

Brake Components- Valves, Test Gauge and Brake Fittings



External residual valves- are installed as close as possible to the master cylinder when the master cylinder is below the calipers or when drum brakes are used. The external residual valve traps fluid from the valve to the brake caliper- allowing for a quicker pedal. Drum brakes must have a 10 lbs. residual valve to operate properly. Some disc brake applications require a 2 lb. residual valve. Brake fluid will always settle at the lowest point in the brake system; hence, disc brake applications where the master cylinder is mounted lower than the calipers a 2 lbs. valve is employed. Each external residual valve is manufactured from billet aluminum and is tapped 1/8"-NPT into both ends.

Adjustable proportioning valve (B3369)- used to adjust the front to rear braking ratio. The B-3369 replaces OEM (non-adjustable) proportioning valves or is added to aftermarket vehicles. Most drag racing applications have a much greater tire patch (contact) area on the rear tire compared to the front tire; therefore, most master cylinders need to be proportioned. Normally, in a drag race vehicle, the adjustable proportioning valve is installed into the front brake line. The front brakes are adjusted (reducing pressure) until a desired front to rear distribution is created. Street used vehicles usually install the valve into the rear brake line, allowing adjustability (reducing) to rear brake pressure. The adjustable proportioning valve does not increase the given line pressure- it only reduces the amount of pressure to the caliper. The B-3369 is threaded 1/8" -NPT.



B3366 External pressure valve male/female (2 lbs.) (ea)... \$21.40

B3367 External pressure valve male/female (10 lbs.) (ea)... \$21.40

B3369 Adjustable proportioning valve (ea)... \$48.50

P2360 Strange brake pressure gauge & adapter (ea)... \$29.50

The P2360 gauge accurately measures brake line pressure. Without proper brake pressure, even quality braking systems can be rendered significantly less effective. The P-2360 verifies pressure and is essential for trouble shooting brake system problems. The Strange pressure gauge makes it easier to determine appropriate changes in pedal ratio or to select the proper master cylinder bore size. Each gauge is shipped with a bleeder adapter for further convenience.

| Complete packages on next page |  |  |  |
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P2332 #3 A-N bulkhead union (ea)... \$4.95

P2333 #3 A-N bulkhead tee on branch (ea)... \$14.50

P2334 #3 A-N bulkhead tee on run (ea)... \$14.85

P2335 Nut for #3 A-N bulkhead fitting (ea)... \$.77

P2336 #3 A-N x .125" NPT tee on run (ea)... \$12.95

P2337 #3 A-N bulkhead 90° elbow (ea)... \$14.50

P2339 Weld on bracket for bulkhead fittings w/ contoured bottom for round tube (ea)... \$2.35

P2356 #3 A-N x 1/2-20 adapter for Strange B3360/B3359 (ea)... \$8.82

P2357 #3 A-N x 9/16-20 adapter for Mopar style M/C (NON-Strange) (ea)... \$8.82

Brake Fittings

P2316 #3 A-N x .125" NPT straight adapter (ea)... \$1.38

P2318 #3 A-N coupling nut (ea)... \$.83

P2319 #3 A-N coupling nut sleeve (ea)... \$.72

P2322 #3 A-N x .125" NPT 90° adapter (ea)... \$4.11

P2323 #3 A-N x .125" NPT 45° adapter (not shown) (ea)... \$7.15