

Strange

S-SERIES 4-PISTON REAR BRAKE KIT INSTRUCTIONS

KIT #
B6704WC
B6704WCM

APPLICATIONS
For '65-'73 Mopar Housing Ends and 2.663" Brake Offset

Before you begin installation:

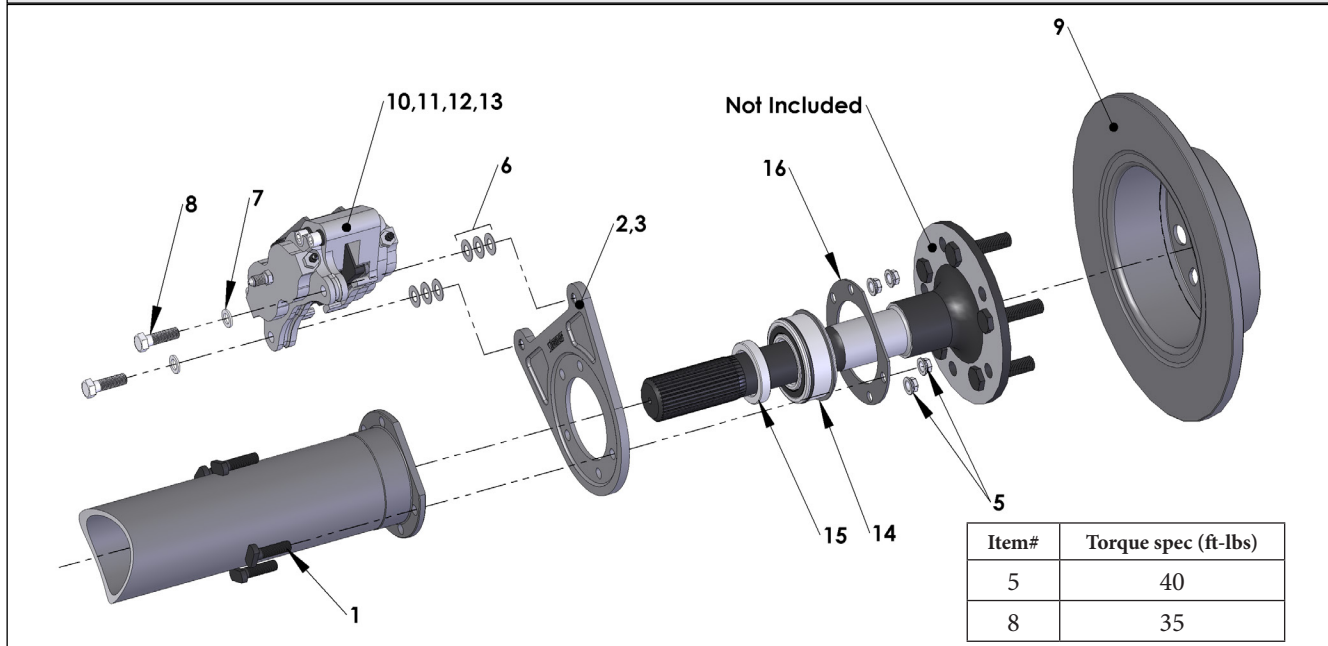
- Strange Engineering brake kits are designed for DRAG RACING ONLY!
- Read these instructions thoroughly and save for future reference.
- If after reading these installation instructions, you have any questions or comments, please do not hesitate to call us.

KIT CONTENTS

ITEM#	PART#	QTY	DESCRIPTION
1	B1300H	10	3/8"-24 x 1 1/4" T-Bolt
2	B1301E	4	3/8"-24 Press nut (Installed in B1704A & B1704B)
3	B1704A	1	Left hand Mopar rear caliper mounting bracket
4	B1704B	1	Right hand Mopar rear caliper mounting bracket
5	F1282	10	3/8"-24 "Jet" Nut
6	B1301H	16	0.025" Thick caliper shim
7	B1301J	4	1/16" Thick caliper washer
8	B5000Y	4	3/8"-24 x 1-1/8" Caliper bolt
9	B2790	2	HD/MD Solid Rotor
10	*B5020	4	Hard metallic 4-piston brake pad (B6704WCM)
11	*B5010	4	Soft 4-piston brake pad (B6704WC)
12	B5001	2	4-piston caliper
13	P2316	2	1/8" NPT x -3AN Fitting (Installed in B5002 & B5004)
14	A1022	2	Mopar Axle Bearing Assembly (Bearing)
15	-	2	Mopar axle wedding ring (Included in A1022)
16	-	2	Mopar Retaining Ring (Included in A1022)

*Actual contents will vary depending on application and will be determined when ordering.

FIGURE # 1: Exploded B6704WC Assembly View



Installation instructions

1. Raise and support rear of vehicle on a level surface using suitable equipment.
2. Remove wheel, drum, axle, brake line, and backing plate assembly from rear end housing.
3. Remove bearing, wedding ring, and bearing retaining plate from axle and discard all three.
4. Check the axle for any signs of twisting or run out and repair or replace as needed. The maximum allowable run out checked between centers at the face of the flange, bearing surface, and near the splines is 0.005" total indicated run out (T.I.R.).
5. Inspect the rotor (9) for fit on the axle flange. The rotor should slide freely over the axle flange and seat flush against the face of the axle flange. The rotor must center on the axle flange or axle studs. If the axle flange is too large, it must be machined to 6.240" diameter.

Note: With factory or stock axles, ensure that wheel studs do not interfere with rotor seating.

6. Inspect the housing end for straightness and repair as necessary.
7. Replace housing end studs with new T-bolts (1).
8. Slide the bearing retaining plate (16) over the end of the axle.
9. Install a new bearing (14) on the axle, pressing only on the inner race making sure the seal faces the axle flange. Before installing, apply a small amount of oil to the I.D. of the bearing to aid in installation. Ensure that the bearing is fully seated on the step of the axle.

Note: The o-ring on the bearing goes should be oriented toward the splined end of the axle, the snap ring toward the flange end. Also, the old gasket can be discarded as it is only used with drum brakes.

10. Press the wedding ring (15) onto the axle until it seats flush against the bearing.
11. Slide the caliper mounting bracket (3,4) over the new T-bolts with the press nuts (2) facing outboard.
12. Slide the axle into the housing until the bearing snap ring (figure 2) bottoms out in the counterbore in the caliper mounting bracket (3,4).
13. Slide the bearing retaining plate (16) over the T-bolts and secure the assembly with the "jet" nuts (5). Torque to 40 ft-lbs.
Note: Refer to figure 2 for proper wedding ring (15), axle bearing (14), caliper bracket (3,4) and retainer ring (16) orientation.
14. Slide the rotor (9) over the wheel studs and axle flange, ensuring that the rotor sits flat on the face of the axle flange.
 - Please read B6850 instructions for complete caliper instructions if using soft pads. (B6704WC)
 - Please read B6855 instructions for complete caliper instructions if using hard-metallic pads. (B6704WCM)
15. Attach caliper (12) using the 3/8"-24 caliper bolts (8) and 1/16" thick flat washers (7). Use 0.025" thick caliper shims (6) to center the caliper over the rotor, making sure pads contact the rotor evenly. The caliper bolt (8) should be fully engaged into the press nut (2). 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 (8) to 35 ft-lbs.
16. 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.
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.

Note: After the initial installation of this kit, ensure that there is adequate clearance between all braking and chassis components by moving the suspension all the way up and down throughout its 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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