



Strange



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EVOLUTION

Apr 8, 2025

EVOLUTION 4-PISTON FRONT BRAKE KIT INSTRUCTIONS

KIT #
B4130WCE

APPLICATIONS
'83-'94 Ford Ranger

Before you begin installation:

- Strange Engineering brake kits are designed for DRAG RACING ONLY!
- Read these instructions thoroughly and save for future reference.
- This kit moves wheel mounting surface outboard by 0.625". Verify wheel fitment before installing.
- Brake fittings do not come pre-installed, it will need a layer of Teflon sealer applied to the thread (Figure# 2 for torque specs)
- If after reading these installation instructions, you have any questions or comments, please do not hesitate to call us.

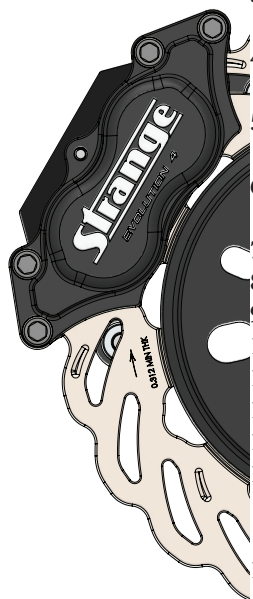
KIT CONTENTS			
ITEM#	PART#	QTY	DESCRIPTION
1	B2798AS	2	Evolution S Rotor
2	B2794B	2	2-Piece rotor adapter
3	B2794D	2	Spirolock
4	B4154E	2	Hub cap
5	S3520F	2	O-ring
6	B1320J	2	Outer bearing cone (LM67048)
7	B1320H	2	Outer bearing cup (LM67010)
8	B4154SPM	2	"HS" Front hub
9	B1324D	2	Inner bearing cup (LM11910)
10	B1324E	2	Inner bearing cone (LM11949)
11	B1328B	2	Wheel Seal (SKF19221)
12	A1028A	10	1/2-20 x 2-1/2" Taper head SHCS
13	A1028B	10	1/2" Stripper washer
14	B1381D	4	3/8-16 x 1" HHCS
15	S3402N	4	3/8 AN washer
16a	B4130AL	1	LH Caliper bracket
16b	B4130AR	1	RH Caliper bracket
17	B1301E	4	Press nut
18	B1380B	10	5/8" ID x .025 Shim
19	B1900	2	Billet Caliper
20	B5010	4	Soft Strange 4-Piston caliper pad
21	P2316	2	-1/8NPT x #3AN fitting
22	B1301J	4	Washer
23	B5000Y	4	3/8-24 x 1.125 HHCS
24	P2316C	2	Plastic cap for #3AN fitting

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, and stock disk brake components. Inspect all ball joints for excessive play and replace as needed.
3. Install 1/2" Dia. wheel studs (12) in front hub (8) using 1/2" I.D. wheel stud washer (13) and a small amount of BLUE Loc-tite®. Torque all studs to 65 ft-lbs.
4. Modify knuckle using Figure #3 as reference.
Install the caliper mounting bracket (16). Mount using the 3/8"-16 bolts (14)
5. **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.
6. Wipe a thin layer of wheel bearing grease on the bearing surface of the inner and outer cups (7,9) and then place inner bearing cone (10) into the front hub (8).
7. Press the hub seal (11) into the inboard side of the hub (8) flush to the outer face of the hub.
8. Slide the hub assembly onto the spindle, then slide the outer bearing cone (6) into the hub.
9. Install the stock key washer and the spindle castle nut.
10. Mount the wheel and tire assembly on the hub and snug the lug nuts.
11. While rotating the wheel, torque the spindle nut to approximately 20 ft-lbs.
12. Loosen the spindle nut until the wheel spins freely and there is no end play.
13. Install the cotter pin, aluminum hub cap (4), and remove the wheel and tire.
14. Slide the Evo rotor assembly (1,2,3) over the wheel studs flush to the face of the hub (8).
Note: Slotted rotors mount with the arrow pointing in the direction of normal rotation (See Figure #1).
- Please read B1950 instructions for complete caliper instructions.
15. Attach caliper (19) with the arrow facing in the direction of normal rotor rotation using 3/8"-24 caliper bolts (23) with red loctite and 3/8" I.D. washers (22). Use 3/8" I.D. caliper shims (18) to center the caliper over the rotor, contact the rotor evenly. The caliper bolt (23) 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 (23) to 35 ft-lbs.
16. 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. Mount the tire and wheel.

Notes: 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. Operate the vehicle in a cautious manner until you determine that the brakes are functioning properly. Routinely check and re-torque all bolts.

FIGURE # 2: Exploded B4130WCE Assembly View

FIGURE # 3: Knuckle modification

