



THE DRIVESHAFT[®] SHOP

**Axle & Shaft Catalog
Catalog v6**

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Racing Axles and Drive Shafts



Viper Level 5 Axles

Level 0 Axles no HP Rating

This is a new axle designed and made for basic swaps and is an alternative to cheap rebuilds. This is not a racing axle in any way, shape or form; we offer this axle so you can complete your swap on a budget and purchase the correct racing axles at a later date.

Level 2 Axles 400 HP (Forced Induction) (6 month warranty)

Our level 2 axles are designed to handle up to 400WHP where noted (see listings) They are great for street cars that will see some track time. (Can be made into road race or rally axles for nominal charge.)

Level 2.9 Axles 475 HP (1 year warranty)

In our ongoing quest for the perfect axle we have hit the mark with our new Level 2.9 axle. These axles have been designed with the fast street car and all motor drag cars in mind. Designed to handle 475WHP these axles are made for any swap configuration and have one of the wildest heat treatments known to man, this axle is a direct bolt-on and will take the power you want to push into them. (Can be made into road race or rally axles for nominal charge.)

Level 3 Axle/Hub System from 500 to 550 HP (1 year warranty)

The Level 3 systems are made for the street car that is a bit on the wild side. These Axle/Hub systems have been specifically designed for each platform and will handle anything from Drag racing to Rally. (Can be made into road race or rally axles for nominal charge.)

Level 3.9 Axle/Hub Systems 600 HP Honda/Acura platform only (1 year warranty)

This axle system is made and designed for the real fast street car or drag car with up to 600HP. This was our older Level 5 (2005 and older) system and we have brought it out of retirement due to the fact a 600HP street car is now a normal thing.

Level 5 Axle/Hub Systems from 750 to 900 HP where noted (1 year warranty)

The Drive Shaft Shop level 5 systems have become a standard in the industry for drag racing excellence. They have received widespread recognition for being able to stand the test of time with their sturdy build quality and brutal strength ability. When you're racing for the win this is the system for you.

Level 5.9 Axle/Hub System

The Level 5.9 Honda/Acura axle system has become the industry standard for high horsepower street and drag cars all over the world and have been part of more record setting runs than any other axle on the market. Now featuring our specially polished spline plug and new high grade aircraft quality axle bars that are tapered in the center to allow more torsional twist and relieve some of the stress on the differential splines. These axles are made to withstand massive amounts of horsepower while remaining completely streetable. Rated to 850HP with a 1-year warranty.

Pro-Level Axle/Hub System

The Pro-Level systems are made to withstand the demands of the highest horsepower drag cars and can currently be found in the fastest FWD Honda's to date. Our Honda/Acura Pro-Level kit is a full drivetrain system that includes both axles, featuring our Porsche-style chromoly 108mm inner CV joints, our signature 33 spline outer CV's and larger hubs to accommodate them. The most significant part of the Pro-Level System is the changing the standard 27 spline differential spline to our 40% larger 28 spline spool, or 28 spline Limited-Slip Differential and intermediate bar. And if you already have a set of our Level 5.9 axles, they can now be upgraded to Pro-Level axles for much less than purchasing a new set. This is drag race-only application made to withstand over 1000WHP.

The Pro-Level systems are also available for the Mustang Cobra, Mazda RX-7, Mitsubishi Evo, Nissan 350Z and GT-R, Subaru WRX STI, Toyota Supra and others. These systems are all designed to withstand over 1000WHP at the track, but are still streetable enough to drive back home afterwards.

Axle Bar Upgrades

The Driveshaft Shop Axle Bar Upgrades are designed as a less expensive alternative to complete axles for certain AWD and RWD applications. These kits use the factory CV joints and come with axle boots, boot clamps and grease packets. Just disassemble your factory axles and replace the factory axle bars with our heavy duty chromoly axle bars.

Warranty Terms

1. Level 0 no warranty.
2. Level 2.9-5.9 axle' 1-year warranty.
3. Driveshafts are covered for 1 year; it is the responsibility of the customer to make sure the shaft is greased
4. Warranty is for repair only, no replacement is offered, do not re-order axle and send in old unit, there will be no defect credits.
5. The Drive Shaft Shop and its distributors are not responsible for loss of time, money or damage caused by defective or incorrect parts. It is the sole responsibility of purchaser of unit for towing and additional repairs necessary by using this product.
6. No credit given to any unit installed, NO EXCEPTIONS.
7. Returns accepted within a 30 day period and only if part has NOT been installed.
8. Warranty does not cover ripped boots, this is considered road hazard and will not fall under the covered warranted parts.
9. It is at The Drive Shaft Shop's sole discretion to decide what is covered and what is not.
10. Any custom made Axle or Drive shaft is non-refundable. We will do everything in our power to help make the part fit or work correctly, but there will be no returns or refunds on "custom" parts.
11. Any aftermarket or custom drive train part attached to our axle/drive shaft will release "The Drive Shaft Shop" of any liability or warranty claim. There will be no exceptions to this.



