

Strange

Engineering

Kit Summary:

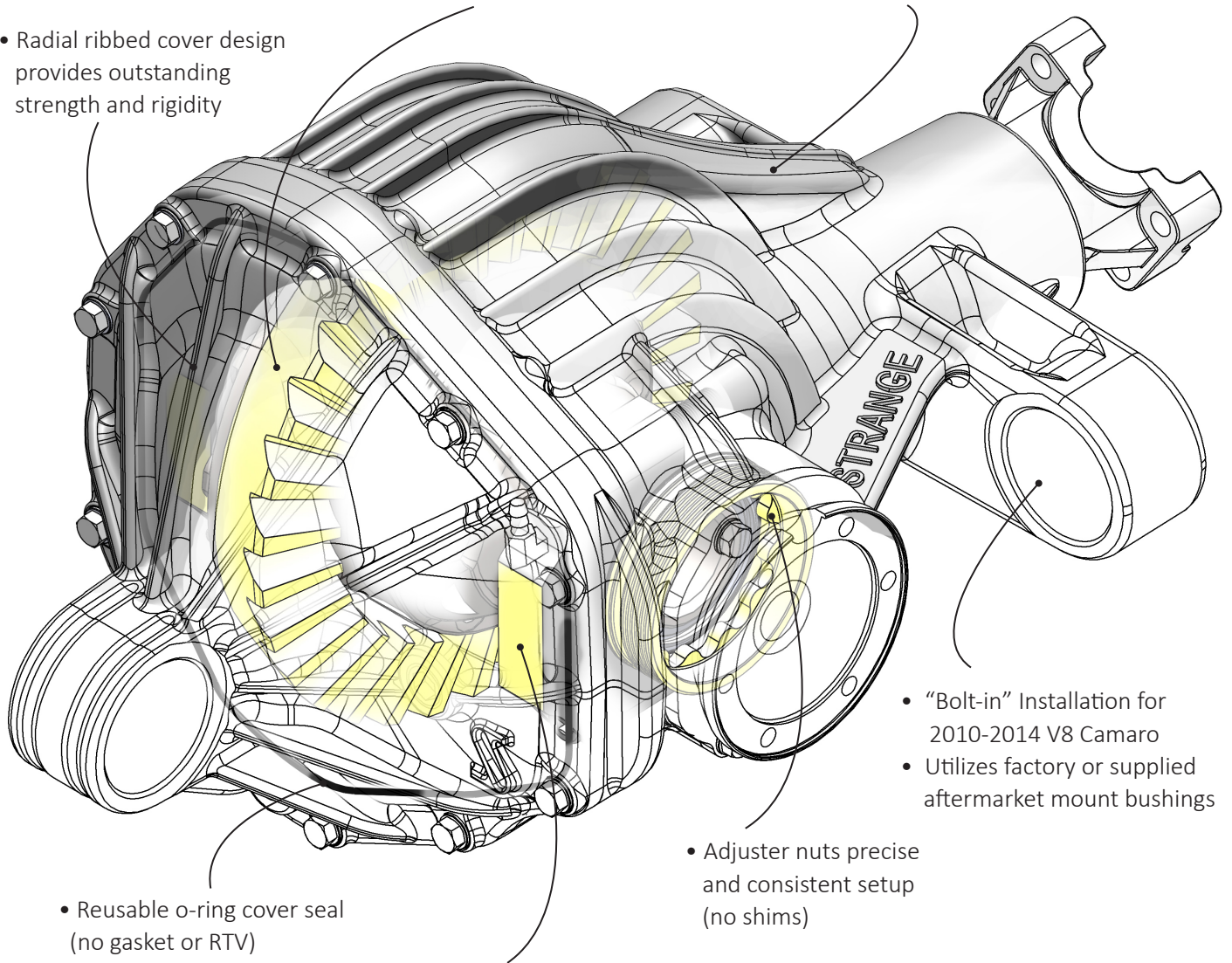
Part#	H1400
Description	Independent 9-3/4" Rear end
Applications	2010-2014 Chevrolet Camaro
Page	1 of 2 total pages
Date Modified	Dec 19, 2013

RaceStrange

- 206-T4 finned aluminum housing
Exceptional strength, high toughness,
and lightweight
- Robust black Enduraguard coating
- 15 lbs. lighter than 9" housing
with cast iron center

- Utilizes proven DANA 60 components
- 3.54-6.50 gear ratios available

- Radial ribbed cover design
provides outstanding
strength and rigidity



- "Bolt-in" Installation for
2010-2014 V8 Camaro
- Utilizes factory or supplied
aftermarket mount bushings

- Adjuster nuts precise
and consistent setup
(no shims)

- Reusable o-ring cover seal
(no gasket or RTV)

- Aircraft grade 2024-T351 billet aluminum main caps
- Support style rear cover reinforces main caps to
increase overall strength and minimize deflection

Axle Compatibility

Stub axles measuring 14.313" axle flange to axle flange will fit The Driveshaft Shop OEM rear end/center axle assemblies.

