

# Strange

## Kit Summary:

|               |  |
|---------------|--|
| Kit #         | A1100  |
| Description   | C-clip eliminator kit w/ tapered bearing   |
| Applications  | factory small GM housing end with Strange Pro-Street Axles<br>(factory drum, 2.832 F dimension)<br>(does not fit 7.50"/7.625" GM housing end)<br>(does not work with Strange 5/8" Chrome-moly wheel studs) |
| Page          | 1 of 2 total pages   |
| Date Modified | Dec 18, 2017   |

## Kit Contents

| ITEM# | PART#  | QTY | DESCRIPTION   |
|-------|--------|-----|---|
| 1     | A1100C | 2   | Safety Hub Outer Half (threaded half)                               |
| 2     | A1030C | 2   | Outboard seal (National #41013S / CR21059, pre-installed in A1100C) |
| 3     | A1100B | 2   | Safety Hub Inner Half   |
| 4     | A1100F | 2   | Inboard seal (National #6957RA / CR21069, pre-installed in A1100B)  |
| 5     | A1100E | 2   | Tapered Roller Bearing (Timken #U497, pre-installed in A1100B)      |
| 6     | A1100G | 2   | Wedding ring  |
| 7     | A1030E | 2   | Hub Gasket  |
| 8     | A1100D | 8   | 3/8"-16 x 2-1/4" Bolts  |
| 9     | S3402N | 2   | 3/8" Washer   |
| 10    | F1282  | 2   | 3/8"-24 Nut   |
| 11    | A1030G | 2   | 3/8"-24 x 1" & 3/8"-16 x 3/4" total length 2-1/2"                   |

### Housing Preparation (refer to figure 1)

1. Remove wheel and tire, drum and axle from housing (axle c-clip must be removed first).
2. Disassemble the rear drum kit and remove the studs and backing plate from the housing end flanges.
3. Remove the stock bearing and seal from the housing snouts.
4. Refer to figure 1 and shorten the housing snout leaving a 1/16" tall register for the backing plate. Remove any burrs.
5. Grind the inside diameter of the housing tube to 2-1/8" at minimum 3/16" depth to provide clearance for the wedding ring.
6. Remove any rust, dirt or grease from the modified housing and both seating surfaces of the backing plate.
7. Slide the bolts (8) through the housing end flange.  
**Note:** Use the provided stud (11) instead of the bolt in locations where clearance may be an issue due to the stock shock mount brackets.
8. Apply a thin coating of RTV sealer to both sides of hub gaskets (7).
9. Re-install the brake backing plate with gaskets (7).

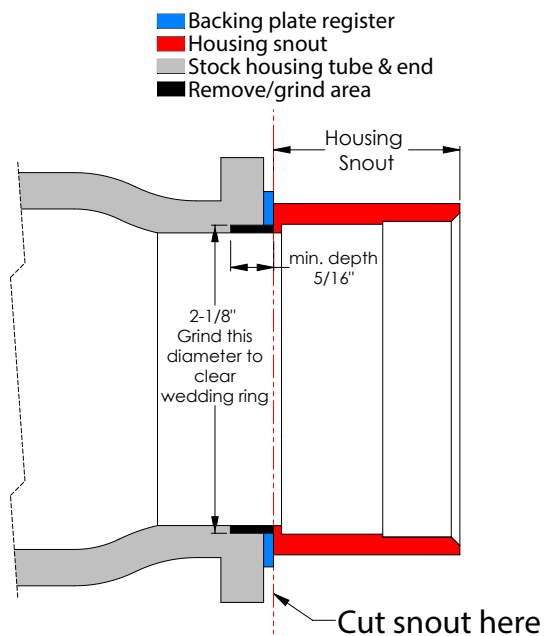
### Axle Preparation (refer to figure 2)

10. Slide the outer hub (1) and outboard seal (2) on the axle in the correct orientation as shown.
11. Apply a 1/8" diameter bead of RTV sealer around the outer race of the bearing (5) adjacent to the outer hub (1).
12. Press the inner hub assembly (3,4,5) on the axle with the bearing facing the axle flange. Press only on the inner race.
13. Press the wedding ring (6) on the axle until fully seated against the bearing (5). The larger diameter of the wedding ring must face outboard or towards the axle flange.  
**Note:** Ensure the inboard seal (4) slides on properly on the wedding ring (6) large step.

### Axle Installation (refer to figure 2)

14. Coat the spline portion of axle with white lead compound or grease. This will help determine axle spline engagement.
15. Re-install the axle with the safety hub assembly and rotate the safety hubs to align with the bolts (8).
16. Due to a variety of differentials and gear ratios ensure the axle shafts do not contact the differential cross pin. The axle must be cut if it makes any contact. Contact can be checked by coating the ends of the axle with white lead or grease.
17. Remove the axle from the housing and ensure spline engagement is 1" minimum.
18. Re-assemble the axle into the housing and torque the housing end bolts (8) to 40 ft-lbs.

**FIGURE # 1: Housing Modification**



**FIGURE # 2: Assembly**