FD56



Honda Pro-Level Axle Kit AC58

AC COBRA See Factory Five Racing and Superformance

ACURA

1986-1989 Acura Integra (AV1)

	LEFT	RIGHT	KIT
Level 0 Axles (no warranty/not a racing axle)-----	RA3990L0	RA3991L0	
475HP Level 2.9 Axles-----	RA3990X2	RA3991X2	
600HP Axle/Hub Kit-----			AC15*



Level 5.9 Axles

1990-1993 (DA)

Level 0 Axles (no warranty/not a racing axle)-----	RA3999L0	RA4000L0	
475HP Level 2.9 Axles-----	RA3999X2	RA4000X2	
600HP Level 3.9 Axle/Hub Kit-----			AC24*
850HP Level 5.9 Axle/Hub kit (must use B-Series Hydraulic Intermediate Bar)-----			AC25*
850HP Chromoly Intermediate Bar-(B-Series/Hydraulic)-----			HO2727
Spool- Chromoly B-Series Standard 27 Spline (GS-R)-----			HO27C1
Spool- Chromoly B-Series Standard 27 Spline (LS/B16/ITR)-----			HO27C2

1994-2001 (DC2)*

Level 0 Axles (no warranty/not a racing axle)-----	RA3995L0	RA4000L0	
475HP Level 2.9 Axles-----	RA3995X2	RA4000X2	
600HP Level 3.9 Axle/Hub Kit-----			AC35*
850HP Level 5.9 Axle/Hub kit-----			AC56*
850HP Chromoly Intermediate Bar-(B-Series/Hydraulic)-----			HO2727
Spool- Chromoly B-Series Standard 27 Spline (GS-R)-----			HO27C1
Spool- Chromoly B-Series Standard 27 Spline (LS/B16/ITR)-----			HO27C2
Pro-Level Axle/Hub/Intermediate Bar Kit-----			AC58*
Pro-Level 28 Spline Chromoly Spool (GS-R)-----			HO28C1
Pro-Level 28 Spline Chromoly Spool (LS/B16/ITR)-----			HO28C2
Pro-Level Limited Slip Differential (LS/B16/ITR)-----			PRO-BL-LSD***
Pro-Level Limited Slip Differential (GS-R)-----			PRO-BG-LSD***
Pro-Level Axle Upgrade with Intermediate Bar for Level 5.9 Axles -----			PRO-B-UPGRADE

--For all listings for '94-'01 Integra H-Series and K-Series engine swap axles please see Honda '92-'95 EG Civic (with ABS for axle/hub kits)

1997-2001 USDM (DC2) Acura Integra Type R**

Level 0 Axles (no warranty/not a racing axle)-----	RA3995L0	RA4000L0	
475HP Level 2.9 Axles-----	RA3995X2	RA4000X2	
600HP Level 3.9 Axle/Hub Kit-----			AC45*
850HP Level 5.9 Axle/Hub kit-----			AC66*
850HP Chromoly Intermediate Bar-(B-Series/Hydraulic)-----			HO2727
Spool- Chromoly B-Series Standard 27 Spline(LS/B16/ITR)-----			HO27C2
Pro-Level Axle/Hub/Intermediate Bar Kit-----			AC68*
Pro-Level 28 Spline Chromoly Spool (LS/B16/ITR)-----			HO28C2
Pro-Level Limited Slip Differential (LS/B16/ITR)-----			PRO-BL-LSD***
Pro-Level Axle Upgrade with Intermediate Bar for Level 5.9 Axles -----			PRO-B-UPGRADE

(Please call for RMA to send in your Level 5.9 Axles for the upgrade)

--For all listings for '94-'01 Integra H-Series and K-Series engine swap axles please see

Honda '92-'95 EG Civic (with ABS for axle/hub kits)

*Axle does not come with ABS rings unless specified, can be added for an additional charge

**Honda DC2 and DC5 Integra Type R (JDM, EDM etc.) please see Honda section of this catalog.

***Normal discount structure does not apply to this part, please call for pricing



Level 0 Axles



ACURA

2002-2006 Acura RSX Type S**

Please note-For non Type-S RSX (Base Model) order as 2002-2005 Civic Si

	LEFT	RIGHT	KIT/SHAFT
Level 0 Axles (no warranty/not a racing axle)-----	RA4008L0	RA4009L0	
500HP Level 2.9 Axles-----	RA4008X2	RA4009X2	
850HP Level 5.9 Axle/Hub kit-----			KA56*
850HP Chromoly Intermediate Bar-(K-Series)-----			KA2727
Spool- Chromoly K-Series Standard 27 Spline-----			KA27C
Pro-Level Axle/Hub/Intermediate Bar Kit-----			KA58*
Pro-Level 28 Spline Chromoly Spool (K-Series)-----			KA28C
Pro-Level Limited Slip Differential (K-Series)-----			PRO-K-LSD***
Pro-Level Axle Upgrade with Intermediate Bar for Level 5.9 Axles-----			PRO-K-UPGRADE

(Please call for RMA to send in your Level 5.9 Axles for the upgrade)

2004-2008 Acura TSX

Level 0 Axles (no warranty/not a racing axle)-----	RA4010L0	RA4011L0
500HP Level 2.9 Axles-----	RA4010X2	RA4011X2

*Axle does not come with ABS rings unless specified, can be added for an additional charge

**Honda DC2 and DC5 Integra Type R (JDM, EDM etc.) please see Honda section of this catalog.

***Normal discount structure does not apply to this part, please call for pricing

ARIEL ATOM 2 (Brammo)

2.0 GM Ecotec Engine

500HP Level 2 Direct Bolt-In Axles-----	BR100L2	BR101L2
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Honda K-Series Engine

500HP Level 2 Direct Bolt-In Axles-----	BR104L2	BR105L2
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Hartley V8 Engine

500HP Level 2 Direct Bolt-In Axles-----	BR107L2	BR108L2
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Level 3.9 Axle Kit

ARIEL ATOM 3 (TMI)

Honda K-Series Engine

500HP Direct Bolt-In Axles-----	TMI100X1	TMI101X1
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AUDI

1998.5-2002 S4 (B5 Chassis)

1000HP Front Axle Bar and Inner CV Upgrade(must re-use factory outer CV housing)-----AUF1*

1000HP Rear Axle Bar and Inner CV Upgrade(must re-use factory outer CV housing)-----AUR1*

1000HP Aluminum 1-piece Driveshaft conversion-----AUSH1

*Must send in factory axles for this upgrade. Please call for RMA.

