



**EVOLUTION 4-PISTON
FRONT BRAKE KIT
INSTRUCTIONS**

KIT #
B4108WCE

APPLICATIONS
Vega 1971-1976

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

Before you begin installation:

- Strange Engineering brake kits are designed for DRAG RACING ONLY!
- Read these instructions thoroughly and save for future reference.
- Brake fittings do not come pre-installed, it will need a layer of Teflon sealer applied to the thread (Figure# 3 for torque specs)
- 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	B4154E	2	Hub cap
2	S3520F	2	#222 Buna O-ring
3	B1320F	2	Timkin LM11710
4	B1320G	2	Timkin LM11749
5	B2798AS	2	Evolution S Rotor
6	B2794B	2	2-Piece rotor adapter
7	B2794D	2	Spirolock
8	B4170B	2	1/8" Thick front wheel spacer
9	B4108E	2	Vega Hub Front "H" 4.75 B.C
10	A1028A	10	1/2-20 x 2-1/2" Taper head screw
11	A1028B	10	1/2" Stripper washer
12	B1320H	2	Timkin LM67010
13	B1320J	2	Timkin LM67048
14	B1328B	2	Wheel seal SKF 19221
15	B4163D	2	7/16-14 x 1-1/2" FHCS
16	B4122D	2	7/16-14 x 1" FHCS
17a	B4108AL	1	Vega/Monza Bracket LH
17b	B4108AR	1	Vega/Monza Bracket RH
18	B1301E	4	3/8-24 Press nut
19	B1301H	16	3/8 ID x 0.025 thick shim
20	B4108B	2	Custom Vega spacer short
21	B4108C	2	Custom Vega spacer long
22	B5010	4	DRM-35 metallic 4-piston brake pad
23	B1900	1	Billet Caliper
24	P2316	2	Fitting 1/8 NPT x #3AN
25	P2316C	2	Plastic cap for #3AN
26	B1301J	4	Washer -3/8 ID 1/16 Thick flat
27	B5000Z	4	3/8-24 x 1.187 HHCS

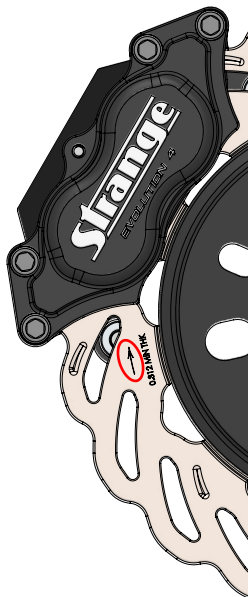
WARNING - RACING IS HAZARDOUS - STRANGE BRAKES ARE FOR LEGAL DRAG RACING ONLY

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Installation instructions

Figure # 2



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. Spindle dust shield holes need to be drilled and tapped larger for caliper mounting bolts. Trim the existing caliper ears as shown in Figure #2. Both holes should be drilled and tapped to 3/8-16.
5. Mount caliper bracket (17) with the press nuts (18) facing outboard side of vehicle. Place the caliper bracket spacers, short (20) and long (21) on the caliper mounting surfaces so that the bracket sits flat. Using the 1-1/2" caliper bracket bolt (15) for the long spacer and 1" bolt (14) for the short spacer, mount the caliper bracket to the spindle. Torque to 35 ft. lbs.
6. Install 1/2" Dia. wheel studs (10) in front hub (9) using 1/2" I.D. wheel stud washer (11) and a small amount of BLUE Loc-tite®.
7. Torque all studs to 65 ft.-lbs. **Note:** Consult your wheel and/or lug nut manufacturer for proper lug nut torque.
8. Pack the inboard (13) and outboard bearing race (3) with a suitable wheel bearing grease. Note: A bearing packer is recommended for this procedure. If one is not available work as much grease as possible into the cage and around the rollers. Wipe a thin layer of wheel bearing grease on the bearing surface of the inner and outer cups (4, 12) and slide the inboard bearing cone (15) into hub (9).
9. Press the hub seal (14) into the inboard side of the hub (9) flush to the outside.
10. Slide the hub assembly onto the spindle then slide the outer bearing cone (3) into the hub (9).
11. Install the stock spindle washer and nut.
12. Mount the wheel and tire assembly on the hub and snug the lug nuts.
13. While rotating the wheel, torque the spindle nut to approximately 20 ft.-lbs.
14. Loosen the spindle nut until the wheel spins freely and there is no end play.
15. Install the cotter pin, aluminum hub cap (1), and remove the wheel and tire.
16. Slide the rotor (5, 6, 7) over the wheel studs flush to the face of the hub (9).

Note: Slotted rotors mount with the arrow pointing in the direction of normal rotation (See Figure #1).

- Please read B1950 instructions for complete billet caliper instructions.

17. Attach caliper (23) using 3/8"-24 caliper bolts (27) with red loctite and 3/8" I.D. flat washers (26). Use 3/8" I.D. caliper shims (19) to center the caliper over the rotor, making sure pads contact the rotor evenly. Use any remaining shims under the head of the 3/8" Dia. Caliper bolt to prevent the bolt from contacting the rotor. Torque the caliper mounting bolts (27) to 35 ft.-lbs.
18. 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 .
19. 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.

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FIGURE # 2: Exploded B4108WCE Assembly View (Passenger side shown)

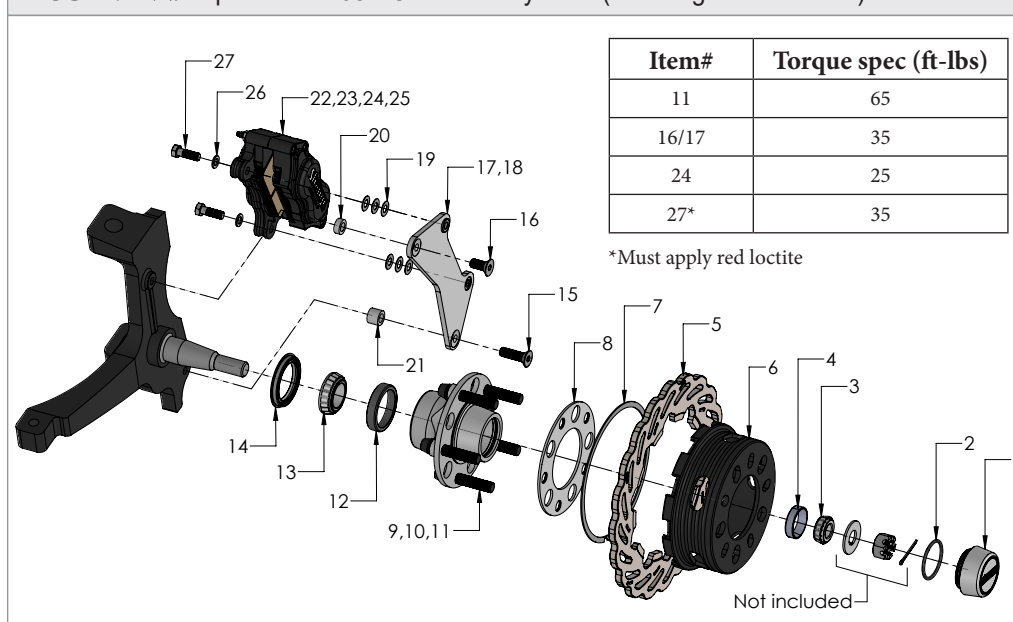


FIGURE # 3: Knuckle Modification

