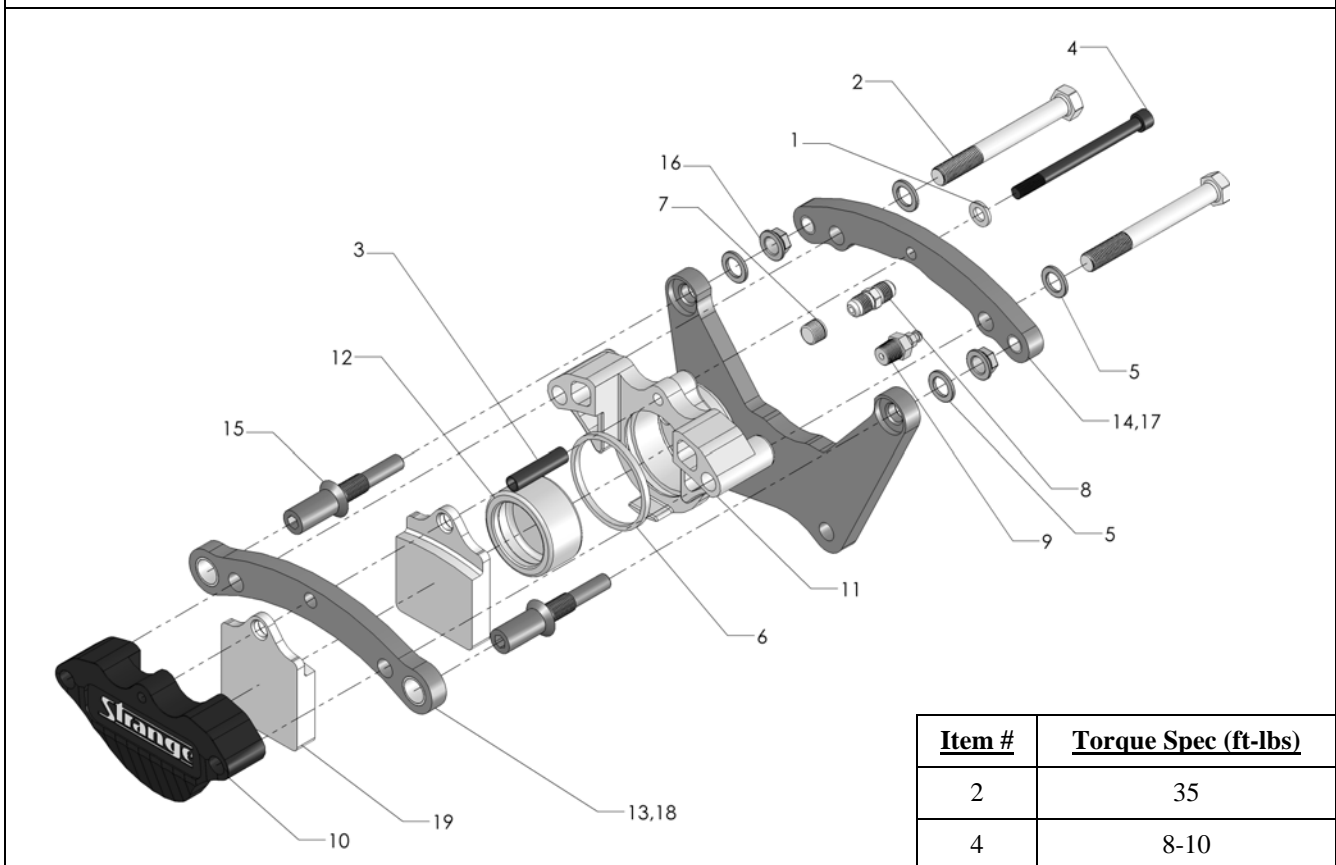


Figure #2: Brake Caliper Exploded View (passenger side)



Installation instructions for C4600WC

1. Rotors come preassembled from Strange Engineering. However, if you ever need to disassemble the rotor, reassemble it by placing the rotor (20) between the retaining ring (21) and the adapter (22). Secure using 10-24 x 3/8" flathead socket bolts and torque to 35-40 in-lbs. See Figure 3.
2. Mount the rotor on the wheel using 3/8" studs supplied with the wheel and the 3/8" washers (5) and jet nuts (16) supplied with this brake kit. Torque jet nut (16) to 40 ft-lbs.
3. Disassemble caliper by removing 3/8" caliper bolts (2) and caliper bridge bolt (4). Slide pins (15) remain attached to the bracket.
4. Attach the caliper mounting bracket (20) to the strut body using 3/8"-24 bolts (24), 3/8" washer (5) and jet nut (16). On the lower bolt, use two additional 3/8" washers so that the nut can be torqued without running out of thread. Torque to 35 ft-lbs.
5. Follow the Ultra Strut instructions to assemble the wheel onto the strut body.
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 "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.
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. Torque 3/8" bolts to 35 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**.

