

Installation instructions for C4594WC Carbon Rotor (10") Front Brake Kit for Strange Adjustable Height Spindle

Important Notes:

- Kit is for 2009 and later Strange Adjustable Height Spindle (S3423) design and 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 Adjustable Height Spindle 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	C1780	2	Carbon Rotor 10"
2	S3402N	22	3/8" AN Washer
3	F1282	18	3/8"-24 Jet Nut
4	B5000Z	4	3/8"-24 x 1.187" Bolt
5	B4592A	2	Caliper Mounting Bracket
6	B1260AA	2	Caliper Outer Half
7	B1250P	4	Carbon Brake Pad
8	B1260D	2	Outboard "Hotdog" Bracket
9	B1250H	4	Garlock 08-DU06 Bearing (installed in B1260D)
10	B1262J	2	Bridge Bolt Tube
11	B5000P	2	Caliper Piston
12	B1260BB	2	Caliper Inner Half
13	B5000T	2	Caliper Piston O-Ring (installed in B1260BB)
14	P2365F	2	1/8" NPT Bleeder Assembly
15	P2316	2	1/8" x #3AN NPT Fitting
16	L4000O	2	1/8" NPT Socket Plug
17	B3311C	4	Caliper Slide Pin
18	B1260C	2	Inboard "Hotdog" Bracket
19	B1260K	4	Garlock 05-DU06 Bearing (installed in B1260C)
20	B1260M	4	5/16" Washer
21	B1262B	4	5/16"-18 x 3" Caliper Bolt
22	B1260E	2	1/4" Washer
23	B1250K	2	1/4"-20 x 3" Caliper Bridge Bolt
24	B1250E	16	10-24 x 3/8" Flat-Head Socket Cap Screw
25	B1250W	2	Carbon Rotor Retaining Ring
26	B1250S	2	Carbon Rotor Adapter

Figure #1: Assembly shown with 2009 and later S3423 Strange Adjustable Height Spindle

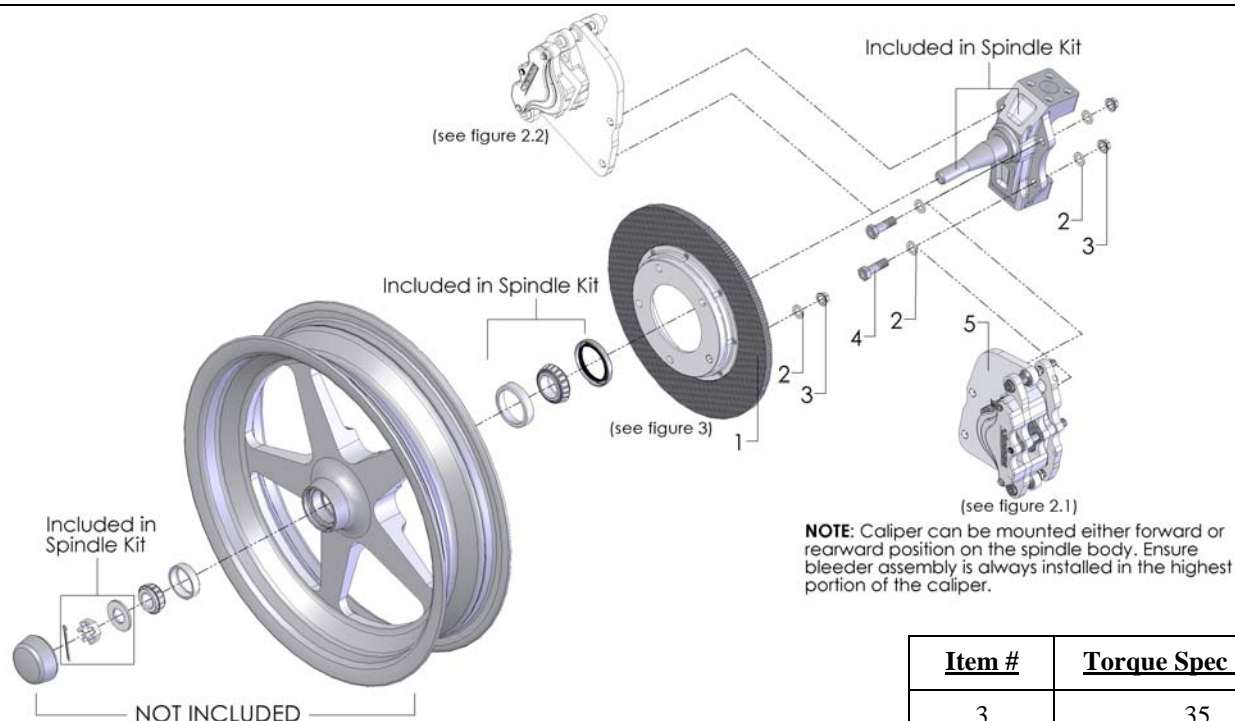


Figure #2.1: Caliper Mounted Driver Side Towards Rear / Passenger Side Towards Front

