

OCDRIVESHAFT.COM

SAMPLE FORM

ENTER SPECS FOR CUSTOM SHAFT
DOUBLE-CHECK SPECS BEFORE PURCHASE
PURCHASE IS ALLOWED AFTER COMPLETING FORM

Driveshaft Build Form: 1310 Series, 3" Aluminum, Transmission Slip Yoke to Pinion Flange

Fill out form to build your ALUMINUM driveshaft

Contact information:

First Name Last Name

Email

Phone

-

Area Code Phone Number

Contact information is used for automated confirmation email.

Next

Driveshaft Build Form: 1310 Series, 3" Aluminum, Transmission Slip Yoke to Pinion Flange

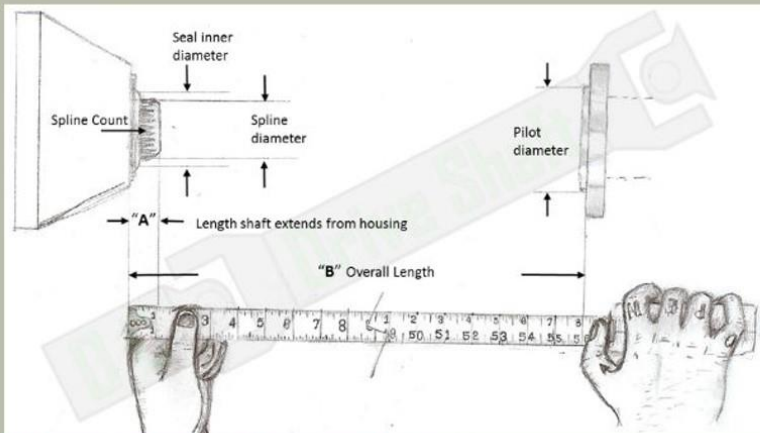
Required measurements and information

This form will help you gather the measurements necessary to build a driveshaft for your application.

IMPORTANT NOTES:

Always measure driveshaft length with vehicle suspension at ride height.
We measure everything in inches.
When measuring anything under 6 inches, use a 6-inch scale or calipers, avoid using a tape measure.

Measurement Guide:



NOTE: Maximum Overall Length for 3" Shaft is 55.0". WHY? [Click HERE](#) to find out.

Enter dimensions in fields:

Dimensions are measured in inches and can be entered as decimals (eg. 0.75 or 20.125)

A: Length shaft extends from housing

Valid range (0.000" to 10.000")

B: Overall Length

Valid range for 3" shafts (8.000" to 55.000") Need a longer shaft? Go back and choose form for 3.5" tubing.

Shaft dimensions are entered in these fields.

Go Back

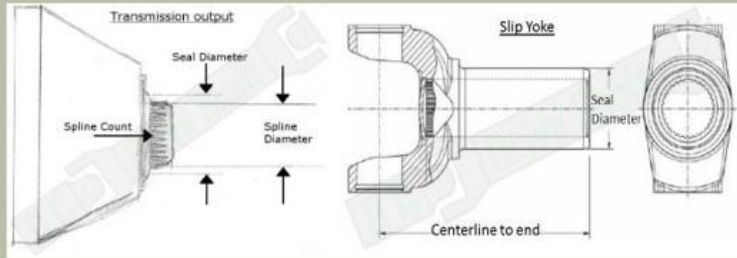
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Select Slip Yoke

Make selection from list below



Note: GM TH400 with threaded hole in output shaft is 'Fixed Yoke' transmission and requires a .550" counterbored slip yoke, only available in Sonnax 1350 Chromoly Slip Yoke.

Slip Yoke choices are displayed in 3 categories:

Domestic applications: Slip yokes from Spicer, Neapco and PTI are included in the driveshaft price. (Includes Ford, GM, Dodge)

Foreign applications (add \$40): Slip yokes from Spicer, Neapco and PTI for foreign applications (Includes Toyota, Nissan, Mitsubishi, . . .)

Sonnax Performance (add \$80): Forged steel slip yokes are available for popular muscle cars.

- Domestic applications
- Foreign applications (Add \$40)
- Sonnax Performance (Add \$80)

<input checked="" type="radio"/> Spline count	Spline Diameter	Centerline to end	Seal Diameter	Possible applications
<input type="radio"/> XX	X.XXX	X.XXX	X.XXX	Grampa's roadmaster

