

EVOLUTION SERIES 4-PISTON FRONT BRAKE KIT INSTRUCTIONS

KIT #
B4148WCE - 2005 - 2014 Mustang

APPLICATIONS
2005-2014 Mustang
(Reuses factory hubs)

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.

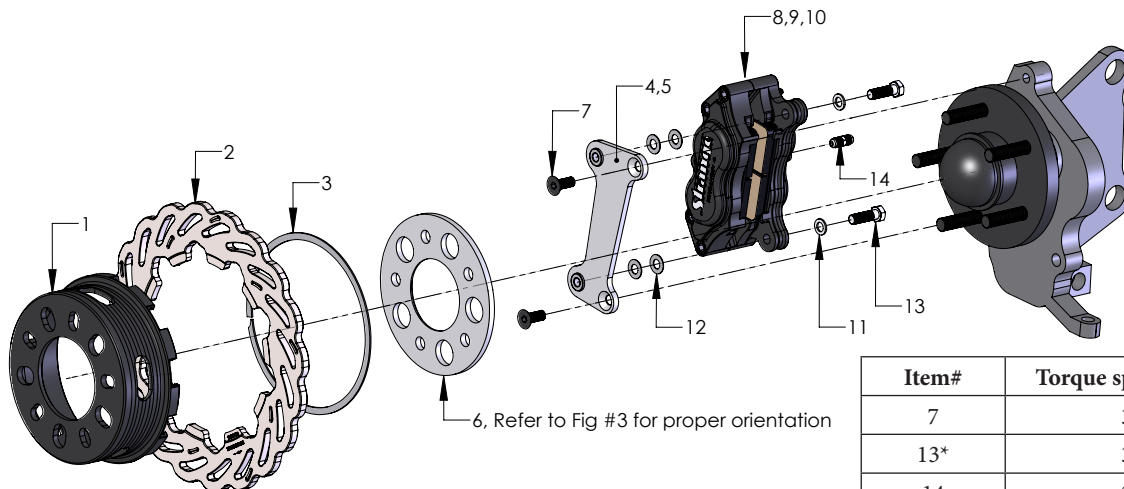
-Brake fittings do not come pre-installed, it will need a layer of Teflon sealer applied to the thread (Figure# 1 for torque specs)

-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	B1301E	4	3/8-24 Press nut (installed in B4148AR & B4148AL)
5	B4148AR	1	Right hand caliper bracket
6	B4148AL	1	Left hand caliper bracket
7	B4148B	2	Wheel Spacer
8	B4148C	4	3/8-16 x 1" FHSCS tapered bolt
9	B1900	2	Billet Caliper
10	B5010	4	Soft 4-piston caliper pad
11	B1301J	4	3/8" I.D. x 1/16" thick caliper washer
12	B1301H	16	3/8" I.D. x 0.025" thick caliper shim
13	B5000Z	4	3/8-24 x 1.187" Caliper bolt
14	P2316	2	Fitting -1/8NPT x #3AN

FIGURE # 1: Exploded B4148WCE Assembly View

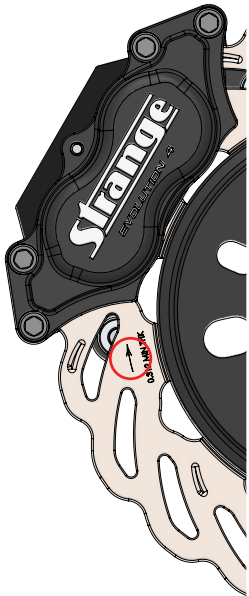


Item#	Torque spec (ft-lbs)
7	35
13*	35
14	25

*Must apply red loctite

Installation instructions

Figure # 2



1. Raise and support front of vehicle on a level surface using suitable equipment.
2. Remove wheel, stock disc, brake line, caliper assembly and dust shield from spindle.
3. Remove stock caliper mounting ears as shown (Fig 2).
4. Drill holes to 5/16" and tap stock dust shield holes (Fig 2) to 3/8"-16.
5. Mount caliper bracket (4,5) with the press nuts (1) facing outboard using one 3/8-16 x 1" FHSCS caliper bracket bolt (7) in each of the stock bolt locations. Torque to 35 ft. lbs.
6. Slide the wheel spacer over the wheel studs flush to the face of the hub.
7. Slide the rotor (1,2,3) over the wheel studs flush to the face of the wheel spacer. Rotors mount with the arrow pointing in the direction of normal rotation. (Figure 4)

Note: Wheel spacer to be mounted with chamfer facing inboard direction (See Figure 3).

Note: Minimum clearance between the caliper mounting bracket bolts and the inboard face of the rotor should be 1/16" (0.0625").
- Please read B1900 instructions for complete 4-piston billet caliper instructions.

8. Attach caliper (9) using 3/8"-24 caliper bolts (13) with red loctite and 3/8" I.D. flat washers (11). Use two 3/8" I.D. caliper shims (12) per bolt between caliper & bracket (4,5) 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 caliper mounting bolts (13) to 35 ft.-lbs.

9. 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.

10. Replace wheel and torque lug nuts to factory specification.

Note: This kit moves the wheel .06" outboard.

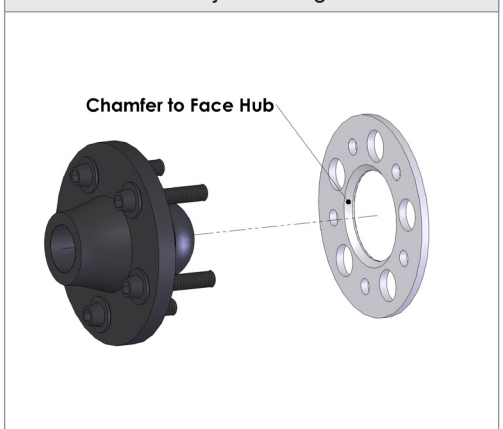
11. A proper break in procedure is required to avoid brake fade and uneven rotor deposits from the pads. It consists of 8-10 brake applications increasing in harshness while allowing the brakes to cool slightly in between; do not keep the brakes applied between stops. After the last stop the brakes should 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 turning the wheels all the way left to right and moving them all the way up and down throughout the length of the wheel (suspension) 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.

FIGURE # 3: Adjustment guidelines



FIGURE # 4: Adjustment guidelines



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

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