

**PRO SERIES 4-PISTON
REAR BRAKE KIT
INSTRUCTIONS**

KIT #
B1724WC2 - Corvette, Camaro

APPLICATIONS
1997- 2013 Corvette
2010- 2015 Camaro

Important Notes

- B2794A 11.25" steel rotors and two piece rotors have 0.312" minimal thickness
- B5010 semi-metallic brake pads have 0.200" minimal thickness
- Factory wheel mounting surface is moved outboard by 0.150"
- ABS *is not* compatible on Camaro applications
- Strange Engineering brake kits are designed for **DRAG RACING ONLY!**
- Consult installation instructions for B1850 Strange Four Piston Directional Caliper kit

When using 15" Wheels

- Corvette: Requires aftermarket spindles
- Camaro: Requires aftermarket lower control arms

Before you begin installation

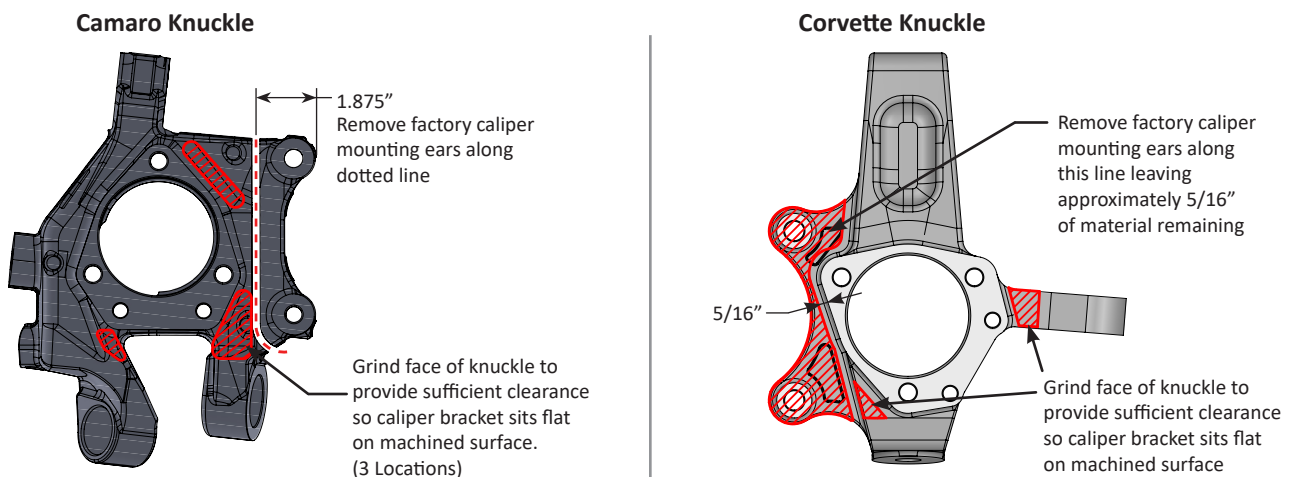
Brake rotors are shipped with an oil film on surface to prevent rust and must be cleaned before installation. Read these instructions thoroughly and save for future reference.

If after reading these installation instructions, you have any questions or comments, please do not hesitate to call us.

KIT CONTENTS

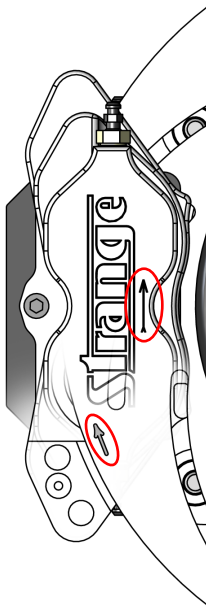
ITEM#	PART#	QTY	DESCRIPTION
1	B2794BB	2	2 Piece rotor adapter 1.800"
2	B2794A	2	2 Piece rear rotor
3	B2794D	2	2 Piece rotor spirolok
4a	B1724AL	1	97-13 Corvette, 10-15 Camaro Left hand side
4b	B1724AR	1	97-13 Corvette, 10-15 Camaro Right hand side
5	B1301E	4	3/8-24 Press nut
6	B5002	1	1-5/8 x 3/4 4 Piston Caliper RH
7	B5004	1	1-5/8 x 3/4 4 Piston Caliper LH
8	B5010	4	Soft pad
9	P2322	2	#3 x 1/8 NPT -90
10	P2316C	2	Plastic cap
11	B1301H	16	3/8 ID x 0.025 thick shim
12	B1301J	4	Washer -3/8 ID 1/16 Thick flat
13	B5000Y	4	3/8-24 x 1.125" HHCS