Domestic applications	<input type="radio"/> 26	1.158	6.000	1.558	Chrysler A-904,A833 26 spline
	<input type="radio"/> 27	1.760	5.750	1.500	1997up Jeep Wrangler, boot, hub not ground
	<input type="radio"/> 27	1.760	5.750	1.502	High angle version used on Jeep Wranglers
	<input type="radio"/> 28	1.220	6.500	1.500	Ford C4
	<input type="radio"/> 28	1.220	6.000	1.500	Ford C4 (short)
	<input type="radio"/> 28	1.220	7.750	1.500	Early Mustangs, Recessed spline non-vented
	<input type="radio"/> 28	1.220	8.187	1.600	Explorer/Sport-Trac, Full spline non-vented
	<input type="radio"/> 25	1.113	6.500	1.375	Ford C3 A4LD, Ranger, BroncoII, Aerostar
	<input type="radio"/> 16	1.172	4.875	1.500	Powerglide early Chevrolet passenger cars.
	<input type="radio"/> 27	1.176	4.891	1.500	Corvette w/o vibration dampener (Counterbore .500")
	<input type="radio"/> 27	1.176	4.875	1.500	GM TH350
	<input type="radio"/> 27	1.176	5.469	1.500	GM TH350, GM cars and truck until the mid 80's.
	<input type="radio"/> 27	1.176	6.420	1.502	GM TH700, 4L80E
	<input type="radio"/> 32	1.397	5.500	1.885	GM TH400, 4L80E, T10 32 spline (short)
<input type="radio"/> 32	1.397	8.060	1.875	High angle, full spline, early GM 4x4 trucks 208/241 trase.	
Foreign applications	<input type="radio"/> 24	1.005	6.047	1.375	Subaru, Nissan
	<input type="radio"/> 21	1.104	6.000	1.496	Toyauto
	<input type="radio"/> 23	1.200	5.750	1.578	Toyauto
	<input type="radio"/> 30	1.284	6.266	1.652	Nissan (Counterbore .390")
	<input type="radio"/> 30	1.284	7.270	1.652	Nissan (Counterbore .450")
	<input type="radio"/> 30	1.284	7.420	1.652	Nissan Pathfinder (Counterbore .530")
	<input type="radio"/> 26	1.115	6.040	1.494	Nissan (Counterbore .390")
	<input type="radio"/> 24	1.082	6.000	1.678	Mitsubishi
Sonnax Performance	<input type="radio"/> 21	1.100	6.000	1.496	Toyauto High angle
	<input type="radio"/> 32	1.377	6.102	1.731	Nissan/Infiniti, Counter bore depth .390
	<input type="radio"/> 28	1.220	6.500	1.500	Ford C4
	<input type="radio"/> 28	1.220	6.000	1.500	Ford C4
	<input type="radio"/> 27	1.176	4.875	1.500	GM TH350
	<input type="radio"/> 27	1.176	5.469	1.500	GM TH350, GM cars and truck until the mid 80's.
<input type="radio"/> 32	1.397	5.500	1.885	GM TH400, 4L80E, T10 32 spline (short)	
<input type="radio"/> 32	1.397	4.880	1.885	GM TH400 (short-short)	

Choose
correct slip
yoke for your
application

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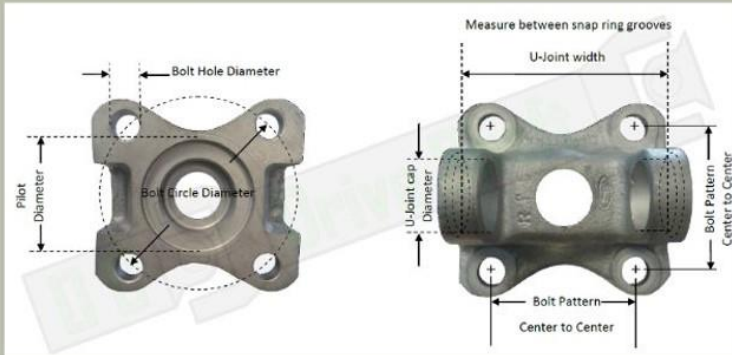
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Driveshaft Build Form: 1310 Series, 3" Aluminum, Transmission Slip Yoke to Pinion Flange

Select the flange for your Driveshaft

Choose flange for your application below

Select flange yoke



<input checked="" type="radio"/>	Pilot diameter	Bolt Circle dia.	Bolt hole dia.	Face to C/L	Possible applications
<input type="radio"/>	X.XXX(M/F)	X.XXX	X.XXX	X.XXX	Uncle Buck's LTD

Select your flange here:

