

**Installation Kit # C3000WC**  
**Instructions 11.5" Carbon Brake Kit**

**Applications: Chrisman Rear-End**

**IMPORTANT NOTES:**

- Also consult installation instructions for B5040 Four Piston Caliper Kit
- C3000WC **does not fit** Lamb Components "10-bolt mount system" drive hub.
- L4050H carbon brake pads minimal thickness is .200"
- L4050B 11.5" carbon rotors minimal thickness is 0.325"

**BEFORE YOU BEGIN INSTALLATION:**

Modifications to the hub are required if installing kit on a Chrisman rear-end originally equipped with a steel brake kit. Modifications are NOT required if installing kit on a Chrisman rear-end with Lamb Components carbon brake kit, however, custom parts are required. Contact Strange Engineering. Chrisman brake caliper mounts are reused. Read these instructions thoroughly and save for future reference.

Kit Contents			
Item #	Part #	Qty.	Description
1	F1282	10	3/8-24 Jet Nut
2	S3402N	10	3/8" Washer
3	C1000B	2	Insulator Shim
4	L4050I	20	1/4-20 x .75" 12 Point Screw
5	C1000D	2	11.5" Carbon Rotor Retainer Ring
6	L4050B	2	11.5" Carbon Rotor
7	C1000A	2	Hub Adapter
8	C3000D	10	3/8-24 x 1.75" Flat Head Screw
9	B5040	2	Strange Four Piston Caliper
10	L4050H	4	Carbon Brake Pads
11	B1301H	16	3/8" I.D. x .025" Thick Caliper Shim
12	B5000X	4	3/8-24 x 1.27" Caliper Bolt

**Installation Instructions:**

1. Consult Chrisman instructions in removing the brake caliper and disassembling the drive hub from the live axle housing tube.
2. If installing brake kit on a rear-end that originally had steel brakes modification to the drive hub is required. (Figure one)
3. Place the insulator shim (3) onto the hub.
4. Mount the carbon rotor assembly onto the hub and secure using the five flat head screws (8), washers (2) and jets nuts (1).  
Torque jet nuts (1) to 35 ft-lbs.  
**Note:** The carbon rotor assembly is preassembled by Strange Engineering. It consists of the carbon rotor (6), hub adapter (7), and retainer ring (5). If disassembly is required re-torque the ten 12-point screws (4) to 7 ft-lbs.
5. Consult Chrisman instructions to assemble the drive hub with rotor assembly onto the Chrisman live axle housing tube.
6. Mount the brake caliper (9) onto the Chrisman caliper mount and secure with the two caliper bolts (12), and caliper shims (11).  
Torque caliper bolt (12) to 35 ft-lbs.  
**Note:** Determine the proper amount of shims (11) between the brake caliper and Chrisman caliper mount by positioning the caliper as closely as possible to the center of the rotor.

**Important Notes Regarding Carbon Brakes:**

- After the initial installation of this kit, ensure that there is adequate clearance between all braking and chassis components. Additionally, make sure that the brake lines are not subject to binding or kinking. Operate the vehicle in a cautious manner until you determine that the brakes are functioning properly. Check and re-torque all bolts before every event.
- Keep carbon away from all chemicals. If contamination occurs the carbon component must be baked for 8 hours at 500° F - (Bake carbon only! Remove aluminum hat and 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 temperatures. The longer the brakes are applied the more aggressive braking will become.

## Installation Instructions

**Kit # C3000WC**

**Applications: Chrisman Rear-End**

Figure #1

**Modifications required for hubs on Chrisman rear-end originally equipped with steel brake kit**

Outside diameter of the drive hub must be turned to 6.556" at a depth of 0.500". This creates a second step from the inboard face of the drive hub to provide clearance for the carbon rotor retainer ring (5).

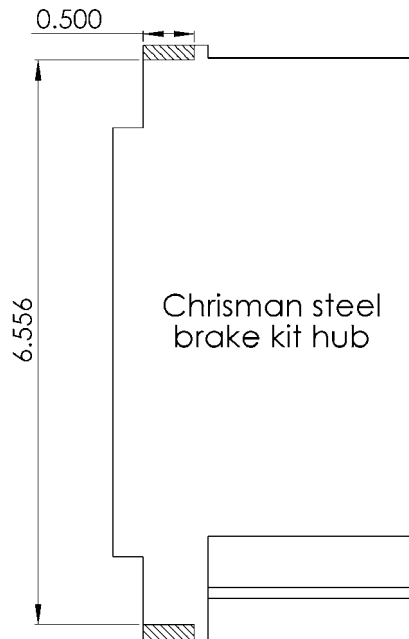
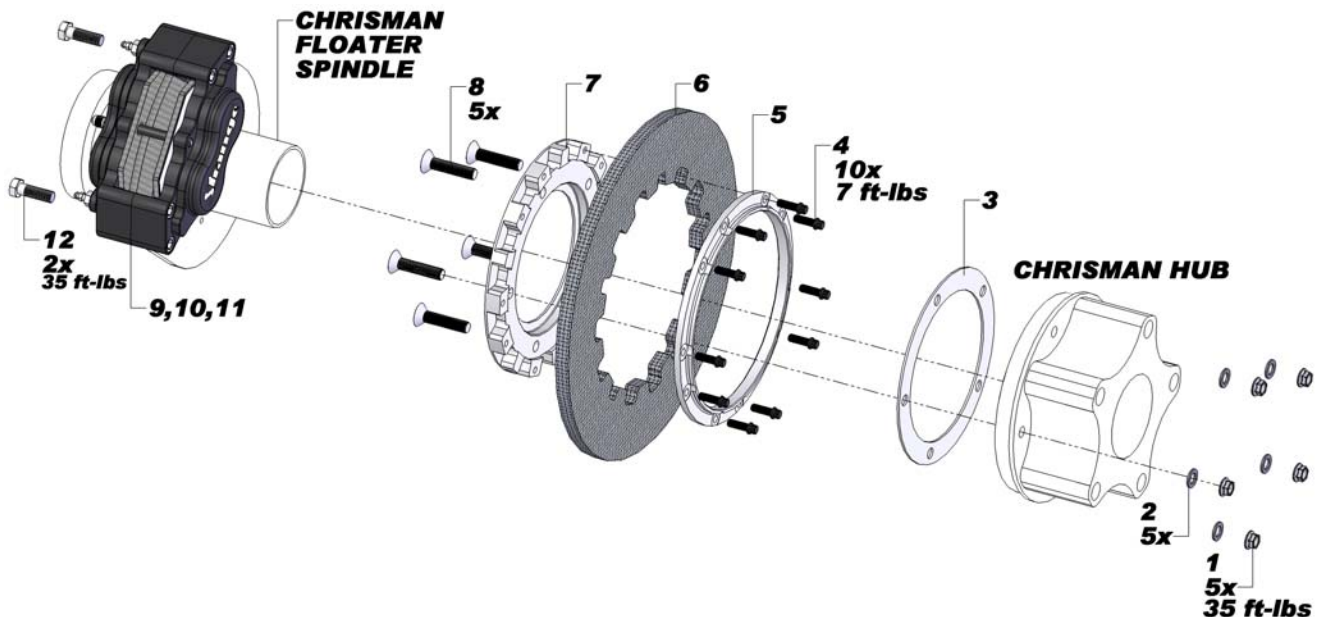


Figure #2

**C3000WC carbon brake kit assembly exploded** (quantity listed per side)



**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.