BMW

1986-1992 (E30) 325/M3

The Level 5 Direct Bolt-In Axles for the E30 feature a direct fit outer CV with ABS ring, our heavy duty torsional axle bar made from high-grade aircraft quality material, and a larger than factory 6-bolt Porsche style 108mm Inner CV, with a bolt-on flange and stub into the differential. These axles are complete and ready to install with no modifications necessary.

700HP Level 5 Direct Bolt-In Axles-----	RA2401L5	RA2401L5
1-Piece 3" Chromoly Driveshaft-----		BMWSH3-S

1995-1999 (E36) M3

1000HP Level 5 Bar and Inner CV Upgrade-----	M3R1*
Chromoly Inner Differential Flange with Stub-----	M3FLANGE1
1-Piece 3" Chromoly Driveshaft (for 4-bolt rear flange)-----	BMWSH1-S
1-Piece 3" Chromoly Driveshaft (for 6-bolt rear flange)-----	BMWSH2-S



M3R1 Axles

2000-2006 (E46) M3

1000HP Level 5 Bar/ Inner CV /Outer CV Internal Upgrade-----	M3R2*
1-Piece 3" Chromoly Driveshaft-----	BMWSH4-S

2007-2010 (E92) 335i / M3

1000HP Level 5 Bar/ Inner CV /Outer CV Internal Upgrade-----BMWE92R-1*

*Please Note-You must send in your factory axles for this upgrade, please call for RMA

BUICK	LEFT	RIGHT	KIT/SHAFT
1984 -1987 Grand National and T-Type			
700HP 3.5" Aluminum 1-Piece Shaft-----			GMGN1

CADILLAC
2004-2007 CTS-V 6-Speed Manual

The new Rear Axle Bar Upgrade and Level 5 complete axles for the 04-07 CTS-V have been made to withstand increased horsepower and help eliminate wheel hop. What we have done is made the axle bars from high-grade aircraft quality material in different diameters so the axles can twist at different rates. This will help to eliminate wheel hop in the 1st generation cars. The axle bar upgrade uses your factory inner and outer CV's and comes with boots, clamps and grease. The Level 5 axles are complete, ready to install, featuring our Porsche style 108mm CV on each side of the axle with bolt-on inner and outer stubs.

Axle Bar Upgrade-----			CTSVR2
800HP Level 5 Rear axles-----	RA5264X5	RA5265X5	

CTS-V Pro-Level 9" Rear Conversion Kit

The new 9" Rear Conversion is now available for the Cadillac CTS-V. This system includes a custom made steel 9" housing (this is a bare housing, no internals), with all of the necessary brackets and hardware to mount it in your vehicle, a set of our Pro-Level 9" conversion axles and your choice of either a 2-piece Chromoly or Aluminum Driveshaft with a billet 1350 pinion yoke. All you would need to do is install your choice of differential and gears in the housing, and this kit will include everything else you need. This is a direct bolt-in system and no modifications would be required.

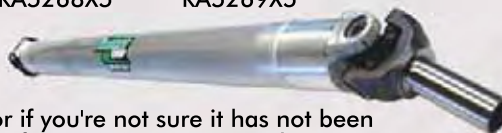
CTS-V Pro-Level 9" Rear Conversion Kit-----GM9R-2

2009-2010 CTS-V

1000HP Direct Bolt-In Level 5 Axles-----	RA5268X5	RA5269X5
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CHEVROLET
1967-1969 Camaro
10-Bolt Rear

**Aluminum
Drive Shaft**



(Factory Trans and rear only, if either has been changed or if you're not sure it has not been changed, check measurements) (M20, M21 manual trans from 66-69 use a 27 spline output shaft)

Powerglide, TH350, M20 and M21 trans. --- (500HP Aluminum shaft) -----	GMCA1
Powerglide, TH350, M20 and M21 trans. --- (500HP Steel shaft) -----	GMCA1-S
TH400 & M22 trans. --- (500HP Aluminum shaft) -----	GMCA2
TH400 & M22 trans. --- (500HP Steel shaft) -----	GMCA2-S
700R trans. --- (500HP Aluminum shaft) -----	GMCA3
700R trans. --- (500HP Steel shaft) -----	GMCA3-S

12-Bolt Rear 12-Bolt Rear (Factory Trans and rear only, if either has been changed or if you're not sure it has not been changed, check measurements)

Powerglide, TH350, M20 and M21 trans.---(500HP Aluminum shaft) -----	GMCA4
Powerglide, TH350, M20 and M21 trans. --- (500HP Steel shaft) -----	GMCA4-S
TH400 & M22 trans. --- (500HP Aluminum shaft) -----	GMCA5
TH400 & M22 trans. --- (500HP Steel shaft) -----	GMCA5-S
700R trans. --- (500HP Aluminum shaft) -----	GMCA6
700R trans. --- (500HP Steel shaft) -----	GMCA6-S



CHEVROLET

1970-1973 Camaro

10-Bolt Rear (Factory Trans and rear only, if either has been changed or if you're not sure it has not been changed, check measurements) (M20, M21 manual trans from 70-73 use a 32 spline output shaft)
 Powerglide, TH350, M20 and M21 trans. --- (500HP Aluminum shaft) -----GMCA7
 Powerglide, TH350, M20 and M21 trans. --- (500HP Steel shaft) -----GMCA7-S
 TH400 & M22 trans. --- (500HP Aluminum shaft) -----GMCA8
 TH400 & M22 trans. --- (500HP Steel shaft) -----GMCA8-S
 700R trans. --- (500HP Aluminum shaft) -----GMCA9
 700R trans. --- (500HP Steel shaft) -----GMCA9-S

