

# Strange

**KIT SUMMARY**

Description      Front brake kit  
 Page                1 of 2 total pages  
 Date Modified    May 13, 2026

MAKE	MODEL	YEAR	OEM	4-½ B.C.	4-¾ B.C.
Ford	Mustang	67-69	drum	B4135WC	B4134WC
	Fairlane	66-69	drum		
	Falcon	66-69	drum		
	Ranchero	67-69	drum		
Mercury	Comet	66-69	drum		
	Cougar	67-69	drum		
Ford	Mustang	70-73	drum	B4132WC	B4133WC
	Pinto	71-72	drum		B4136WC

**Before you begin installation:**

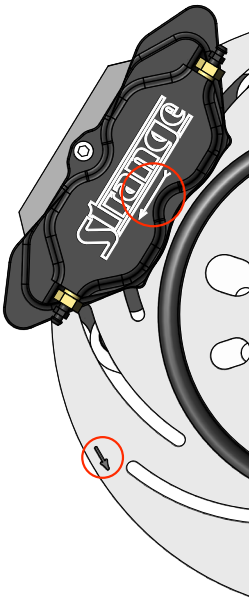
Consult Directional Caliper Kit installation instructions to mount the brake caliper.  
 Consult pg. 112 of Strange Engineering catalog for available brake lines.  
 \*Brake fittings do not come pre-installed, it will need a layer of Teflon sealer applied to the thread (Figure# 2 for torque specs)  
 A bearing packer is recommended but not required for this installation.  
 Remove the stock drum, hub and backing plate assembly from the spindle.  
 Clean and inspect spindle for damage (spun wheel bearings, stripped threads, etc.).  
 Inspect upper and lower ball joints for excessive play and replace as needed.  
 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.

**Important notes:**

- B2795/B2796 Steel brake rotor minimal thickness is 0.312"
- B5010 Semi-metallic brake pad minimal thickness is 0.200"
- Calipers are tapped to 1/8"-27 NPT and supplied with -3AN fittings and are not preinstalled. It will need a layer of Teflon sealer applied to the thread. Torqued to 25 ft-lbs
- Strange Engineering brake kits are designed for drag racing only.

<b>Kit Contents</b>					
ITEM#	PART#	QTY	DESCRIPTION		
1	B4154E	2	Hub cap		
2	S3520F	2	Hub cap o-ring		
3a	B1330D	2	Outer bearing cone	(Timken LM12749-only w/ B4132WC / B4133WC / B4136WC)	
3b	B1324D	2	Outer bearing cone	(Timken LM11910-only w/ B4134WC and B4135WC)	
4a	B4154SP	2	Wheel hub	(4.50 bolt circle -only w/ B4132WC and B4135WC)	
4b	B4154C	2	Wheel hub	(4.75 bolt circle -only w/ B4133WC / B4134WC / B4136WC)	
5a	B1330C	2	Outer bearing cup	(Timken LM12710, pre-installed only w/ B4132WC / B4133WC / B4136WC)	
5b	B1324E	2	Outer bearing cup	(Timken LM11949, pre-installed only w/ B4134WC and B4135WC)	
6a	B1330A	2	Inner bearing cup	(Timken L68110, pre-installed only w/ B4132WC and B4133WC)	
6b	B1320J	2	Inner bearing cup	(Timken LM67048, pre-installed only w/ B4134WC and B4135WC)	
7	B2795	1	Brake rotor	(passenger side)	
8	A1028B	10	½" wheel stud washer		
9	A1028A	10	½"-20 x 2.5" wheel stud	(pre-installed)	
10a	B1330B	2	Inner bearing cone	(Timken L68149, pre-installed only w/ B4132WC and B4133WC)	
10b	B1320H	2	Inner bearing cone	(Timken LM67010, pre-installed only w/ B4134WC and B4135WC)	
11	B1328B	2	Hub seal		
12	S3440D	4	Caliper mounting bolt	(3/8-24 x 1)	
13	B1850	1	Strange four piston directional caliper kit		
14	B4134AR	1	Caliper mounting bracket	(passenger side)	
15	B1301E	4	Press nut	(3/8-24)	
16	S3402N	4	Washer	(3/8)	
17	F1282	4	Jet nut	(3/8-24)	
18	B4134AL	1	Caliper mounting bracket	(driver side)	
19	B2796	1	Brake rotor	(driver side)	

FIGURE # 1:



1. Using the two mounting bolts (12), nuts (17) and washers (16), attach the caliper mounting bracket (14) to the spindle body. Torque the bolts (12) to 35 ft-lbs.  
**Note:** The caliper can be mounted either towards the front or rear of the vehicle.
2. Pack the inboard wheel bearing (10) with a suitable 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.
3. Pack the inboard side of the hub with grease and install the inboard wheel bearing (10) into the pre-installed inboard bearing cup (6) in the hub.
4. Press the seal (11) into the inboard side of the hub (4)
5. Slide the hub assembly with components onto the spindle.
6. Pack the outboard side of the hub with grease.
7. Pack the outboard bearing (3) with grease and slide it over the spindle into the outboard bearing cup (5).
8. Install the spindle nut washer and nut.
9. Install the wheel and tire on the hub and snug the wheel lugs.
10. While rotating the wheel, torque the spindle nut to approximately 20 ft-lbs.
11. Back the spindle nut off until the wheel spins freely and there is no end play. Install the cotter pin.
12. Remove wheel and tire.
13. Slide the rotor (7) over the wheel studs, flush to the face of the hub (5).  
**Note:** Slotted rotors mount with the arrow at the top pointing towards the front of the vehicle, indicating the direction of wheel rotation. (Figure #1)
14. Install the hub cap (1) with the o-ring (2).

15. Consult Directional Caliper Kit installation instructions to mount the caliper and install the brake pads.  
**Note:** The arrow on the caliper must face the normal rotation of the rotor/wheel. (Figure #1)  
The number of shims used to center the caliper with the rotor will vary because not all spindles are exactly identical. Therefore, determine the proper amount of shims by positioning the caliper as closely as possible to the center of the rotor. Also, the passenger and driver side do not necessarily use the same amount of shims.
16. 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 or use new -3AN braided steel line (teflon lined). Bleed the calipers with DOT 4 or DOT 5.1 brake fluid ONLY .
17. 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 # 2: Drivers side exploded view