<input type="radio"/>	2.000 F	4.250	0.500	2.125	Ford
<input type="radio"/>	2.000 F	4.250	0.438	1.625	Ford SONNAX ALUMINUM FLANGE
<input type="radio"/>	2.000 F	3.500	0.515	1.550	Ford SONNAX ALUMINUM FLANGE
<input type="radio"/>	2.375 M	3.348	0.406	1.516	Ford
<input type="radio"/>	1.967 M	3.200	0.325	1.750	Subaru
<input type="radio"/>	1.790 M	3.203	0.438	1.781	Subaru SONNAX ALUMINUM FLANGE
<input type="radio"/>	2.245 M	2.750	0.315	1.625	Nissan/Subaru
<input type="radio"/>	4.250 OD	3.700	0.410	2.750	Nissan 300ZX CV joint conversion (6 bolt holes)
<input type="radio"/>	1.967 M	2.850	0.395	1.772	Nissan
<input type="radio"/>	1.967 M	3.200	0.395	1.772	Nissan
<input type="radio"/>	2.562 M	3.750	0.484	1.781	Nissan
<input type="radio"/>	2.559 M	3.750	0.406	1.772	Nissan
<input type="radio"/>	1.967 M	3.750	0.475	1.750	Nissan Infiniti
<input type="radio"/>	1.964 M	3.740	0.478	1.780	NISSAN INFINITI
<input type="radio"/>	2.250 M	2.750	0.315	1.625	Datsun
<input type="radio"/>	1.808 M	3.340 sq	0.410	1.687	Toyota truck
<input type="radio"/>	1.808 M	3.340 rec	0.335	1.625	Toyota truck
<input type="radio"/>	1.808 M	3.575 rec	0.450	2.718	Toyota Land Cruiser
<input type="radio"/>	1.808 M	3.340 rec	0.410	2.718	Toyota Land Cruiser
<input type="radio"/>	1.808 M	3.661 sq	0.445	1.687	Toyota
<input type="radio"/>	1.808 M	3.078	0.335	1.687	Toyota Car / 1310 version of 2302-23
<input type="radio"/>	1.772 M	3.346	0.410	2.671	Suzuki/Geo
<input type="radio"/>	1.772 M	3.120	0.325	2.671	Suzuki/Geo
<input type="radio"/>	1.772 M	3.400	0.337	1.685	Rear flange on 3pc Mitsubishi Evo's, etc.
<input type="radio"/>	2.163 F	4.520	0.489	2.000	Fits Jeep's at differential
<input type="radio"/>	2.375 M	3.125	10mm	1.625	Jeep
<input type="radio"/>	3.920 OD	3.386	0.322	2.750	Jeep JK 2007-up differential / Used to replace CV joints (8 bolt holes)
<input type="radio"/>	2.375 M	3.125	0.375	1.375	Dana 30/44
<input type="radio"/>	2.375 M	3.125	0.375	1.625	Dana 30/44 High Angle
<input type="radio"/>	2.362 M	3.543	0.410	1.685	Kia 1310 Series
<input type="radio"/>	3.835 OD	3.386	0.415	2.582	6 bolt holes / Used to replace CV joints with ujoint style shaft
<input type="radio"/>	3.625 OD	2.875	0.375	1.375	Detroit bell/pot style conversion
<input type="radio"/>	4.000 OD	3.250	0.385	2.750	Detroit bell/pot style conversion
<input type="radio"/>	2.875 F	3.937	0.413	2.671	Bravada
<input type="radio"/>	2.559 M	3.346	0.406	1.766	Isuzu
<input type="radio"/>	2.558 M	3.750	0.481	1.781	DURANGO, JEEP, SOME NISSAN
<input type="radio"/>	2.162 F	3.937	0.489	1.930	Dodge
<input type="radio"/>	2.750 M	3.750	0.503	2.000	Mates with Dana 60,70 companion flange -> 3-1-4041X
<input type="radio"/>	2.750 M	3.750	0.438	1.375	Fits some 1350 series flange
<input type="radio"/>	3.750 M	4.750	0.500	1.375	Converts 1480 flange to 1310

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your name

The final step to complete this form is [Verify the information below](#):

Email: your@name.com

Phone number: 555 555-1234

Stickout length (inches): .75

Overall Length (inches): 60.25

Slip yoke type: Foreign applications (Add \$40)

Slip yoke application: 30 1.284 7.420 1.652 Nissan Pathfinder (Counterbore .630)

Flange selected: 1.608 M 3.575 rec 0.450 2.718 Toyota Land Cruiser

The data collected for a custom: 1310 series, 3" ALUMINUM driveshaft with transmission slip yoke and pinion flange.



(generic image represents style of driveshaft specified by this form)

The information is correct - [Continue and Purchase](#)

The information is not correct - [Go Back](#)

[Continue and Purchase](#)

[Go Back](#)

Verify all entries are correct before submitting form.
Entries may be changed by going back.

"Continue and Purchase" sends an email with your driveshaft specs and directs you to the checkout to complete the purchase of your custom driveshaft.

Driveshaft Build Form: 1310 Series, 3" Aluminum, Transmission Slip Yoke to Pinion Flange

your name

Thank you for choosing OC Driveshaft.

A copy of your Custom Build Form has been sent to our technicians and to your email for reference.

To complete your order, [Click the link below to purchase your custom driveshaft.](#)

[Purchase Custom Shaft](#)

"Purchase Custom Shaft" directs you to the Online Store to finalize your purchase.



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3" Aluminum Driveshaft, 1310 Series, Foreign Slip Yoke to Pinion Flange



3" Aluminum Driveshaft, 1310 Series, Foreign Slip Yoke to Pinion Flange

- Custom 3" Aluminum 1310 Driveshaft
- Built to specs from Custom Build Form
- Includes selected foreign Slip Yoke
- Includes selected Companion Flange

Price: USD \$545.00

Quantity: *

[Add to cart](#)

"Add to cart" and complete secure checkout.

Aluminum Driveshafts

Aluminum driveshafts are built with Alcoa drawn seamless tubes.

6061-T6 forged aluminum weld yokes.

Available in 3.00", 3.50", 4.00" and 5.00" x .120" wall tubing sizes.

These shafts are built with choice of 1310, 1330, 1350, 1410 or 1480 series, Spicer Life Series U-Joints for high strength and long life.

All Aluminum Driveshafts are precision high speed balanced on our Hines DL-500 driveline balancer.