

# Strange

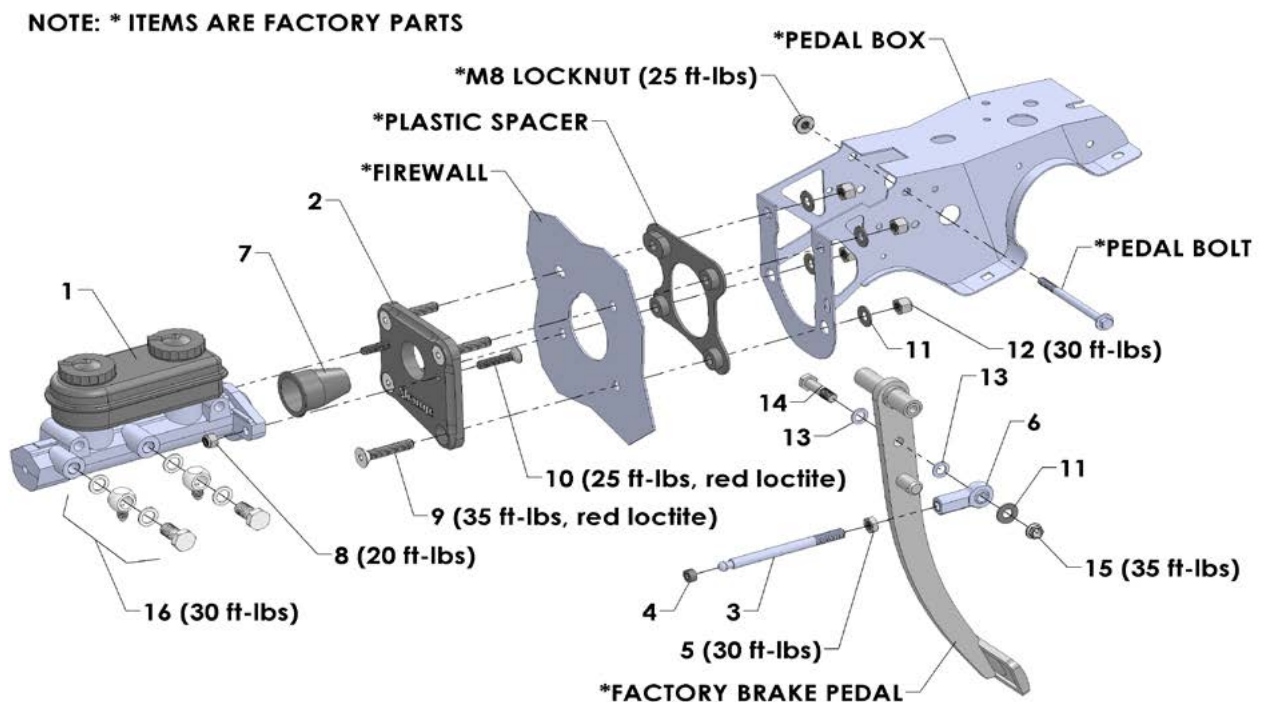
## Kit Summary:

Kit #	B3359M
Description	Manual brake master cylinder conversion
Applications	1979-1993 Mustang Automatic or manual transmission pedal box
Features	Utilizes Strange 1.125" dia. bore master cylinder Lighter weight than factory power brakes Compact design allows for more space in engine bay Utilizes factory brake pedal 6.5:1 pedal ratio

