

CONVERSION KIT FOR ADAPTING MUSTANG BRAKES TO LATE BIG FORD HOUSING ENDS

KIT #
 B1706NC (Tapered Roller Bearings)
 B1706NCB (Ball Bearings)
 B1706NCG (Tapered Roller Bearing
 13-14 GT500 brakes)

APPLICATIONS
 -05-14 OEM Mustang GT & 05-12 GT500 Disc brake with 11.8" dia rotor
 -13-14 GT500 Disk brake with 13.8" dia rotor

ITEM	PART #	QTY	DESCRIPTION
1	B1300HS	8	3/8"-24 x 1" Housing End Stud
2	F1282	8	3/8"-24 "Jet" Nut
3	B1706CL	1	L.H. LBF Caliper Mount (for '05-'14 Mustang GT Brakes)
Not shown	B1706CR	1	R.H. LBF Caliper Mount (for '05-'14 Mustang GT Brakes)
Not shown	B1706CLB	1	L.H. LBF Caliper Mt. (for '05-'14 Mustang GT Brakes) Ball bearing
Not shown	B1706CRB	1	R.H. LBF Caliper Mt. (for '05-'14 Mustang GT Brakes) Ball bearing
Not shown	B1706CLG	1	L.H. LBF Caliper Mount (for '13-14 Mustang GT500 Brakes)
Not shown	B1706CRG	1	R.H. LBF Caliper Mount (for '13-14 Mustang GT500 Brakes)
4	A1026B	4	Caliper bolt washer
5	B1706N	4	Caliper bolt
ITEMS BELOW ARE NOT INCLUDED WITH THIS KIT			
R1	A1098I*	Optional	'05-'14 Mustang Reluctor Ring
R2	B1105E*	Optional	Reluctor ring adapter
R3	A3000B	--	Bearing Spacer for Tapered Bearings
R4	A3000K	--	Bearing Spacer for Ball Bearings
R5	A1013	--	Tapered Bearing & Seal
R6	A1021	--	Sealed Ball Bearing
R7	--	--	Wedding Ring (included with bearing kits)

IMPORTANT NOTES

Axle Offset (brake gap) F= 2.500
 Brake Register A= 2.780
 B1706NC & B1706NCG B= 2.4375
 B1706NCB B= 2.250

- "F" dimension is identical between both bearing kits.
- "B" dimensions are unaffected by the ABS reluctor ring (R1) and adapter (R2)
- If using ABS ensure the wheel studs are installed before the reluctor ring (R1) and reluctor adapter (R2)
- If using ABS ensure that the reluctor ring (R1), reluctor adapter (R2) are pressed before the bearing spacer (R3 or R4) and before the bearing (R5 or R6).

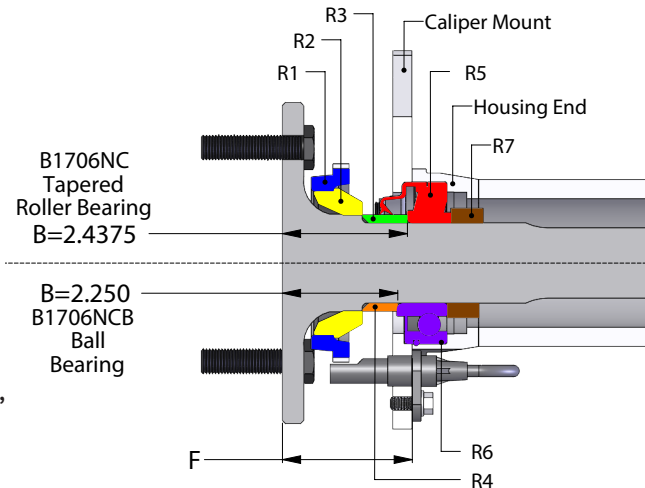
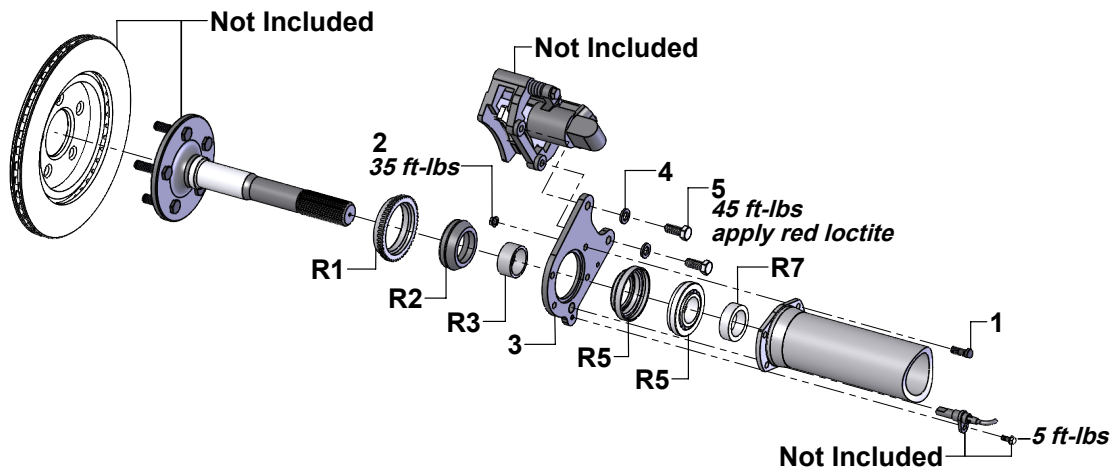