12-Bolt Rear (Factory Trans and rear only, if either has been changed or if you're not sure it has not been changed, check measurements)

Powerglide, TH350, M20 and M21 trans. --- (500HP Aluminum shaft) -----GMCA11
 Powerglide, TH350, M20 and M21 trans. --- (500HP Steel shaft) -----GMCA11-S
 TH400 & M22 trans. --- (500HP Aluminum shaft) -----GMCA12
 TH400 & M22 trans. --- (500HP Steel shaft) -----GMCA12-S
 700R trans. --- (500HP Aluminum shaft) -----GMCA13
 700R trans. --- (500HP Steel shaft) -----GMCA13-S

1993-2001 Camaro

6-Cyl Auto & Manual (1-piece steel replacement) -----GMCA14-S
 8-Cyl Auto & Manual (1-piece Aluminum replacement) -----GMCA15
 8-Cyl Auto & T56 with Moser 12-bolt rear conversion-(1350 3.5" Aluminum shaft)-----MOCA14
 8-Cyl Auto & T56 for Moser 9" rear conversion-(1350 3.5" Aluminum shaft)-----MOCA16
 8-Cyl Auto & T56 for Strange 12-bolt rear conversion-(1350 3.5" Aluminum shaft)-----STCA14 *
 8-Cyl Auto & T56 for Strange 9" rear conversion-(1350 3.5" Aluminum shaft)-----STCA16 *

*This application can have several different yokes, please give measurement when ordering this shaft.
 See page 38 to see how to measure.

2010-2011 Camaro

Axles

Now available are the new 600HP Level 2 and 1400HP Level 5 direct bolt-in rear axles for the new Camaro. These axles feature our signature Porsche-style 108mm inner CV joints (using full aircraft quality upgraded internals) with bolt-on inner stubs and a newly designed direct fit outer CV made of a proprietary high grade material that will not have any clearance issues. The Level 2 axles are rated to 600HP and are made using different diameter axle bars, that are designed to twist at different rates in order to eliminate wheelhop. The new 1400HP Level 5 axles go a step further and are made with larger diameter 30 spline bars, made from high-grade aircraft quality material on both sides, with a proprietary chromoly CV internal set that is made with the highest horsepower street and drag cars in mind.

600HP Level 2 Direct Bolt-In Axles-----RA5414X2
 1400HP Level 5 Direct Bolt-In Axles-----RA5414X5

RA5415X2
 RA5415X5



Driveshaft

Our new 1-piece 3.5" Aluminum shaft and 1-piece 3.25" Carbon Fiber shaft (for 6-speed manual only) and 2-piece Camaro shafts available in either 3" Chromoly or 3.5" Aluminum are designed to eliminate the factory 2-piece shaft and replace the factory rubber drive couplers with 1350 solid u-joints. These shafts come complete with precision billet plates designed to maintain perfect centerline from the transmission and differential pins, for both front and rear along with all hardware necessary for install.

6-Speed Manual

3.5" Aluminum 1-Piece Shaft Manual-----GMCA10-A
 3.25" Carbon Fiber 1-Piece Shaft-----GMCA10-CF
 3" Chromoly 2-Piece Shaft Manual-----GMCA20-S
 3.5" Aluminum / 3" Chromoly 2-Piece Shaft Manual-----GMCA20-A

Automatic

3" Chromoly 2-Piece Shaft Auto-----GMCA21-S
 3.5" Aluminum / 3" Chromoly 2-Piece Shaft Auto-----GMCA21-A

Camaro Pro-Level 9" Rear Conversion Kit

The new Ford 9" Rear Conversion is now available for the Camaro. This system includes a custom made steel 9" housing (this is a bare housing with no internals), all of the necessary brackets, polyurethane bushings and hardware to mount it in your vehicle. The kit includes set of our Pro-Level 9" conversion axles with 31 spline differential stubs with bearings, and your choice of either a 2-piece Chromoly or Aluminum Driveshaft with a billet 1350 pinion yoke, and is rated to 1400HP. Due to the variety of differentials and spools available, we have decided to supply the 9" case only, allowing you to decide what center section would be best for your needs. This is a direct bolt-in system and no modifications would be required.

Camaro 9" Rear Conversion Kit-----GM9R-1



CHEVROLET

KIT/SHAFT

1964-1967 Chevelle

10-Bolt Rear

(Factory Trans and rear only, if either has been changed or if you're not sure it has not been changed, check measurements)

Powerglide, TH350, M20 and M21 trans. --- (500HP Aluminum shaft) -----	GMCH1
Powerglide, TH350, M20 and M21 trans. --- (500HP Steel shaft) -----	GMCH1-S
TH400 & M22 trans. --- (500HP Aluminum shaft) -----	GMCH2
TH400 & M22 trans. --- (500HP Steel shaft) -----	GMCH2-S
700R trans. --- (500HP Aluminum shaft) -----	GMCH3
700R trans. --- (500HP Steel shaft) -----	GMCH3-S

12-Bolt Rear

(Factory Trans and rear only, if either has been changed or if you're not sure it has not been changed, check measurements)

Powerglide, TH350, M20 and M21 trans. --- (500HP Aluminum shaft) -----	GMCH4
Powerglide, TH350, M20 and M21 trans. --- (500HP Steel shaft) -----	GMCH4-S
TH400 & M22 trans. --- (500HP Aluminum shaft) -----	GMCH5
TH400 & M22 trans. --- (500HP Steel shaft) -----	GMCH5-S
700R trans. --- (500HP Aluminum shaft) -----	GMCH6
700R trans. --- (500HP Steel shaft) -----	GMCH6-S

1968-1972 Chevelle

10-Bolt Rear

(Factory Trans and rear only, if either has been changed or if you're not sure it has not been changed, check measurements)

