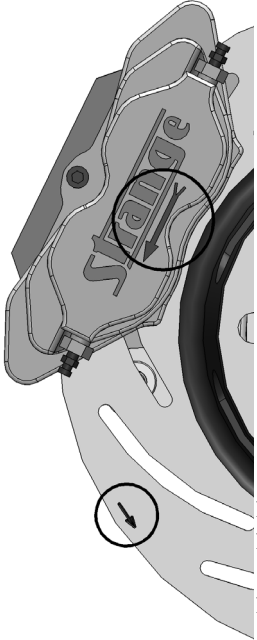




### Installation instructions

**Figure # 2**



1. Raise and support rear of vehicle on a level surface using suitable equipment.
  2. Remove wheel, drum, axle, brake line, and backing plate assembly from rear end housing.
  3. Remove bearing, wedding ring, and bearing retaining plate from axle and discard all three.
  4. Check the axle for any signs of twisting or runout and repair or replace as needed. The maximum allowable runout checked between centers at the face of the flange, bearing surface, and near the splines is 0.005" total indicated runout (T.I.R.).
  5. Inspect the rotor (1, 2) for fit on the axle flange. The rotor should slide freely over the axle flange and seat flush against the face of the axle flange. The rotor must center on the axle flange or axle studs. If the axle flange is too large, it must be machined to 6.240" diameter. Note: With factory or stock axles, ensure that wheel studs do not interfere with rotor seating.
  6. Inspect the housing end for straightness and repair as necessary.
  7. Replace housing end studs with new T-bolts (3).
  8. Slip the bearing retaining plate (16) over the end of the axle.
  9. Install a new bearing (14) on the axle, pressing only on the inner race making sure the seal faces the axle flange. Before installing, apply a small amount of oil to the I.D. of the bearing to aid in installation Note: The o-ring on the bearing goes toward the splined end of the axle, the retaining ring groove toward the flange end. Also, the gasket can be discarded as it is only used with drum brakes.
  10. Press the wedding ring (15) onto the axle until it seats flush against the bearing.
  11. Slide the caliper mounting bracket (5) over the housing end studs with the heads of the press nuts (4) facing toward the outboard side of the vehicle
  12. Slide the axle into the housing until the bearing snap ring bottoms out in the counterbore in the caliper mounting bracket (5).
  13. Slide the bearing retaining plate (16) over the housing end studs and secure the assembly with the jet nuts (6). Torque to 35 ft-lbs.
  14. Slide the rotor (1, 2) over the wheel studs and axle flange, ensuring that the rotor sits flat on the face of the axle flange.
- Note:** Slotted rotors mount with the arrow pointing in the direction of normal rotation (See Figure #2).
- Please read B1850 instructions for complete caliper instructions.**
15. Attach caliper (11, 12) with the arrow facing in the direction of normal rotor rotation using 3/8"-24 caliper bolts (9) and 1/16" thick flat washers (8). Use 0.025" thick caliper shims (7) to center the caliper over the rotor, making sure pads contact the rotor evenly. The caliper bolt (9) should be fully engaged into the press nut. If the bolt is over engaged, use any remaining shims under the head of the bolt to prevent it from running into the rotor. Torque the caliper mounting bolts (9) to 35 ft-lbs.
  16. Connect the brake 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**.
  17. 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.

**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 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.

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

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