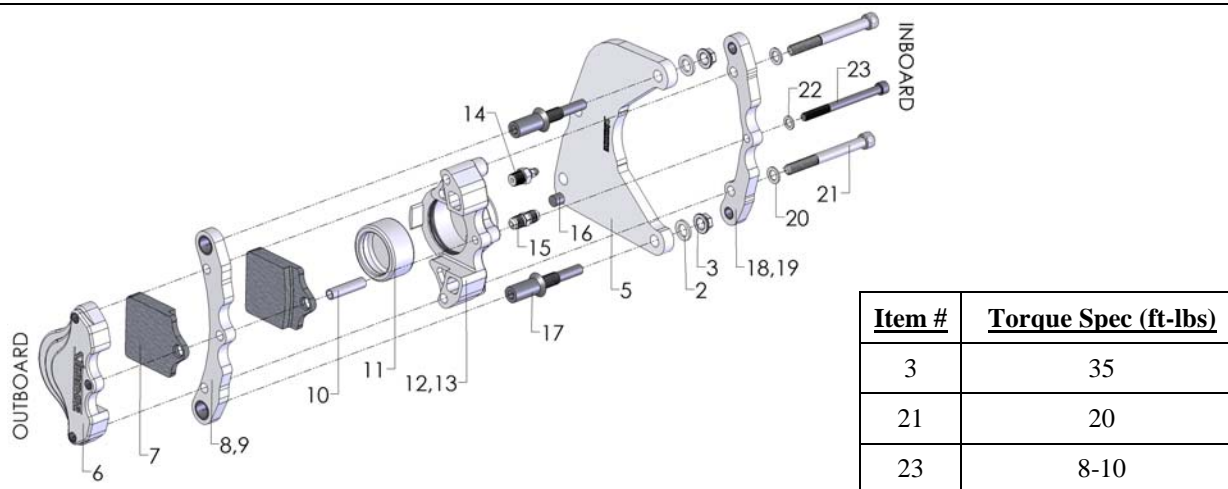
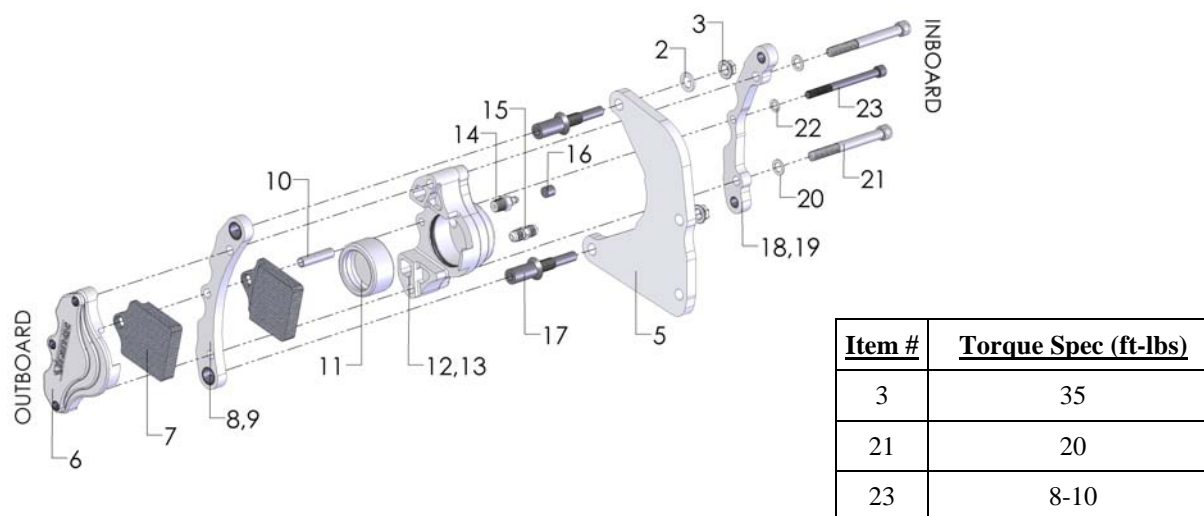


