

Installation instructions for A1090 safety hub (C-Clip Eliminator) kit for Strange axles in factory 8.8" Ford housing end (except for disc or truck brakes). This kit features Timken roller bearings - Street & Strip.

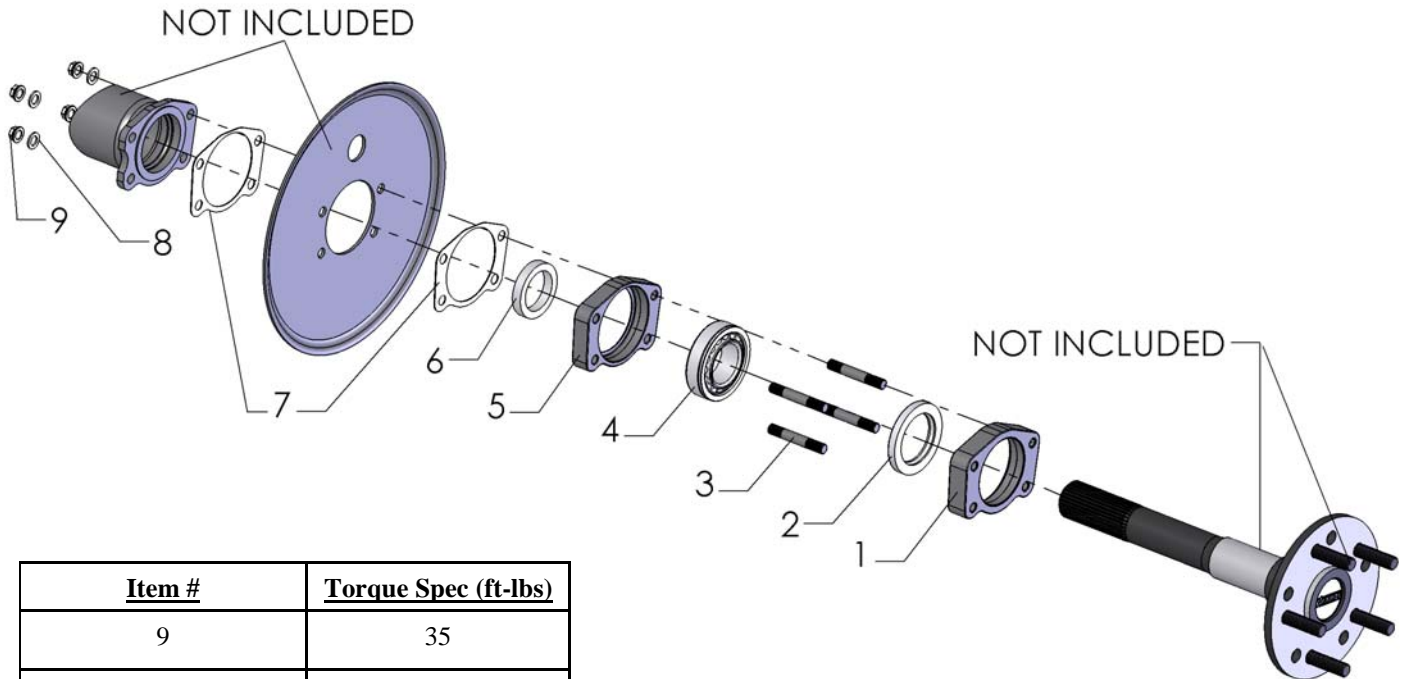
Before you begin installation: Read these instructions thoroughly and save for future reference. If after reading these installation instructions, you have any questions or comments, please do not hesitate to call us.

KIT CONTENTS

<u>Item#</u>	<u>Part#</u>	<u>Qty.</u>	<u>Description</u>
1	A1090B	2	Safety Hub Outer Half
2	A1090F	2	Outboard Axle Seal
3	A1092C	8	3/8"-24 x 2.50" Long Housing End Studs
4	A1011	2	Timken Tapered Axle Bearing
5	A1090A	2	Safety Hub Inner Half
6	A1090C	2	Wedding Ring
7	A1092E	4	Housing End Gaskets
8	S3402N	8	3/8" Washer
9	F1282	8	3/8"-24 Jet Nut

Figure #1: Exploded view of assembly (Driver's side)