Powerglide, TH350, M20 and M21 trans. --- (500HP Aluminum shaft) -----	GMCH7
Powerglide, TH350, M20 and M21 trans. --- (500HP Steel shaft) -----	GMCH7-S
TH400 & M22 trans. --- (500HP Aluminum shaft) -----	GMCH8
TH400 & M22 trans. --- (500HP Steel shaft) -----	GMCH8-S
700R trans. --- (500HP Aluminum shaft) -----	GMCH9
700R trans. --- (500HP Steel shaft) -----	GMCH9-S

12-Bolt Rear

(Factory Trans and rear only, if either has been changed or if you're not sure it has not been changed, check measurements)

Powerglide, TH350, M20 and M21 trans. --- (500HP Aluminum shaft) -----	GMCH11
Powerglide, TH350, M20 and M21 trans. --- (500HP Steel shaft) -----	GMCH11-S
TH400 & M22 trans. --- (500HP Aluminum shaft) -----	GMCH12
TH400 & M22 trans. --- (500HP Steel shaft) -----	GMCH12-S
700R trans. --- (500HP Aluminum shaft) -----	GMCH13
700R trans. --- (500HP Steel shaft) -----	GMCH13-S



CHEVROLET

2005-2007 Cobalt SS / Ion Redline 2.0 Supercharged

	LEFT	RIGHT	KIT/SHAFT
400HP Level 2 Direct Bolt-In Axles-----	RA5100L2	RA5100L2	
800HP Level 5 Axle/Hub kit (w / ABS)-----			GM55

2006-2008 Cobalt SS 2.4

400HP Level 2 Direct Bolt-In Axles-----	RA5101L2	RA5102L2	
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2008-2010 Cobalt SS 2.0 Turbo

400HP Level 2 Direct Bolt-In Axles-----	RA5104L2	RA5104L2	
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CORVETTE

1963-1982

Main drive shaft

1963-1974 Rear Driveshaft w/o Trans yoke -(1310 3-1/4 joints)-----	GMVT1
1975-1979 Rear Driveshaft w/o Trans yoke -(1330 3-5/8 joints)-----	GMVT2
1980-1982 Rear Driveshaft w/o Trans yoke -(1330 3-5/8 joints)-----	GMVT3
1984-1996 Rear Aluminum shaft with yoke (no damper) -----	GMVT4

Rear axles (order 2 per car)

1963-1974 Rear axle with 1350 u-joints and flange -----	GMRA1
1975-1979 Rear axle with 1350 u-joints and flange -----	GMRA2
1980-1982 Auto Rear axle with 1330 u-joints -----	GMRA3

1997-2010 C5/C6

Driveshafts

Our torque tube drive shaft is made from 3"x125 wall 6061-T6 aluminum or in a 3.5" Heavy-Duty version, using our own custom aluminum ends that will ensure the shaft doesn't distort or break like the factory ones. The factory shaft is made from a smaller tube and will actually bend during hard acceleration causing the rubber drives to wear prematurely. Shafts are made for both C5 and C6 applications (and can be made to custom lengths)

1997-2004 C5 Auto Driveshaft (10mm bolts) -----	GMC5A-1
1997-2000 C5 6-speed Manual Driveshaft (10mm bolts) -----	GMC5M-1
1997-2000 C5 6-speed Manual Driveshaft (10mm bolts) 3.5" HD Shaft-----	GMC5M-1-HD
2001-2004 C5 6-speed Manual Driveshaft (12mm bolts) (inc. Z06) -----	GMC5M-2
2001-2004 C5 6-speed Manual Driveshaft (12mm bolts) (inc. Z06) 3.5" HD Shaft-----	GMC5M-2-HD
2005 (only) C6 Auto 4L60 Driveshaft (12mm bolts) -----	GMC6A-1
2005 (only) C6 Auto 4L60 Driveshaft (12mm bolts) 3.5" HD Shaft-----	GMC6A-1-HD
2006-2008 C6 Auto 6L80 Driveshaft (12mm bolts) -----	GMC6A-2
2006-2008 C6 Auto 6L80 Driveshaft (12mm bolts) 3.5" HD Shaft-----	GMC6A-2-HD
2005-2008 C6 6-speed Manual Driveshaft (12mm bolts) (inc. Z06) -----	GMC6M-1
2005-2008 C6 6-speed Manual Driveshaft (12mm bolts) (inc. Z06) 3.5" HD Shaft-----	GMC6M-1-HD
2009-2010 C6 Auto 6L80 Driveshaft (12mm bolts) -----	GMC6A-3
2009-2010 C6 Auto 6L80 Driveshaft (12mm bolts) 3.5" HD Shaft-----	GMC6A-3-HD
2009-2010 C6 6-Speed Manual Driveshaft (12mm bolts) -----	GMC6M-3
2009-2010 C6 6-Speed Manual Driveshaft (12mm bolts) 3.5" HD Shaft-----	GMC6M-3-HD

Rubber couplings (made from Polyurethane)

Coupling for 10mm bolts -----	VTRB-10
Coupling for 12mm bolts -----	VTRB-12



RA5100L2



VTRB-12



Corvette Parts

CORVETTE

1997-2008 C5/C6 Rear Axles

The direct bolt-in axles and axle/hub upgrades we offer for the C5/C6 platform are second to none. We have designed a 600HP Level 2 direct bolt-in axle system using Porsche style cross groove CV's on both ends with bolt-on outer stubs and inner flanges for the fast street cars and for Road Race applications (road race application is a special upgrade, please call for details). We also offer a Pro-Level Axle/Hub system for high horsepower racing applications that can be found in some of the fastest C5 and C6 Corvettes in the world. These axles use a larger outer CV made from proprietary material (33 spline up from the factory 30 spline), the center bar has been increased in diameter from 1.125" to 1.375", made from high-grade aircraft quality material and a special Porsche style 6-bolt inner CV with a billet bolt-on flange into the differential. The C5 and C6 (up to 2008) come with a special wheel hub to accommodate the larger spline, while the 2009 and later C6 have a larger spline hub from the factory, allowing us to make a direct bolt-in set of axles for this application.

