

## Manual Brake Master Cylinder Conversion

**KIT #**  
B3359M - Mustang kit

**APPLICATIONS**  
1979-1993 Mustang  
Automatic or manual transmission pedal box

The Strange Manual Brake Conversion Kit is NOT intended for use with a stock, unmodified braking system.

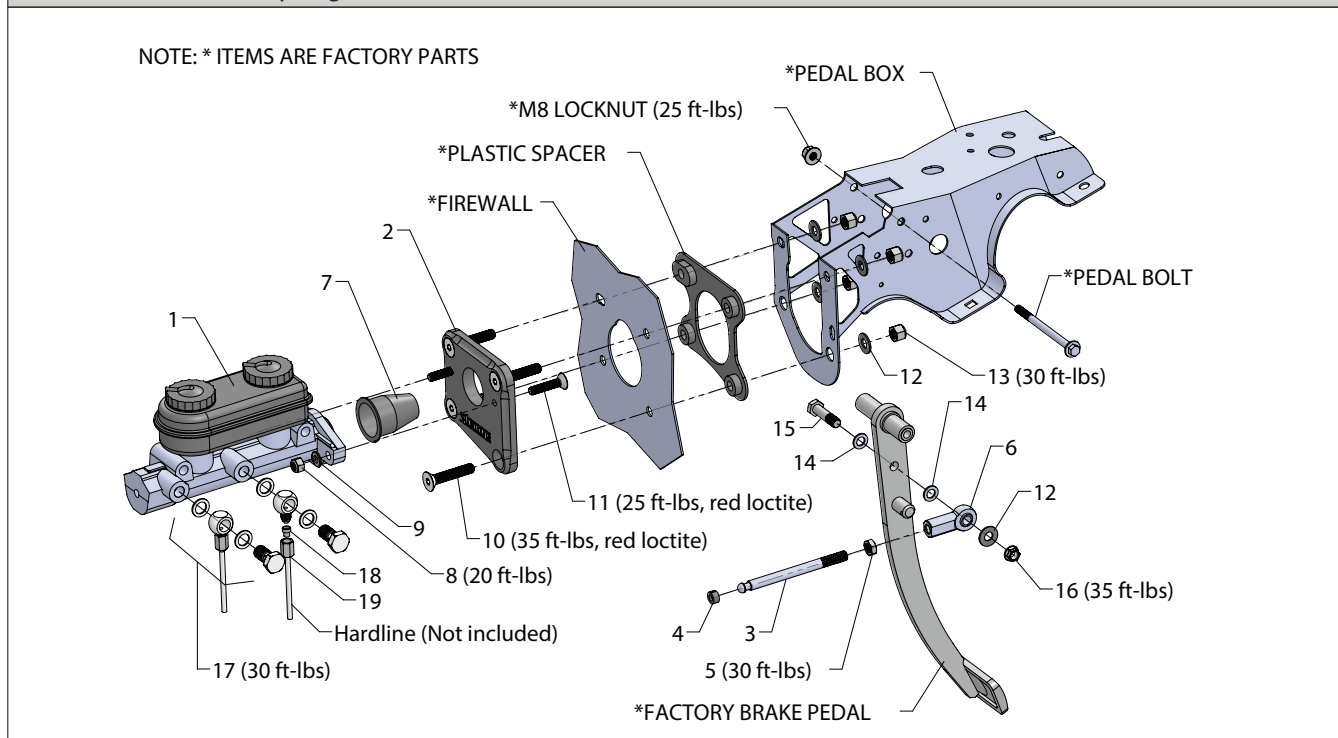
### Features

- 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
- Does not work with factory brake light switch
  - Use Allstar Performance #76251 or equivalent