Stub axles measuring 17.30" axle flange to axle flange are also available and will fit The Driveshaft Shop and G-Force 9" IRS conversion axle assemblies.

note: G-force stamped steel CV joint dust caps are not compatible with Strange stub axles- must be sealed with RTV (see figure 3)

Driveshaft Compatibility

Accepts The Driveshaft Shop and Dynotech replacement driveshafts.

Bushing Options

Polyurethane bushings are included. OEM bushings or aftermarket replacement bushing kits will also fit.

Differentials

PART #	DESCRIPTION
D3523	Strange S-Trac 3 Series
D3533	Truetrac 3 Series
D3534	Truetrac 5 Series
D3535	Detroit Locker 3 Series
D3536	Detroit Locker 5 Series

note: spools are also available (contact for more information)

Gear Ratios

PART #	DESCRIPTION
D3550	3.54 Spicer gearset
D3551	3.73 Spicer gearset
D3552	4.10 Spicer gearset
D3553	4.56 Spicer gearset
RS05897430US	4.30 US gearset

Figure 1



Figure 2



Figure 3

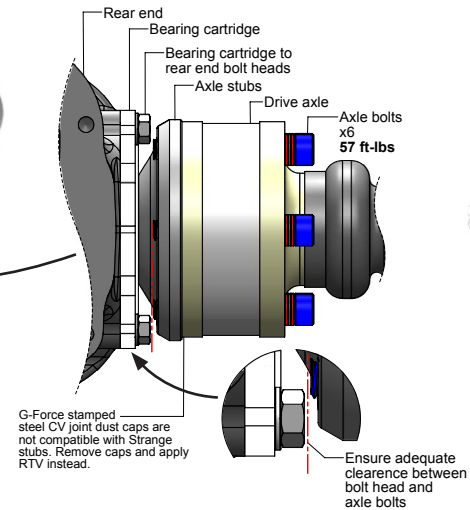


Figure 4



Rear end gear oil weight SAE 85W-140
Rear end gear oil capacity 2 quarts

Rear end install

1. Follow factory instructions to disassemble the rear suspension links and upper control arms to remove the stock axles.
2. The exhaust system must be removed. First, remove the cross-brace support. Then loosen the front sleeve clamps. The exhaust system must now be supported while the four rear hangers are removed from the rubber insulators. Carefully maneuver the exhaust system from the vehicle. (figure 5)
3. Remove the exhaust heat shields for access to rear end bolts and drive shaft.
4. Remove the factory drive shaft and components.
5. Support the rear end prior to removing the three mounting nuts and bolts.
6. Carefully lower the rear end and slide the factory breather hose out of the original fitting. The factory plastic breather fitting and rubber tube will be reused during installation. (figure 1 and 4)
7. Install the factory plastic breather fitting on the new Strange Independent 9-3/4" rear end. Position and install the new rear end with the factory breather tube connected to the fitting. (figure 1 and 4)
8. Install the axles. It is vital to ensure that the bolts securing the axles to the axle stubs do not contact the bearing cartridge to rear end bolt heads. Two washers and a crush washer are required on the passenger side if installing The Driveshaft Shop OEM rear end/center axles assemblies. (figure 2 & 3) Torque axle bolts to 57 ft-lbs and apply blue loctite.
9. Install the driveshaft, exhaust system and suspension components. Torque all bolts to factory spec.

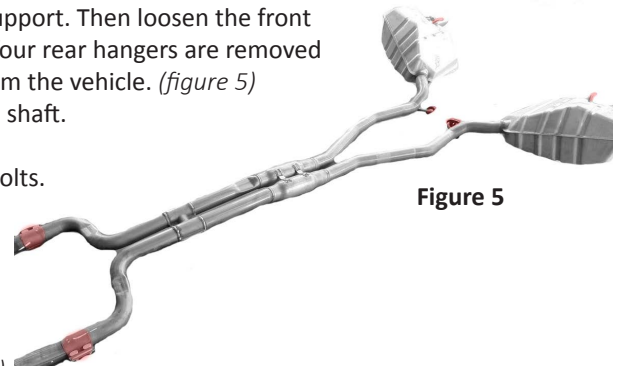


Figure 5