

Strange

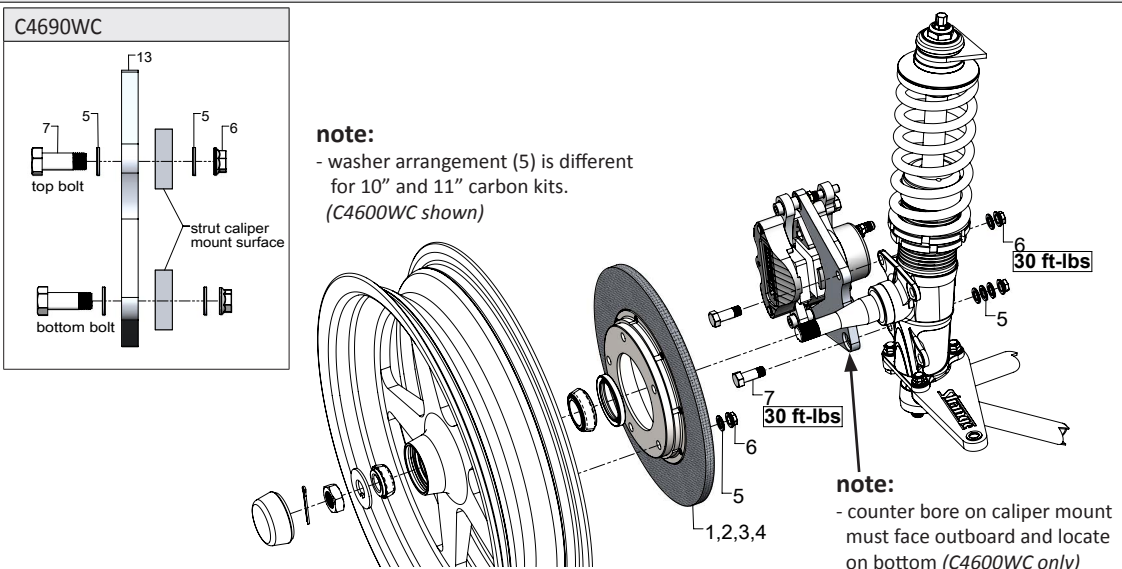
Kit Summary:

Kit #	C4600WC C4690WC
Description	10" carbon brake kit for Ultra Strut with Anglia style spindle (C4600WC) 11" carbon brake kit for Ultra Strut with Anglia style spindle (C4690WC)
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Date Modified	Feb 3, 2015

Kit Contents

ITEM#	PART#	QTY	DESCRIPTION
1a	C1780	2	10" carbon rotor (C4600WC)
1b	C1790	2	11" carbon rotor (C4690WC)
2a	B1250S	2	10" carbon rotor adapter (C4600WC)
2b	B1250SC	2	11" carbon rotor adapter (C4690WC)
3a	B1250W	2	10" carbon rotor retaining ring (C4600WC)
3b	C1700H	2	11" carbon rotor retaining ring (C4690WC)
4a	C1700D	20	1/4"-20 x 1/2" FHSCS (C4600WC)
4b	B1250E	16	10-24 x 3/8" FHSCS (C4690WC)
5	S3402N	26	3/8" AN washer
6	F1282	18	3/8"-24 jet nut
7	S3600T	4	3/8"-24 x 1" NAS bolt
8	C4596D	4	3/8"-24 x 3-1/4" caliper bolt
9	C4596E	2	1/4"-28 x 3-1/4" caliper bridge bolt
10	B1260E	2	1/4" Washer
11	B1260CW	2	inboard hotdog bracket
12	B1260K	4	Garlock 05-DU06 Bearing (pre-installed)
13a	B4599CL/R	1	10" carbon caliper mounting bracket (left/right) (C4600WC)
13b	B4690L/R	1	11" carbon caliper mounting bracket (left/right) (C4690WC)
14	B3311C	4	slide pin
15	B1260BZ	2	caliper inner half
16	P2316	2	1/8" x #3AN NPT fitting
17	L4000O	2	1/8" NPT socket plug
18	P2365F	2	1/8" NPT bleeder assembly
19	B5000P2	2	caliper piston
20	B5000T1	2	caliper piston o-ring
21	B1250P	4	carbon brake pad
22	B1262J	2	bridge bolt tube
23	B1260DW	2	outboard hot dog bracket
24	B1250H	4	Garlock 08-DU06 Bearing (pre-installed)
25	B1260AW	2	caliper outer half
26	C4596B	2	1/4"-28 x 0.500 thread insert
27	H1150E	4	3/8"-24 x 0.520" thread insert