### Kit Contents

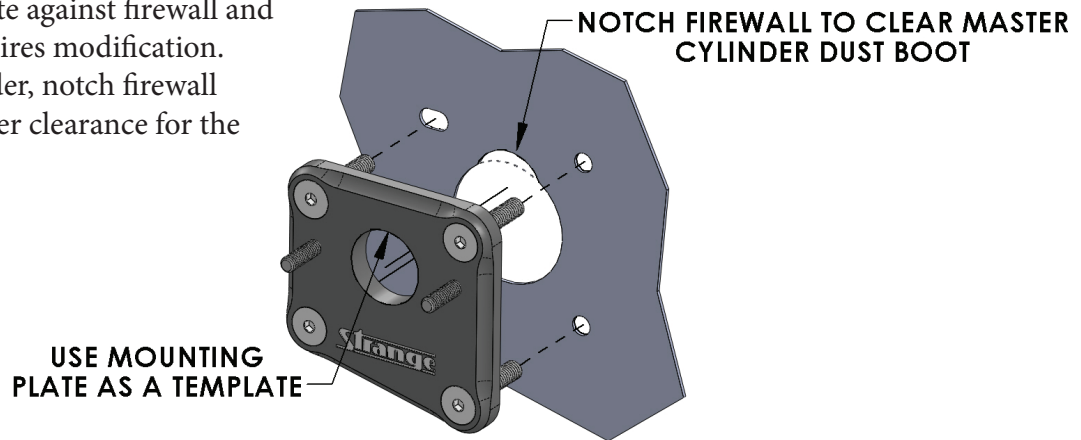
ITEM#	PART#	QTY	DESCRIPTION
1	B3359TB	1	1.125" bore dual outlet master cylinder
2	B3359P	1	Master cylinder mounting plate
3	B3359L	1	Master cylinder pushrod
4	B3359N	1	Pushrod grommet
5	P2335	1	3/8-24 pushrod jam nut
6	B3359K	1	3/8-24 rod end
7	B3360H	1	Master cylinder dust boot
8	B3360E	2	5/16-18 locknut
9	B3362V	2	5/16 AN Washer
10	B3359F	4	3/8-16 x 2" Flat head mounting plate screw
11	B3359I	2	5/16-18 x 1-1/2" Flat head master cylinder screw
12	B1301J	5	3/8" ID washer
13	B3359Q	4	3/8-16 locknut
14	S3402N	2	3/8" ID AN washer
15	S3600U	1	3/8-24 x 1-1/2" hex head rod end bolt
16	F1282	1	3/8-24 locknut
17	B3359J	2	1/2-20 to -3 banjo fitting assembly
18	P2319	2	#3AN Coupling nut sleeve
19	P2318	2	#3AN Coupling nut

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

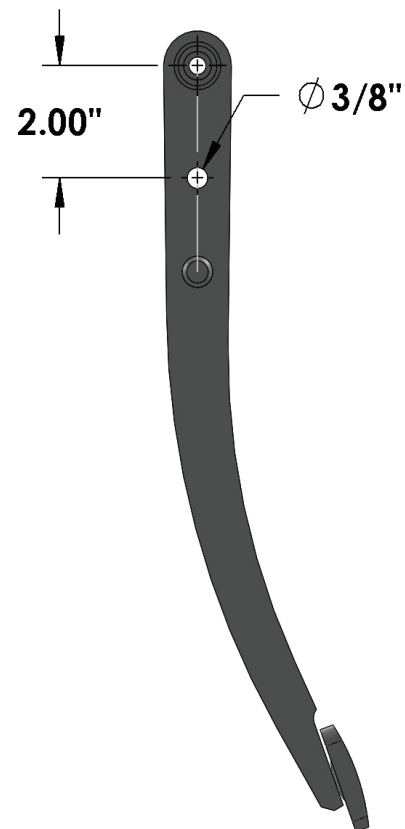
- B3359TB master cylinder has a 1.125" diameter bore (Optimum for vehicles with four piston calipers front and rear)
  - Both outlet ports are tapped to 1/2"-20 inverted flare
  - The supplied banjo fittings (B3359J) will adapt the outlet ports to -3 AN
  - Both outlet ports will supply the same pressure
  - 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.
  - Tube sleeves and tube nuts are supplied for connecting 3/16" hard line
  - Use appropriate flaring tooling to make 37 deg. single flare
- 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.



**WARNING – RACING IS HAZARDOUS · STRANGE BRAKES ARE FOR LEGAL DRAG RACING ONLY**

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