

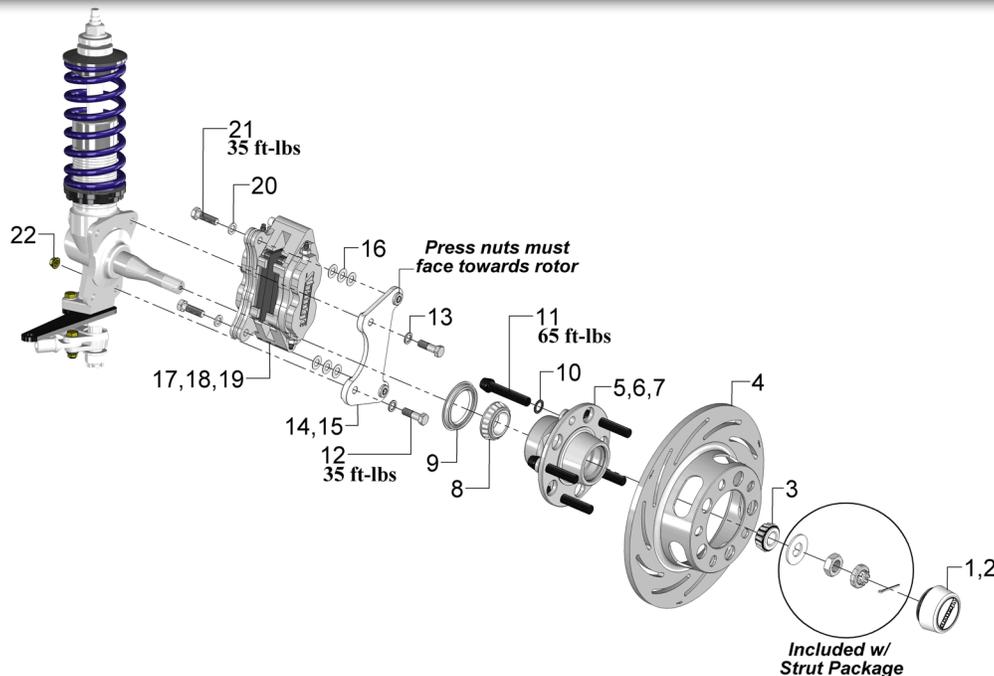
HEAVY DUTY FRONT BRAKE KIT INSTALLATION INSTRUCTIONS

KIT #
B4153WC (4.50" B.C.)
B4154WC (4.75" B.C.)

APPLICATIONS
 '87- present
 Strange Forged
 Aluminum Struts

ITEM #	PART #	QTY	DESCRIPTION
1	B4154E	2	Aluminum Hub Cap
2	S3520F	2	#222 Buna O-ring (Installed on B4154E)
3	B1324E	2	Outer Hub Bearing Cone (Timken LM11949)
4	B2796	1	Left Hand HD/MD Tapered Rotor
5	B1320H	2	Inner Hub Bearing Cup (Timken LM67010 installed in B4154C/B4154SP)
6	B4154C	2	Aluminum Hub "H" (4.75" B.C.) -B4154WC Kit
7	B1324D	2	Outer Hub Bearing Cup (Timken LM11910 installed in B4154C/B4154SP)
8	B1320J	2	Inner Hub Bearing Cone (Timken LM67048)
9	B1328B	2	Hub Seal (National 6815)
10	A1028B	10	1/2" I.D. Wheel Stud Washer
11	A1028A	10	1/2"-20 x 2.5" Wheel Stud
12	S3402Q	4	3/8"-24 Caliper Bracket Bolt
13	S3402N	4	3/8" Washer
14	B1301E	4	3/8"-24 Press Nut (Installed in B4180A)
15	B4154G	1	Caliper Mounting Bracket (Driver's side)
16	B1301H	16	3/8" I.D. x 0.025" Thick Caliper Shim
17	B5010	4	Soft Metallic 4-piston Caliper Pad
18	B5004	1	Left Hand 4-piston Caliper
19	P2316	2	1/8" NPT x -3AN Fitting (Installed in B5002 & B5004)
20	B1301J	4	3/8" I.D. x 1/16" Thick Flat Washer
21	B5000Y	4	3/8"-24 x 1.125" Caliper Bolt
22	F1282	4	3/8"-24 Locknut
--	B4154SP	2	Aluminum Hub (4.50" B.C.) -B4153WC Kit
--	B2795	1	Right Hand HD/MD Tapered Rotor
--	B5002	1	Right Hand Four Piston Caliper
--	B4154F	1	Caliper Mount Passenger Side

Figure 1: B4154WC Driver Side Assembly

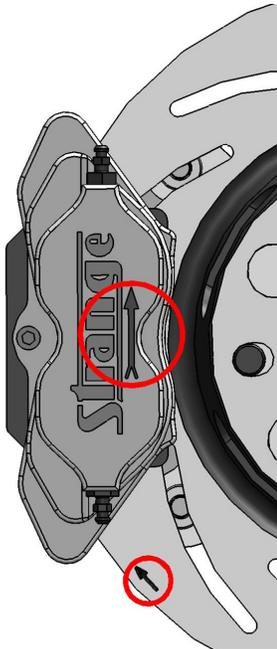


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Figure 2:



1. Raise and support front of vehicle on a level surface using suitable equipment.
 2. Remove wheel, caliper, rotor, hub, and brake line. Inspect all spherical bearings and rod ends for excessive play and replace as needed.
 3. Install the caliper mount (15) using the 3/8" caliper bracket bolts (12), 3/8" washers (13), and 3/8" lock nuts (22) making sure the press nuts (14) are facing towards the rotor (4). Torque to 35 ft-lbs.
 4. Install 1/2" Dia. wheel studs (11) in front hub (6) using 1/2" I.D. wheel stud washer (10) and a small amount of BLUE Loc-tite®. Torque all studs to 65 ft-lbs. \
 - Note: Consult your wheel and/or lug nut manufacturer for proper lug nut torque.
 5. Pack inner (8) and outboard bearing cone (3) with NLGI 1 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 (5, 7) and then place inner bearing cone (8) into the front hub (6).
 7. Press the hub seal (9) into the inboard side of the hub (6) flush to the outer face of the hub.
 8. Slide the hub assembly onto the spindle then slide the outer bearing cone (3) over the spindle and into the hub (6).
 9. Install the key washer and the spindle nut (included in strut package).
 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. Then, loosen the spindle nut until the wheel spins freely and there is no end play.
 12. Install the stamped spindle nut retainer, cotter pin, aluminum hub cap (1), and remove the wheel and tire.
13. Slide the rotor (4) over the wheel studs flush to the face of the hub (6). Note: Slotted rotors mount with the arrow pointing in the direction of normal rotation (See Figure #2). - Please read B1850 instructions for complete caliper instructions.
 14. Attach caliper (18) with the arrow facing in the direction of normal rotor rotation using 3/8"-24 caliper bolts (21) and 3/8" I.D. washers (20). Use 3/8" I.D. caliper shims (16) to center the caliper over the rotor, making sure pads contact the rotor evenly. The caliper bolt (21) 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 (21) to 35 ft-lbs.
 15. Connect the brake 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.
 16. 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.

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

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