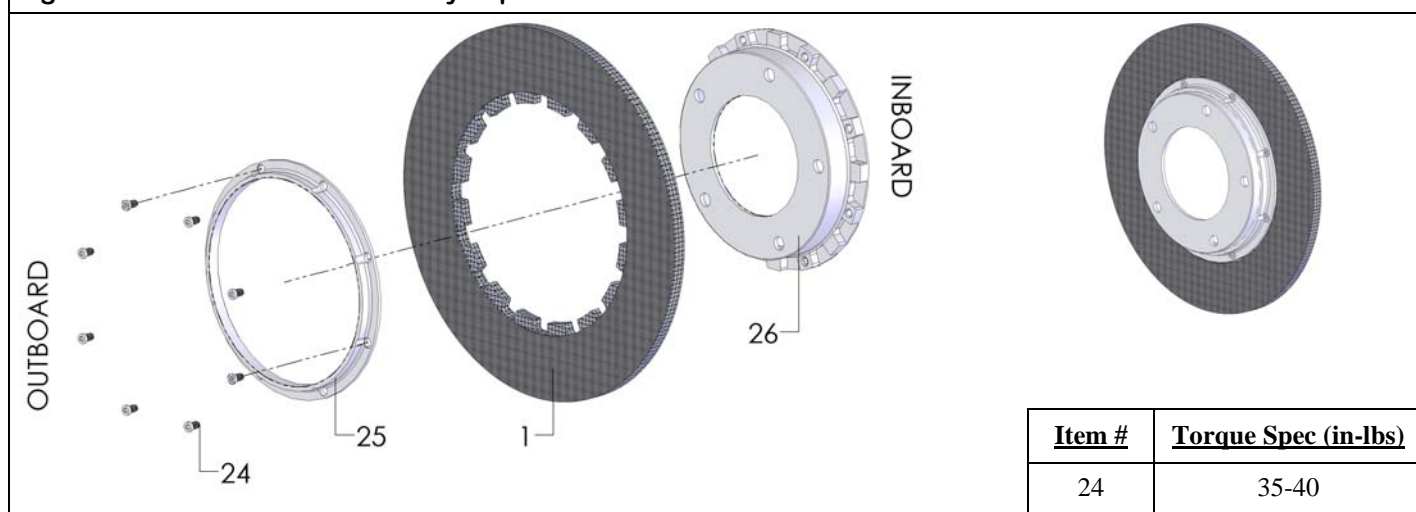
Figure #2.2: Caliper Mounted Driver Side Towards Front / Passenger Side Towards Rear



Installation instructions for C4594WC

1. Rotors come preassembled from Strange Engineering. However, if rotor disassembly is ever required unscrew the ten flathead socket cap screws (24) and separate the rotor (1) from the rotor retaining ring (25) and rotor adapter (26). Reassemble the rotor vise-versa and torque the ten flathead socket cap screws (24) to 35-40 in-lbs. (Figure #3) Re-torque before every event.
2. Mount the rotor on the wheel using 3/8" studs supplied with the wheel and the 3/8" washers (2) and jet nuts (3) supplied with this brake kit. Torque to approximately 35 ft-lbs. (Figure # 1)
3. Disassemble the brake caliper by removing caliper bolts (21) and the caliper bridge bolt (23). The slide pins (17) should remain attached to the caliper mounting bracket (5). (Figure #2)
4. Attach the caliper mounting bracket (5) with the slide pins (17) to the spindle body using the two 3/8"-24 bolts (4), 3/8" washers (2) and jet nuts (3). Torque to 35 ft-lbs. The mounting bracket (5) can be installed multiple ways depending on whether the caliper is intended for installation towards the front or rear of the vehicle. See figures 1 and 2.
5. Follow the spindle kit instructions to assemble the wheel onto the spindle.
6. Slide the two caliper bolts (21) with the 5/16" washers (20) and the caliper bridge bolt (23) with 1/4" washer (22) through the respective holes on the inboard "hotdog" bracket (18). (Figure #2)
7. The caliper must now be assembled onto the caliper bracket (5). Slide the inboard "hotdog" bracket (18) with the two caliper bolts (21) and the caliper bridge bolt (23) onto the inboard side of the caliper slide pins (17). The threads on the bolts should face outboard. (Figure #2)
8. Feed the caliper inner half (12) over the rotor or through the outside of the wheel and slide through the two caliper bolts (21) and the caliper bridge bolt (23). (Figure #2) **Ensure the bleeder assembly (14) is always installed in the highest portion of caliper.**
9. Slide the carbon brake pad (7) and caliper bridge bolt tube (10) through the caliper bridge bolt (23). (Figure #2)
10. Slide the outboard "hotdog" bracket (8) through the two caliper slide pins (17), caliper bolts (21) and the caliper bridge bolt (23).
11. Align a carbon brake pad (7) with the caliper outer half (6). Finally, line up caliper outer half (6) and carbon brake pad (7) with the two caliper bolts (21) and the caliper bridge bolt (23). Loosely secure the two caliper bolts (21) and caliper bridge bolt (23) as the caliper outer half (6) is attached. Ensure the entire assembly corresponds to figure # 2. Torque caliper bolts (21) to 20 ft-lbs and the bridge bolt (23) to 8-10 ft-lbs.
12. Connect the hydraulic lines to the calipers. Calipers are tapped to 1/8"-27 NPT and supplied with -3AN fitting. 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!

Figure #3: Carbon Rotor Assembly Exploded View



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.

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

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