Kit Summary:

Kit #	C4694WC
Description	11” carbon brake kit for S3423 Strange adjustable height funny car spindles
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Date Modified	Feb 5, 2015

Kit Contents

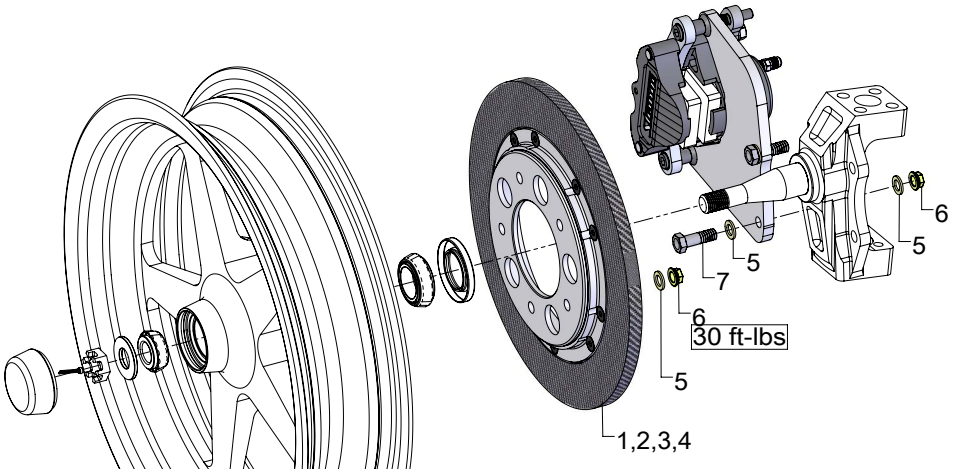
ITEM#	PART#	QTY	DESCRIPTION
1	C1790	2	11” carbon rotor
2	C1700D	20	¼”-20 x ½” FHSCS
3	C1700H	2	carbon rotor retainer ring
4	B1250SC	2	carbon rotor adapter
5	S3402N	26	⅜” AN washer
6	F1282	18	⅜”-24 jet nut
7	B5000Z	4	⅜”-24 x 1.187”
8	C4596D	4	⅜”-24 x 3-¼” caliper bolt
9	C4596E	2	¼”-28 x 3-¼” caliper bridge bolt
10	B1260E	2	¼” washer
11	B1260CW	2	inboard hotdog bracket
12	B1260K	4	Garlock 05-DU06 bearing *(pre-installed)*
13	B4694A	2	caliper mounting bracket
14	B3311C	4	caliper slide pin
15	B1260BZ	2	caliper inner half
16	P2316C	2	⅛” x #3AN NPT fitting
17	L4000O	2	⅛” NPT socket plug
18	P2365F	2	⅛” NPT bleeder assembly
19	B5000P2	2	caliper piston
20	B5000T1	2	caliper piston o-ring
21	B1250P	4	carbon brake pad
22	B1264J	2	bridge bolt tube
23	B1260DZ	2	outboard hotdog bracket
24	B1250H	4	Garlock 08-DU06 bearing *(pre-installed)*
25	B1260AW	2	caliper outer half
26	C4596B	2	¼”-28 x 0.500 thread insert
27	H1150E	4	⅜”-24 x 0.520” thread insert

FIGURE # 1: Exploded view

note:

caliper can be mounted in forward or rearward position on the spindle body

ensure bleeder assembly is always installed in the highest portion of the caliper



Brake rotors come pre-assembled from Strange Engineering. *(figure 3)*

1. Mount the rotor on the wheel using ⅜" studs supplied with the wheel and the ⅜" washers (5) and jet nuts (6) supplied with this brake kit. Torque to 30 ft-lbs.
2. Disassemble brake caliper by removing caliper bolts (8) and the caliper bridge bolt (9). The slide pins (14) should remain attached to the caliper mounting bracket.
3. Attach the caliper mounting bracket with the slide pins to the spindle body using the two ⅜"-24 bolts (7), ⅜" washers (5) and jet nuts (6). Torque to 30 ft-lbs. Ensure bracket is in correct orientation.
4. Follow the spindle kit instructions to assemble the wheel onto the spindle.
5. Slide the two caliper bolts with the 3/8" washers and the caliper bridge bolt with 1/4" washer (10) through the respective holes on the inboard hotdog bracket (11).
6. The caliper must now be assembled onto the caliper bracket. Slide the inboard hotdog bracket with the two caliper bolts and the caliper bridge bolt onto the inboard side of the caliper slide pins. The threads on the bolts should face outboard.
7. Feed the caliper inner half (15) over the rotor or through the outside of the wheel and slide through the two caliper bolts and the caliper bridge bolt.
8. Slide the carbon brake pad and caliper bridge bolt tube (22) through the caliper bridge bolt.
9. Slide the outboard "hotdog" bracket (23) through the two caliper slide pins, caliper bolts and caliper bridge
10. Align a carbon brake pad with the caliper outer half (25). Finally, line up caliper outer half and carbon brake pad with the two caliper bolts and the caliper bridge bolt. Loosely secure the two caliper bolts and caliper bridge bolt as the caliper outer half is attached.
    Torque caliper bolts (8) to 30 ft-lbs and the bridge bolt (9) to 10 ft-lbs.
11. Connect the hydraulic lines to the calipers. Calipers are tapped to 1/8"-27 NPT and supplied with –3AN fitting. Use proper adapters to connect to existing lines or use new –3AN braided steel line (Teflon lines). Bleed calipers with DOT 4 or DOT 5.1 brake fluid only!

carbon brake notes:

Keep Carbon away from all chemicals. If contamination occurs the carbon component must be baked for 8 hours @ 500º F- (Bake Carbon ONLY! REMOVE ALUMINUM HAT & HARDWARE BEFORE BAKING)- If badly contaminated an odor will occur.

The hotter the rotors become, the MORE EFFECTIVE braking becomes. Carbon brakes will stop your vehicle far better at the "top end" and will not "hold" as well at the starting line, compared to steel brakes. We recommend that when you first drive or "tow" your vehicle to the starting line, you apply the brakes several times to get the "feel" of carbon at low speeds. After you become comfortable with the vehicle at "pit area" speeds, you may want to "drag" the brakes to create rotor and pad heat to better hold the vehicle at the starting line. We recommend a few 1/2 or 3/4 passes, so as to become aware of how your carbon brakes perform at higher M.P.H. Remember carbon works better at higher temperature. The longer the brakes are applied the more aggressive braking will become.

Figure # 2: Exploded view of brake caliper

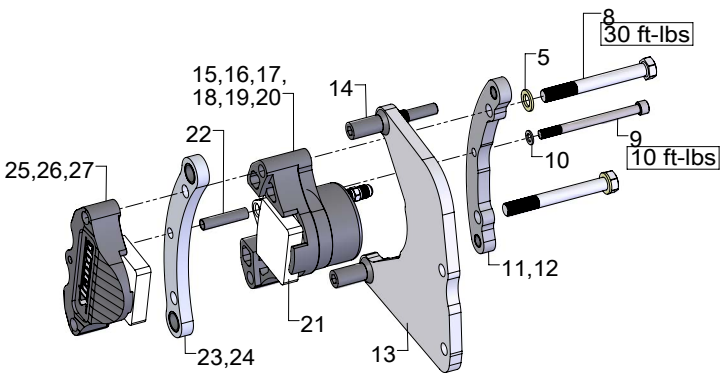


Figure # 3: Brake rotor assembly