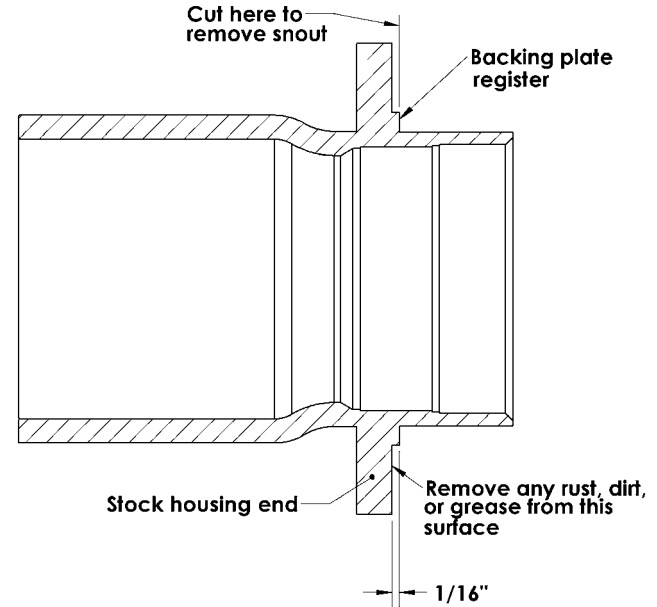
Note: Some components come already assembled from Strange Engineering



A1090 Install Instructions

- 1.) Raise and support rear of vehicle on a level surface using suitable equipment.
- 2.) Remove wheel and tire and the brake drum.
- 3.) The stock axle c-clips must be removed by taking off the differential cover, removing the differential cross pin, pushing the axles inward, then removing the axle c-clips, and finally sliding the axles out of the housing.
- 4.) Remove backing plate assembly and bolts from the housing end flanges. Clean both sides of the backing plate mounting surfaces. The brake line does not need to be disconnected from wheel cylinder in order to remove the backing plate assembly.
- 5.) Remove the stock bearing and seal from the housing snout. This is best accomplished using a slide hammer.
- 6.) Using a hacksaw, shorten the housing snout leaving the 1/16" tall backing plate register (See Figure #2). File the end of snout to remove any burrs.
- 7.) Remove any rust, dirt, oil, or grease from outside face of housing flange (See Figure #2).

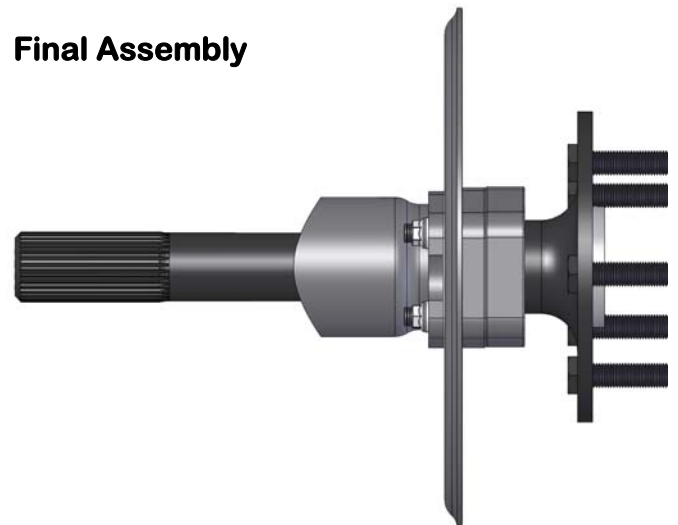
Figure #2: Modification to housing



- 8.) Slide the safety hub outer half (1) with the pre-installed outboard axle seal (2) over the axle shaft with the studs (3) facing away from the axle flange.
- 9.) Apply an even RTV bead around the Timken® axle bearing (4). The inner and outer safety hub will have a slight gap between them in order to pre-load the Timken® axle bearing; therefore, RTV must be used.
- 10.) Press the safety hub inner half (5) with the pre-installed Timken® axle bearing(4) over the axle mating it respectively with the safety hub outer half (1). Bearing will stop on the shoulder (radius) of the axle when properly pressed in.
- 11.) Press the wedding ring (6) EVENLY onto the axle until it seats flush against the Timken® axle bearing (4).
- 12.) Apply a thin coating of RTV sealer to both sides of a housing end gasket (7) and align with the safety hub inner half (5).
- 13.) Apply a thin coating of RTV sealer to both sides of another housing end gasket (7) and place over the axle housing end flange.
- 14.) Carefully position and re-install the axle with the safety hub and backing plate assembly into the housing, engaging the studs thru the backing plate and housing end. Ensure the gasket (7) between the housing end flange and backing plate mates properly.

- 15.) Install the four 3/8" washers (8) and 3/8"-24 jet nuts (9) on the housing end studs.
 - 16.) Torque the 3/8"-24 jet nuts (9) to 35 ft-lbs. Ensure all components are properly seated with no gaps between parts.
- NOTE:** Due to the many brands of differentials and variety of gear ratios you must ensure that the axle shafts do NOT contact the differential cross pin. If either axle is contacting the cross pin, the axle must be cut (should not exceed 0.220") to clear the pin; otherwise bearing failure may occur.
- 17.) Slide the factory drum over the wheel studs making sure the drum will seat flush against the face of the flange.
 - 18.) Mount wheel and tire and torque lugs nuts to the recommended specification of the wheel manufacturer.

Final Assembly



WARNING – RACING IS HAZARDOUS

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