

## EVOLUTION 4-PISTON REAR BRAKE KIT INSTRUCTIONS

**KIT #**  
B4122WCE

### APPLICATIONS

- Various GM applications  
79-87 Regal, 82-02 S10/S15 2WD, 79-87 Malibu, 79-88 Monte Carlo  
79-88 Cutlass, 82-86 Bonneville, 79-87 Grand Prix, 79-81 Lemans

## 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

- Consult factory service manual to remove and disassemble the upright and axle hub assembly.
- Brake rotors are shipped with an oil film on surface to prevent rust and must be cleaned before installation.
- Brake fittings do not come pre-installed, it will need a layer of Teflon sealer applied to the thread (Figure# 2 for torque specs)
- Clean and inspect hub for damage (damaged wheel bearings, stripped threads, etc.) and repair or replace
  - Inspect upper and lower ball joints for excessive play and replace as needed.
- If after reading these installation instructions, you have any questions or comments, please do not hesitate to call

### Kit Contents

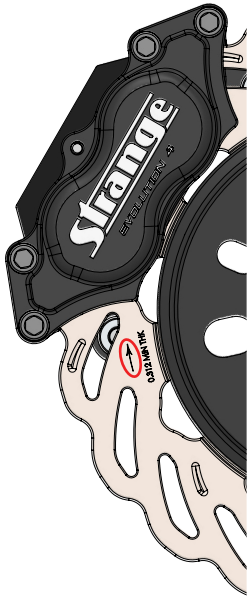
| ITEM# | PART#   | QTY | DESCRIPTION                                                         |
|-------|---------|-----|---------------------------------------------------------------------|
| 1     | A1028A  | 10  | ½" -20 x 2.5" Wheel stud                                            |
| 2     | A1028B  | 10  | ½" I.D. Wheel stud washer                                           |
| 3     | B4122D  | 4   | 7/16-14 x 1.750" FHSCS                                              |
| 4     | B1301E  | 4   | ¾"-24 Press nut ( <i>pre-installed in B4122CL &amp; B4122CR</i> )   |
| 5     | B1320H  | 2   | Inner hub bearing cup ( <i>Timken LM67010 installed in B1324A</i> ) |
| 6     | B1320J  | 2   | Inner hub bearing cone ( <i>Timken LM67048</i> )                    |
| 7     | B1324A  | 2   | Front hub "F" 4.75" B.C.                                            |
| 8     | B1330C  | 2   | Outer hub bearing cup ( <i>Timken LM12710 installed in B1324A</i> ) |
| 9     | B1729A  | 2   | Hub seal (C.R. 19748)                                               |
| 10    | B1757C  | 2   | Outer hub bearing cone ( <i>Timken LM12748F</i> )                   |
| 11    | B1301H  | 16  | ⅜" I.D. x 0.025" Thick caliper shim                                 |
| 12    | B1301J  | 4   | ⅜" I.D. x 1.0625" Thick caliper washer                              |
| 13    | B5000Z  | 4   | ¾"-24 x 1.187" Caliper bolt                                         |
| 14    | B5010   | 4   | Soft Metallic 4-piston caliper pad                                  |
| 15    | B1900   | 1   | Billet Caliper                                                      |
| 16    | P2316   | 2   | ⅜" NPT x -3AN Fitting                                               |
| 17    | B2798AS | 2   | Evolution S Rotor                                                   |
| 18    | B2794B  | 2   | 2-Piece rotor adapter                                               |
| 19    | B2794D  | 2   | Spirolox                                                            |
| 20a   | B4122CL | 1   | L.H. Caliper Mounting Bracket                                       |
| 20b   | B4122CR | 1   | R.H. Caliper Mounting Bracket                                       |
| 21    | B4154E  | 2   | Aluminum hub cap                                                    |
| 22    | S3520F  | 2   | #222 Buna O-ring ( <i>pre-installed on B4154E</i> )                 |
| 23    | B4122A  | 2   | 7/16" ID x 0.750" Long Stand                                        |
| 24    | B4122B  | 2   | 7/16" ID x 0.675" Long Stand                                        |

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

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### Installation instructions

Figure # 1



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. Trim off the upper and lower caliper mounting ears at a distance of approximately 1" from the center of the caliper mounting bracket holes as shown in Figure# 2, to make room for new caliper.
5. Drill holes to 3/8" and tap the caliper mounting bracket holes in the spindle 7/16"-14. The top mounting hole should be drilled and tapped 1" deep. Drill and tap the bottom hole through.
6. Beginning with the top mounting hole on the spindle body, attach the caliper mounting bracket (20) to the spindle. A 0.675" stand (24) is to be used at the top mounting hole, and a 3/4" stand (23) is to be used for the bottom mounting hole. Secure the bracket with the flat head cap screws (3). Torque to 35 ft-lbs.  
**Note:** The press nuts (4) MUST face outboard.
7. Install 1/2" Dia. wheel studs (1) in front hub (7) using 1/2" I.D. wheel stud washer (2) and a small amount of BLUE Loc-tite®. 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 (6) and outboard bearing cone (10) 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.
9. Wipe a thin layer of wheel bearing grease on the bearing surface of the inner and outer cups (5, 8) and slide the inboard bearing cone (6) into the hub (7).
10. Press the hub seal (9) into the inboard side of the hub (7) flush to the outside.
12. Slide the hub assembly onto the spindle then slide the outer bearing cone (10) into the hub (7).
13. Install the stock spindle washer and nut.
14. Mount the wheel and tire assembly on the hub and snug the lug nuts.
15. While rotating the wheel, torque the spindle nut to approximately 20 ft-lbs.
16. Loosen the spindle nut until the wheel spins freely and there is no end play.
17. Install the cotter pin, aluminum hub cap (21), and remove the wheel and tire.
18. Slide the rotor assembly (17, 18, 19) over the wheel studs flush to the face of the hub (7).  
**Note:** Evolution rotors mount with the arrow pointing in the direction of normal rotation (See Figure #1).  
- Please read B1950 instructions for complete caliper instructions.
19. Attach caliper (15) using 3/8"-24 caliper bolts (13) with red loctite and 3/8" I.D. flat washers (12). Use 3/8" I.D. shims (11) 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 (13) to 35 ft-lbs.
20. 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 . 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.

FIGURE # 2: Exploded view of B4122WCE