FIGURE #1: KNUCKLE MODIFICATIONS



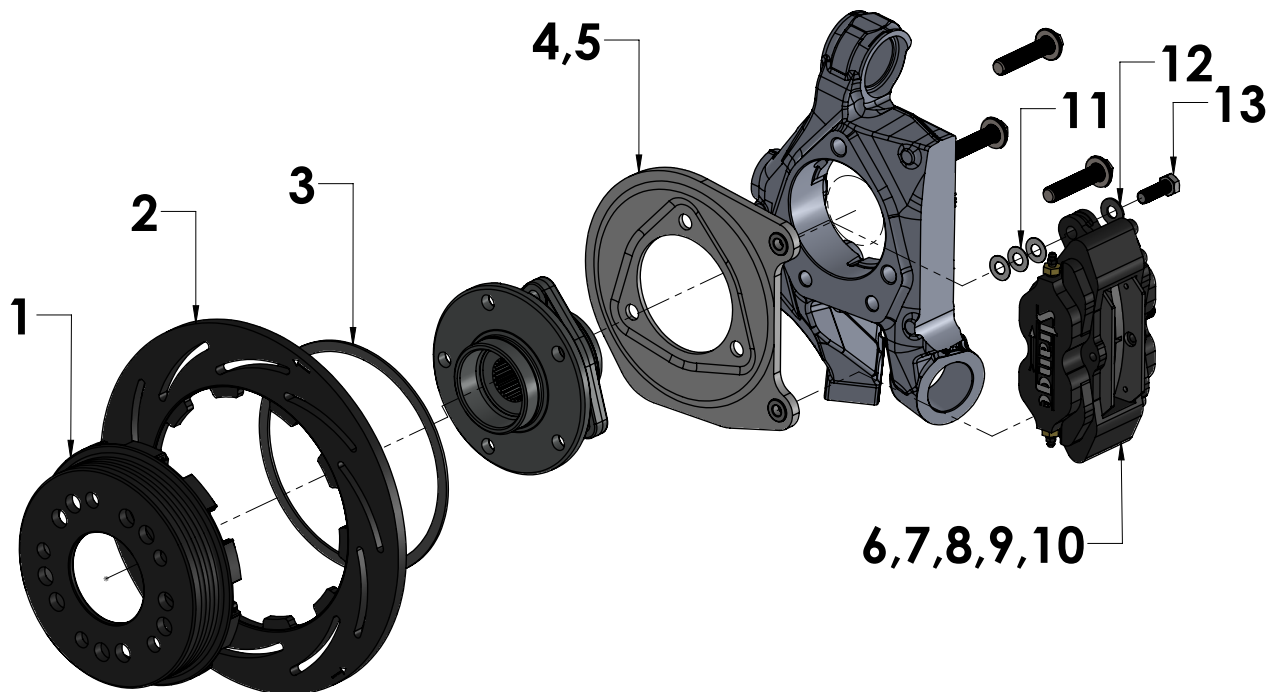
Installation instructions

FIGURE # 2:



1. Raise and support front of vehicle on a level surface using suitable equipment.
2. Remove wheel, stock disc, hub, brake line, and caliper assembly from knuckle.
Note: Knuckle will need to be modified, see Figure #1.
3. Place the caliper mount (4) onto the knuckle, lining up the caliper mounting holes with where the knuckle's existing caliper mount holes would be.
4. Mount the hub onto the knuckle, fixing the caliper bracket in place using the existing hub screws.
5. Assemble the hat (1), rotor (2) and spirolock (3). Slide it over the wheel studs and make sure it sits flush with the hub face.
Note: Slotted rotors and caliper kits mount with the arrow pointing in the direction of normal rotation (see Figure #2).
6. Attach caliper (6,7) with the arrow facing in the direction of normal rotor rotation using 3/8"-24 caliper bolts (13) with red loctite and 3/8" I.D. flat washers (12). Use 3/8" I.D. caliper 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 (17) to 35 ft-lbs.
7. 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.
8. Mount the wheel and tire assembly on the hub and torque the lug nuts.
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 # 3: B1724WC2 Knuckle (Camaro knuckle shown)



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

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Wheel Clearance dimensions