FIGURE # 1: Driver's side shown with GT brakes (B1706NC)



1. If using ABS, press the reluctor ring (R1) onto the reluctor adapter (R2) flush against the small step on the adapter. See Figure #1 for orientation.
2. Next press the reluctor ring and adapter assembly onto the axle with the reluctor ring teeth facing away from the axle flange.

Note: Axle studs must be installed in the axle before the reluctor ring is pressed on.

3. Press the bearing spacer (R3 or R4) on the axle with the large chamfer facing the axle flange.
4. Slide the caliper mount (3) over the axle ensuring that the STRANGE logo faces inboard and the caliper orientation is towards the front of the vehicle.
5. Assemble axle bearing and oil seal (R5) ensuring that the oil seal seats flush against the step on the axle bearing (B1706NC & B1706NCG).
6. Now press the axle bearing and seal assembly onto the axle making sure to press only on the inner race of the bearing (R5). The seal must face towards the axle flange. To aid in installation, slightly oil the ID of the bearing (R5). Make sure the shoulder of the bearing (R5) is fully seated against the bearing spacer (R3).
7. Press the wedding ring (R7) onto the axle until it seats flush against the bearing (R5).
8. Install the housing end studs (1) from the backside of the housing end flange and hammer them into place until they are flush with the back of the housing end.
9. Slide the axle assembly into the housing end until the bearing (R5) bottoms out in the housing end.
10. Slide the caliper mount (3) over the housing end studs (1) and secure with 3/8" jet nuts (2).

Torque to 35 ft-lbs.

Note: The caliper mount must be oriented with the calipers facing towards the front of the vehicle.

11. If using ABS, install the factory sensor in the caliper mount (3) using the stock 8mm bolt.
Torque to 5 ft-lbs.
12. Slide the factory rotor over the wheel studs. Ensure the rotor will seat flush against the face of the flange.
13. Install the factory brake caliper using the supplied caliper bolts (5) with red loctite and caliper bolt washers (4).
Torque to 45 ft-lbs.
14. Mount wheel and tire and torque lug nuts to the recommended specification of the wheel manufacturer.

FIGURE # 2: Late Big ford housing end welding

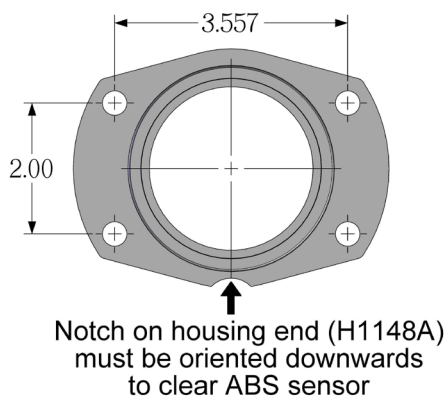
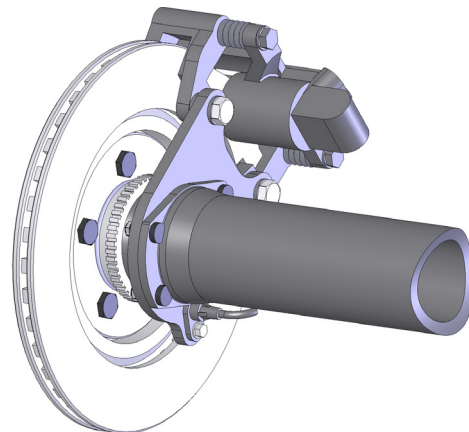


FIGURE # 3: Final Assembly



WARNING – RACING IS HAZARDOUS

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