FIGURE # 1: Exploded view



Brake rotors come pre-assembled from Strange Engineering. (figure 3)

1. Mount the rotor on the wheel using $\frac{3}{8}$ " studs supplied with the wheel and the $\frac{3}{8}$ " washers (5) and jet nuts (6) supplied with this brake kit. Torque to 30 ft-lbs.
2. Disassemble brake caliper by removing caliper bolts (8) and the caliper bridge bolt (9). The slide pins (14) should remain attached to the caliper mounting bracket.
3. Attach the caliper mounting bracket with the slide pins to the strut body using the two $\frac{3}{8}$ "-24 bolts (7), $\frac{3}{8}$ " washers (5) and jet nuts (6). Torque to 30 ft-lbs. Ensure bracket is in correct orientation.

note: (refer to figure 1)

 - C4600WC ensure caliper bracket (13) counter-bore faces outboard and is located on the bottom
 - C4600WC does not use washers (5) on outboard side
 - C4600WC use three washers on the inboard side of the bottom bolt and one washer on top bolt
 - C4690WC uses a single washer on the inboard and outboard side of all caliper mount bracket bolts.
4. Follow the strut kit instructions to assemble the wheel onto the spindle.
5. Slide the two caliper bolts with the $\frac{3}{8}$ " washers and the caliper bridge bolt with $\frac{1}{4}$ " washer through the respective holes on the inboard hotdog bracket (11).
6. The caliper must now be assembled onto the caliper bracket. Slide the inboard hotdog bracket with the two caliper bolts and the caliper bridge bolt onto the inboard side of the caliper slide pins. The threads on the bolts should face outboard.
7. Feed the caliper inner half (15) over the rotor or through the outside of the wheel and slide through the two caliper bolts and the caliper bridge bolt.
8. Slide the carbon brake pad and caliper bridge bolt tube through the caliper bridge bolt.
9. Slide the outboard hotdog bracket through the two caliper slide pins, caliper bolts and caliper bridge bolt.
10. Align a carbon brake pad with the caliper outer half. Finally, line up caliper outer half and carbon brake pad with the two caliper bolts and the caliper bridge bolt. Loosely secure the two caliper bolts and caliper bridge bolt as the caliper outer half is attached. Torque caliper bolts to 30 ft-lbs and the bridge bolt to 10 ft-lbs.
11. Connect the hydraulic lines to the calipers. Calipers are tapped to $\frac{1}{8}$ "-27 NPT and supplied with -3AN fitting. Use proper adapters to connect to existing lines or use new -3AN braided steel line (Teflon lines). Bleed calipers with DOT 4 or DOT 5.1 brake fluid only!

carbon brake notes:

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.

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 # 2: Exploded view of brake caliper

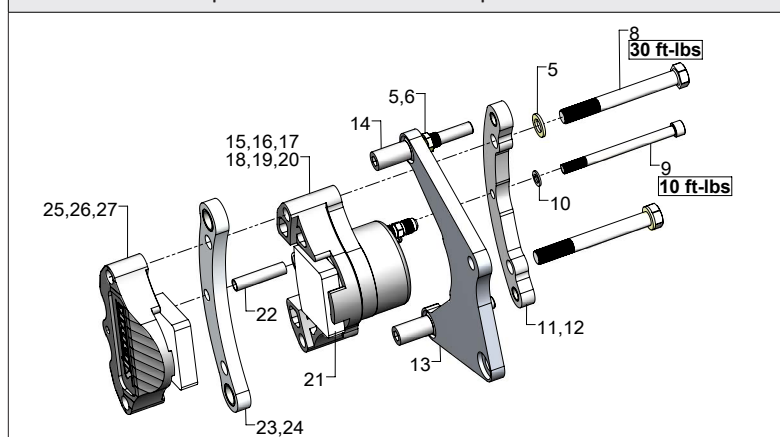


FIGURE # 3: Brake rotor assembly

