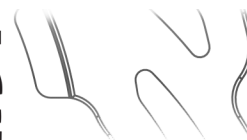




Strange



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EVOLUTION

Aug 28, 2026

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

KIT #
B4163WCE

APPLICATIONS
'88-'98 C1500 Chevy Pickup
with OEM spindles

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!
- Verify wheel fitment before installing.
- 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# 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	B4154E	2	Hub cap
2	S3520F	2	O-ring
3	B2794B	2	2-Piece rotor adapter
4	B2798AS	2	Evolution S Rotor
5	B2794D	2	Spirolock
6	B1757C	2	Outer bearing cone (LM12748F)
7	B1330C	2	Outer bearing cup (LM12710)
8	B4163A	2	"CT" Front hub
9	B1330A	2	Inner bearing cup (L68110)
10	B1330B	2	Inner bearing cone (L68149)
11	B1729A	2	Wheel Seal (C/R 19748)
12	A1028B	10	1/2" Stripper washer
13	A1028A	10	1/2-20 x 2-1/2" Taper head SHCS
14	B4122D	4	7/16-14 x 1-3/4" FHSCS
15	B4163B	4	7/16" ID x 1/2" Long stand
16	B4174A	2	Caliper bracket
17	B1301E	4	Press nut
18	B1301H	16	Shim
19	B1900	2	Billet Caliper
20	B5010	4	Semi-metallic Strange 4-Piston caliper pad
21	P2316	2	-1/8NPT x #3AN fitting
22	B1301J	4	Washer
23	B5000Z	4	3/8-24 x 1.187 bolt
-	P2316C	2	Plastic cap for #3AN fitting

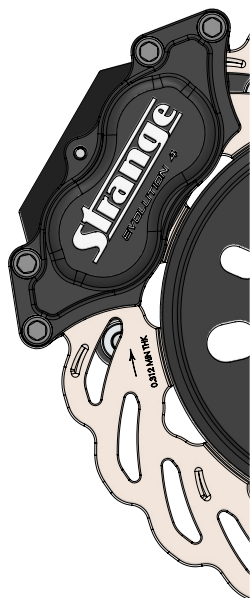
WARNING - RACING IS HAZARDOUS - STRANGE BRAKES ARE FOR LEGAL DRAG RACING ONLY

Disclaimer of Warranty - Purchasers using Strange Engineering racing components and equipment any and all inventory services, purchasers acknowledge that due to differing conditions and circumstances under which all equipment and parts are installed and used, purchasers are not relying on Strange Engineering Co. skill or judgment to select or furnish the proper part or equipment. Purchasers expressly affirm they are relying upon their own skill or judgment to select and purchase suitable goods. Strange Engineering Co. makes no warranties whatsoever, expressed or implied, oral or written, to purchasers. There is no warranty of merchantability made to purchasers.

Strange Engineering Co., further excludes any implied warranty of fitness with respect to racing and equipment, any and all inventory and service.

Installation instructions

Figure # 1



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 (13) in front hub (8) using 1/2" I.D. wheel stud washer (12) and a small amount of BLUE Loc-tite®. Torque all studs to 65 ft-lbs.
4. Modify knuckle using Figure #3 as reference.
Place the provided spacers (15) on the knuckle. Securing the caliper mounting bracket (16) using the 7/16"-14 bolts (14).
5. Pack the inboard (10) and outboard bearing cone (6) 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.
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 (1), and remove the wheel and tire.
14. Slide the rotor (3,4,5) over the wheel studs flush to the face of the hub (8).

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

- Please read B1900 instructions for complete caliper instructions.

15. Attach caliper (19) 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, making sure pads contact the rotor evenly. 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 B4163WCE Assembly View (Driver side shown)

FIGURE # 3: Knuckle modification