	LEFT	RIGHT	KIT/SHAFT
600HP Direct Bolt-In Level 2 Axle-----	RA5301L2	RA5301L2	
1000HP Rear Axle/Hub kit -----			GM52

2009-2010 C6

1000HP Direct Bolt-In Level 5 Axles-----	RA5302X5	RA5302X5	
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Differential Spline Output Shafts

1997-2010 These are re-engineered chromoly spline outputs for both C5 and C6 differentials, made from high grade aircraft quality material and carry a 1-year warranty.

Left output -----	GMPLUG5	
Right output -----		GMPLUG6



CHRYSLER / DODGE

2005-2008 Charger SRT-8/ 300C SRT-8/ Magnum SRT-8/ Challenger SRT-8

Axles

700HP Direct Bolt-In Level 2 Axles-----	RA7280L2*	RA7281L2*	
1000HP Axle/Hub Kit (Includes Tone rings)-----			CH54
1400HP Pro-Level Axle/Hub Kit-----			CH56*

*Must re-use factory ABS/Tone Rings

Driveshafts

Charger SRT-8/ 300C SRT-8/ Magnum SRT-8 Chromoly 2-Piece Driveshaft-----	CHSH1
Challenger SRT-8 Chromoly 2-Piece Driveshaft-----	CHSH2



CH56
Axle Kit

2005-2008 SRT-8 Pro-Level 9" Rear Conversion Kit

The new Ford 9" Rear Conversion is now available for the 2005-2008 SRT-8. This system includes a custom made steel 9" housing (this is a bare housing with no internals), all of the necessary brackets, polyurethane bushings and hardware to mount it in your vehicle. The kit includes set of our Pro-Level 9" conversion axles with 31 spline differential stubs with bearings, and your choice of either a 2-piece Chromoly or Aluminum Driveshaft with a billet 1350 pinion yoke, and is rated to 1400HP. Due to the variety of differentials and spools available, we have decided to supply the 9" case only, allowing you to decide what center section would be best for your needs. The rear differential cradle will need to be modified to install the 9" Rear housing. Kit will include instructions on how to cut the back of the cradle and install the new supplied cross member for the rear mounting points of the 9" housing. It is recommended to have a professional fabrication shop perform this work.

SRT-8 Pro-Level 9" Rear Conversion Kit-----	CH9R-1
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2005-2008 Charger SRT-8/ 300C SRT-8/ Magnum SRT-8/ Challenger SRT-8 with Paramount 8.8 Rear

Axles

1400HP Level 5 Direct Fit Axle Upgrade-----	RA7280X5-PP*	RA7281X5-PP*
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Driveshafts

Charger SRT-8/ 300C SRT-8/ Magnum SRT-8 Paramount 8.8 Chromoly 2-Piece Driveshaft-----	CHSH1-PP
Challenger SRT-8 Paramount 8.8 Chromoly 2-Piece Driveshaft-----	CHSH2-PP

2005-2008 Charger 5.7 / 300C 5.7 / Magnum 5.7 / Challenger 5.7

700HP Direct Bolt-In Level 2 Axles-----	RA7277X2*	RA7278X2*	
1400HP Pro-Level Axle/Hub Kit-----			CH58

Driveshaft

Charger 5.7 / 300C 5.7 / Magnum 5.7 (except Challenger)-----	CHSH3
Chromoly 2-Piece Driveshaft-----	



CHSH1

DODGE

LEFT

RIGHT

KIT/SHAFT

2009-2010 Charger SRT-8 / 300C SRT-8 / Challenger SRT-8 & R/T (with Getrag Limited-Slip Differential)

Axles

1000HP Direct Bolt-In Axles (Includes Tone Rings)-----	RA7282X4	RA7283X4
1400HP Level 5 Direct Fit Axles-----	RA7282X5*	RA7283X5*

*Must re-use factory ABS / Tone Rings

Driveshafts

Charger SRT-8 / 300C SRT-8 Chromoly 2-Piece Driveshaft -----	CHSH4
Challenger SRT-8 Chromoly 2-Piece Driveshaft -----	CHSH5

2009-2010 Charger SRT-8/ 300C SRT-8/ Challenger SRT-8 with Paramount 8.8 Rear Conversion

Axles

1400HP Level 5 Direct Fit Axle Upgrade-----	RA7282X5-PP*	RA7283X5-PP*
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Driveshafts

Charger SRT-8/ 300C SRT-8/ Magnum SRT-8 - Paramount 8.8 Chromoly 2-Piece Driveshaft-----	CHSH4-PP
Challenger SRT8 - Paramount 8.8 Chromoly 2-Piece Driveshaft-----	CHSH5-PP

2009-2010 Charger 5.7 / 300C 5.7 / Challenger 5.7 (except Getrag Limited-Slip Differential)

1000HP Direct Bolt-In Axles (Includes Tone Rings)-----	RA7274X4	RA7275X4
1400HP Level 5 Direct Bolt-In Axles-----	RA7274X5*	RA7275X5*

*Must re-use factory ABS / Tone Rings

Driveshafts

Charger 5.7/ 300C 5.7/ Chromoly 2-Piece Driveshaft-----	CHSH6
Challenger 5.7 Chromoly 2-Piece Driveshaft -----	CHSH7

1995-1999 Neon

Manual Trans

500HP 5-Lug Level 3 Axle/Hub Kit-----	CH43*
750HP 5-Lug Level 5 Axle/Hub Kit-----	CH45*

Automatic Trans

500HP 5-Lug Level 3 Axle/Hub Kit-----	CH23*
750HP 5-Lug Level 5 Axle/Hub Kit-----	CH15*

2000-2005 Neon

500HP Level 3 Direct Bolt-In Axles (Automatic Trans)-----	RA7241L3*	RA7240L3*
500HP Level 3 Direct Bolt-In Axles (Manual Trans)-----	RA7241L3*	RA7242L3*

2003-2005 Neon SRT4

The Level 3 (550HP) and Level 5 (750HP) axles come complete with ABS rings and are a direct bolt in.