## Kit Contents

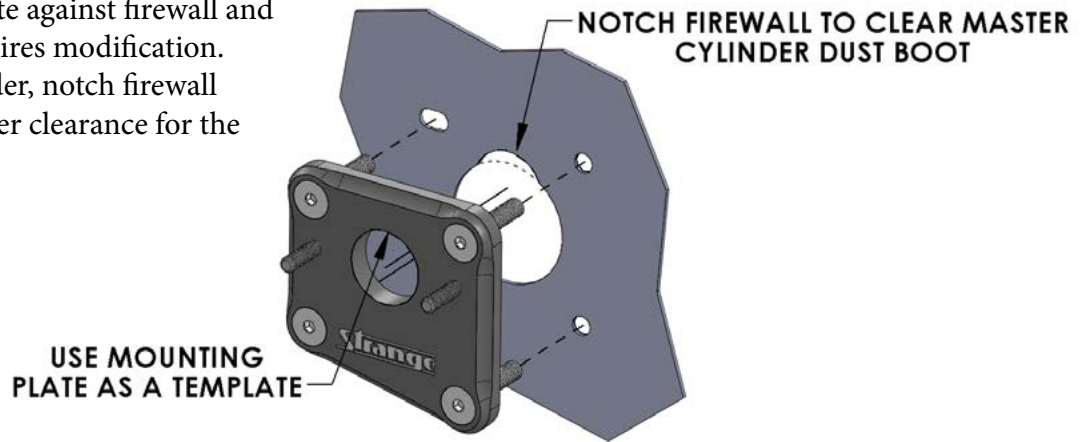
ITEM#	PART#	QTY	DESCRIPTION
1	B3359TB	1	1.125" bore dual outlet master cylinder
2	B3359P	1	Master cylinder mounting plate
3	B3359L	1	Master cylinder pushrod
4	B3359N	1	Pushrod grommet
5	P2335	1	3/8-24 pushrod jam nut
6	B3359K	1	3/8-24 rod end
7	B3360H	1	Master cylinder dust boot
8	B3360E	2	5/16-18 locknut
9	B3359F	4	3/8-16 x 2" Flat head mounting plate screw
10	B3359I	2	5/16-18 x 1-1/2" Flat head master cylinder screw
11	B1301J	5	3/8" ID washer
12	B3359Q	4	3/8-16 locknut
13	S3402N	2	3/8" ID AN washer
14	S3600U	1	3/8-24 x 1-1/2" hex head rod end bolt
15	F1282	1	3/8-24 locknut
16	B3359J	2	1/2-20 to -3 banjo fitting assembly

FIGURE # 1: Assembly diagram



**FIGURE # 2:** Firewall modification

Place mounting plate against firewall and mark area that requires modification. Using a file or grinder, notch firewall to provide the proper clearance for the master cylinder.



**Installation guidelines**

**PLUMBING**

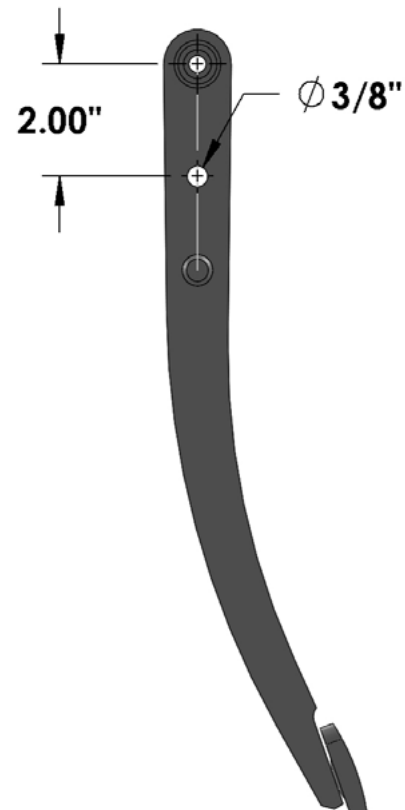
- B3359TB master cylinder has a 1.125" diameter bore (Optimum for vehicles with four piston calipers front and rear)
- Both outlet ports are tapped to 1/2"-20 inverted flare
- The supplied banjo fittings (B3359J) will adapt the outlet ports to -3 AN
- Both outlet ports will supply the same pressure
- The outlet port nearest the pushrod supplies the most fluid volume and should be plumbed to the calipers requiring the most volume. Typically a drag race only car will have the largest calipers on the rear, while a street driven car will have the largest calipers on the front. Attach lines accordingly.
- When using drum brakes an external 10 lb. residual valve must be installed as close to the master cylinder as possible only on the port that connects to the drum brakes.

**INSTALLATION**

- Before installation it is **IMPERATIVE** that the master cylinder be bench bled. The majority of soft pedals result from not bleeding the master cylinder before it is installed.
- To properly bench bleed remove the two plastic reservoir caps and run lines from the outlet ports into the reservoir.
- Fill the reservoir with DOT 3, DOT 4, or DOT 5.1 brake fluid until the ends of the lines are covered.
- Slowly cycle the pushrod in and out until there are no air bubbles coming from the lines
- After the master cylinder is installed, the brake system must be bled. Use only DOT 3, DOT 4, or DOT 5.1 brake fluid.
- During the bleeding process the reservoir caps **MUST** be left loose or completely off to let air into the reservoir as the fluid level goes down. If the caps are left off, place a rag over the reservoir as fluid will shoot up from the tank.

**FIGURE # 3:** Brake pedal modification

Drill a 3/8" dia. hole 2.00" down from the pivot point as shown to provide a mounting hole for the rod end.



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