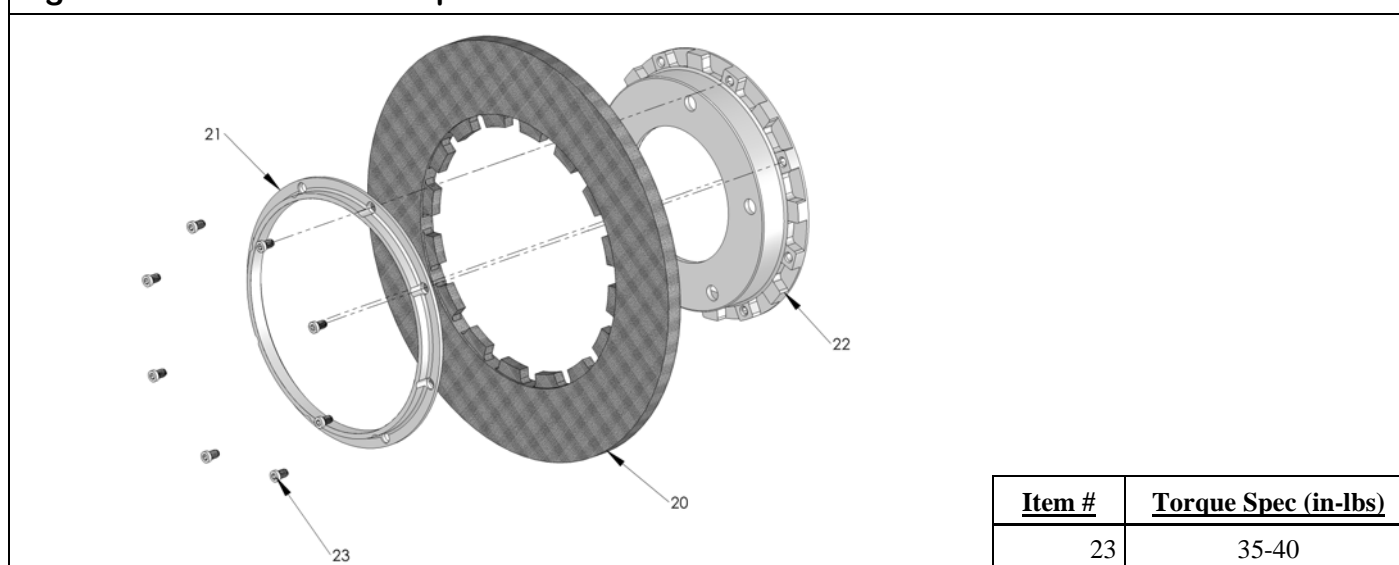
Note: After the initial installation of this kit, ensure that there is adequate clearance between all braking and chassis components by moving the suspension all the way up and down throughout its travel. Additionally, make sure that the brake lines are not subject to binding or kinking. Operate the vehicle in a cautious manner until you determine that the brakes are functioning properly. Check and re-torque all bolts before every event.

Note: Pads should be replaced when thickness equals .200" or less. Replace rotors when thickness equals .250" or less. Rotors wear concave and pads wear convex; therefore, measure rotor thickness in the middle of the rotor and pad thickness in the area where there are no pistons.

Note: Keep Carbon away from all chemicals. If contamination occurs the carbon component must be baked for 8 hours @ 500° F-(**Bake Carbon ONLY! REMOVE ALUMINUM HAT & HARDWARE BEFORE BAKING**)- If badly contaminated an odor will occur.

Note: The HOTTER the rotors become, the MORE EFFECTIVE braking becomes. Carbon brakes will stop your vehicle far better at the "top end" and will not "hold" as well at the starting line, compared to steel brakes. We recommend that when you first drive or "tow" your vehicle to the starting line, you apply the brakes several times to get the "feel" of carbon at low speeds. After you become comfortable with the vehicle at "pit area" speeds, you may want to "drag" the brakes to create rotor and pad heat to better hold the vehicle at the starting line. We recommend a few 1/2 or 3/4 passes, so as to become aware of how your carbon brakes perform at higher M.P.H. Remember carbon works better at higher temperature. The longer the brakes are applied the more aggressive braking will become.

Figure #3: Carbon Rotor Exploded View



WARNING – RACING IS HAZARDOUS · STRANGE BRAKES ARE FOR LEGAL DRAG RACING ONLY

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