550HP Level 3 Direct Bolt-In Axles-----	RA7243L3	RA7244L3
750HP Level 5 Direct Bolt-In Axles-----	RA7243L5	RA7244L5
750HP Level 5 Axles for Darrel Cox Automatic-----	RA7246L5	RA7247L5

1996-2002 Viper

(Stock Differential)

1100HP Level 5 Direct Bolt-In Axles with Diff Stubs-----	RA7290X5	RA7291X5
1200HP+ Pro-Level Axle/Hub/Diff Stub Kit -----		DG45-S

(Quaife Differential)

1100HP Level 5 Direct Bolt-In Axles with Diff Stubs-----	RA7292X5	RA7293X5
1200HP+ Pro-Level Axle/Hub/Diff Stub Kit -----		DG45-Q

2003-2006 Viper

1100HP Level 5 Direct Bolt-In Axles with Female Inner-----	RA7295X5	RA7295X5
1200HP+ Pro-Level Axle/Hub/Diff Stub Kit (Stock Differential)-----		DG46-S
1200HP+ Pro-Level Axle/Hub/Diff Stub Kit (Quaife Differential)-----		DG46-Q

2008-2010 Viper

1100HP Level 5 Direct Bolt-In Axles with Female Inner-----	RA7296X5	RA7297X5
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*ABS rings can be added for an additional charge

DATSUN (see Nissan)

EAGLE (SEE MITSUBISHI)



Factory Five Racing Cobra Roadster Driveshafts

	LEFT	RIGHT	KIT/SHAFT
93 or earlier Ford engine with T-5 or TKO 28-spline Trans.-----			COBRA1
302 with T-5 Trans and 94-95 bellhousing-----			COBRA2
4.6L with T45 or 3650 Trans.-----			COBRA3

Factory Five Coupe/Spyder

93 or earlier Ford engine with T-5 or TKO 28-spline Trans.-----			COUPE1
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Factory Five Cobra with 8.8 Independent Axles

The 550HP axle kit uses high grade aircraft quality center bars with re-tempered factory inner and outer CV joints

550HP Rear Axle Kit for Bolt-On Wheels-----			FAR1
550HP Rear Axle Kit for Pin-Drive (Knock-Off) Wheels-----			FAR2

The 950HP Level 5 axle kit is a direct bolt-in and feature our high grade aircraft quality center bars with direct-fit inner and outer CV made from a proprietary material designed to withstand high horsepower.

950HP Level 5 Rear Axle Kit for Pin-Drive (Knock-Off) Wheels-----			FAR3
950HP Level 5 Rear Axle Kit for Bolt-On Wheels-----			FAR4

FORD

2003-2006 FORD GT

This is an upgrade to the stock axles, we replace the axle bars with our high-grade aircraft quality bars and internals for the factory CV housings.

Bar and Internal CV Upgrade -----			GT40-1*
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*Please Note-You must send in your factory axles for this upgrade, please call for RMA

1989-1997 Thunderbird

600HP Level 2 Complete Rear Axle-----	RA8514L2	RA8514L2	
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Axles

1999-2001 / 2003-2004 Mustang Cobra

The Mustang Cobra with independent suspension has to be one of the best driving late model muscle cars to date. Some people have traded in the independent system for a solid or live rear axle taking away what makes the Cobra so special. The systems offered by us for this car will stand up to the toughest tests and hardest launches. Starting with our Level 2 axle set to our Level 5 and the all out Pro-Level system, keeping the IRS is the way to go. The Level 2 has a direct-fit outer CV with our torsional aircraft grade center bars and the Level 5 Axle/Hub Kit features an outer CV with a 40% larger spline and comes with a set of custom hubs with studs to accommodate the larger CV spline (must be pressed into spindle).

1999 Mustang Cobra

600HP Level 2 Complete Axle (28 Spline Differential)-----	RA8514L2	RA8514L2	
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2001 Mustang Cobra

600HP Level 2 Complete Axle (31 Spline Differential)-----	RA8516L2	RA8516L2	
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2003-2004 Mustang Cobra

600HP Level 2 -Bar/Outer Upgrade-----	RA8502L2*	RA8502L2*	
600HP Level 2 Complete Axle (31 Spline Differential)-----	RA8516L2	RA8516L2	
900HP Level 5 Bar/Outer and Hub Upgrade-----			FD35*

*These axles only replace the bar and outer CV, must re-use the inner CV from the factory axle

Pro-Level Kit

This is a completely different system using 108mm cross groove CV's on each end (6-bolt Porsche style) special designed billet outer stub that is completely splined on the entire length of the stub along with the hub for superior wheel bearing support. A billet 31 spline inner stub and larger center bars (1.375" up from 1.125"), made from high grade aircraft quality material, to make this the strongest rear axle set for the Cobra to date.

