9" Complete Rear End Assemblies

Strange Engineering offers a multitude of 9" rear end assemblies. We can custom tailor a rear end to meet your specifications. The steps listed below allow for a guide to "building" your own rear end. The following two pages list our most popular rear end packages. All packages that comprise a complete rear end assembly are already discounted; however, complete 9" rear end assemblies offer additional advantages. **Strange Engineering will completely install your chosen packages- including installing axle studs and axle bearings. Strange provides premium Lucas Oil and a hardware kit with each complete rear end assembly that consists of a gasket, jet nuts for the center section and a housing end stud package (only with brake kit). In addition, Strange will completely crate your rear end assembly for an uneventful delivery- at no additional cost!** Freight is not included; however, we will ship your rear end using your specified carrier or we will receive quotes from trusted carriers and ship your rear end by the most efficient and trusted carrier that we can find.

Please refer to the specific component sections for additional information concerning the items that constitute a complete rear end. We realize that selecting a proper rear end can become complicated, thus the following steps are only a guide to acquaint you with possible choices. We will be happy to discuss your application and provide you with our experience to create your rear end assembly.

(1) Optional- Brake Kit- Strange rear brake kits are listed on pages 101-103 and pages 91-92. The brake kit is optional, however, the step to select a brake kit is not optional. Whether you decide to use one of our brake kits, a factory kit or another aftermarket brake kit- it is essential that we know the specific brake kit that will be used. The brake kit affects housing width and several other axle dimensions.

(2) 9" Steel Housing- The opposing page lists fully welded housings. We recommend 3.250" tubing for its increased (23%) strength, in comparison to 3" tubing; however, certain ladder bar and 4-link configurations may require 3" tubing. Please consult with the company that is providing you with your mounts. Mounts may limit the length or use of a back brace. We can slip (not weld) your mounts onto the tubes before welding the housing ends or we can, at an additional cost, weld your mounts to the tubes. We require that a weld (location) sheet be completed before welding mounts to the tubes.

We will assist you with selecting the proper housing end. You should know which brake kit you will be using before selecting your housing end. We strongly recommend 3.150" ID housing ends. Back brace housings are ideal for drag racing applications. In general, we recommend a back brace for vehicles that are quicker than 9 seconds (1/4 mile); although, a stiffer housing is usually advantageous for most drag racing applications. GM leaf spring and Mustang housings can be provided at OEM or custom lengths.

(3) Center Section- Center sections are located on pages 43-52. The S-Series center section is ideal for street or street/track applications. The Pro Iron center section can be used for street/track or drag race applications. Lightweight aluminum center sections are ideal for drag race and select (call) street applications. While not suited for heavier or blown drag race cars, the lightweight aluminum case is ideal for lighter E.T. sensitive cars and non-blown dragsters. The Ultra center section is the strongest of all the Strange center sections and can withstand the abuse from heavier door cars to Pro Mod cars. The posi-unit's smooth and quiet transfer of power is desirable for most street applications. Lockers are stronger than posi-units, but are noisier and the transfer of power is more abrupt. Spools should always and only be used for drag race applications. A spool does not permit the outside wheel to rotate at a higher speed than the inside wheel during turning, creating a dangerous street vehicle. The spool is lighter, significantly more rigid, does not have internal gears to fail, and is less expensive than lockers and posi-units- therefore, a spool should be the only choice for drag race applications.

(4) Axle Package- Street and street/track axle packages are located on pages 7-8 and Pro Race axle packages are listed on pages 11-12. S/S Series (31-spline) axles are recommended for street applications and S/T Series (35-spline) axles are recommended for street and street/track applications. Strange Pro Race axles are for drag race applications only! 9" posi-units will only fit 31-spline axles and Lockers will fit either 31 or 35-spline axles. New assemblies with a 31 or 35 spline locker are the same price; therefore, we recommend 35-spline S/T axles when selecting a locker. Pro Race 35-spline axles are sufficient for most Drag Race applications. Pro Race 40-spline gun-drilled axles are 54% stronger and 10% lighter than 35-spline shafts. Solid 40-spline shafts are heavier, but stronger than 40-spline gun-drilled axles.