2001-2004 Cobra

Pro-Level Axle/Hub Kit-----			FD56
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2003-2006 Falcon (Supercharged V8 and Turbo 6)

700HP Direct Bolt-In Axles-----	RA8510L5	RA8511L5	
1400HP Pro-Level Axle/Hub Kit-----			FD26

Cobra Axle & Drive Shaft

Cobra Pro Level Kit

FORD

KIT/SHAFT

Driveshafts

1987-1993 Mustang

600HP (1330) 5-Speed 3.5" Aluminum Driveshaft -----FDSH6

900HP (1350) 5-Speed 3.5" Aluminum Driveshaft -----FDSH7*

1 Piece Aluminum Drive Shaft



2003-2004 Cobra

900HP (1350) T56 6-Speed 3.5" Aluminum Driveshaft -----FDSH8*

*Requires FDYK1 Billet Pinion Yoke

8.8 1350 Billet Pinion Yoke -----FDYK1

2005-2011 Mustang

1-Piece Driveshafts

All 4" aluminum driveshafts will have a clearance issue if the car is lowered or if there is more than 2 people in the car. The 3.5" Aluminum driveshaft and new 3.25" Carbon Fiber driveshaft will not have any clearance issues.

2005-2010 Mustang GT 5-speed 5-speed

900HP 3.5" Aluminum 1-piece shaft (1350) --(no clearance issues)-----FDSH9-A

3.25" Carbon Fiber 1-piece shaft--(no clearance issues)-----FDSH9-CF

2011 Mustang GT

6-speed

900HP 3.5" Aluminum 1-piece shaft (1350) --(no clearance issues)-----FDSH22

3.25" Carbon Fiber 1-piece shaft--(no clearance issues)-----FDSH22-CF

Automatic

900HP 3.5" Aluminum 1-piece shaft (1350) --(no clearance issues)-----FDSH23

3.25" Carbon Fiber 1-piece shaft--(no clearance issues)-----FDSH23-CF

2005-2011 Mustang Shelby GT500 6-speed

900HP 3.5" Aluminum 1-piece shaft (1350) --(no clearance issues)-----FDSH10-A

3.25" Carbon Fiber 1-piece shaft--(no clearance issues)-----FDSH10-CF

1 Piece Carbon Fiber Driveshaft



FB Trans conversion shaft for 2005-2010 Mustang

900HP FB 4STB-E conversion steel shaft -----DSS1-S**

900HP FB 4STB-E conversion aluminum shaft -----DSA2-A**

2005-2010 Mustang V6 (5-Speed)

600HP Steel 1-Piece Driveshaft-----FDSH3-S

HONDA

	LEFT	RIGHT	KIT/SHAFT
1990-2001 Accord 4 Cyl 5-Speed manual (ABS sensors on axles can be removed)			
1990-1993 Level 0 Axles (no warranty/not a racing axle)-----	RA3900L0	RA3987L0	
500HP Level 2.9 Axles-----	RA3900X2	RA3987X2	
1994-1997 Level 0 Axles (no warranty/not a racing axle)-----	RA39703L0	RA39702L0	
500HP Level 2.9 Axles-----	RA39703X2	RA39702X2	
1998-2001 Level 0 Axles (no warranty/not a racing axle)-----	RA39708L0	RA39707L0	
500HP Level 2.9 Axles-----	RA39708X2	RA39707X2	



Level 2.9

1988-1991 Honda Civic/CRX (EF Chassis) (exc. HF)

D-Series SOHC 1.5 / 1.6 Motor and Factory Trans (all)

Level 0 Axles (no warranty/not a racing axle)-----	RA2892L0	RA2893L0	
475HP Level 2.9 Axles-----	RA2892X2	RA2893X2	

B-Series DOHC w/Cable Clutch and Y1 trans (both axles are male left is shorter) The Y1 transmission will have an intermediate bar hanger bracket with SH3 on the casting

Level 0 Axles (no warranty/not a racing axle)-----	HY3990L0	HY3991L0	
475HP Level 2.9 Axles-----	HY3990X2	HY3991X2	
600HP Level 3.9 Axle/Hub kit w/non-ABS size hub (bearing ID is 1.495)-----			HY20*
850HP Level 5.9 Axle/Hub kit-----			AC25**
850HP Chromoly Intermediate Bar-(B-Series/Hydraulic)-----			HO2727
Spool- Chromoly B-Series Standard 27 Spline (LS/B16/ITR)-----			HO27C2
Pro-Level Axle/Hub/Intermediate Bar Kit -----			AC28**
Pro-Level 28 Spline Chromoly Spool (LS/B16/ITR)-----			HO28C2
Pro-Level Limited Slip Differential (LS/B16/ITR)-----			PRO-BL-LSD***
Pro-Level Axle Upgrade Bar with Intermediate Bar for Level 5.9 Axles -----			PRO-B-UPGRADE

(Please call for RMA to send in your Level 5.9 Axles for the upgrade)



Level 3.9

B-Series DOHC w/Cable Clutch and Y1 trans (both axles are male left is shorter) The Y1 transmission will have an intermediate bar hanger bracket with SH3 on the casting

Basic axle (no warranty/not for racing)-----	RA3990L0	RA3991L0	
Level 0 Axles (no warranty/not a racing axle)-----	RA3990L0	RA3991L0	
475HP Level 2.9 Axles-----	RA3990X2	RA3991X2	
600HP Level 3.9 Axle/Hub kit w/non-ABS size hub (bearing ID is 1.495)-----			HY24*
850HP Level 5.9 Axle/Hub kit-----			AC25**
850HP Chromoly Intermediate Bar-(B-Series/Hydraulic)-----			HO2727
Spool- Chromoly B-Series Standard 27 Spline (LS/B16/ITR)-----			HO27C2
Pro-Level Axle/Hub/Intermediate Bar Kit -----			AC28**
Pro-Level 28 Spline Chromoly Spool (LS/B16/ITR)-----			HO28C2
Pro-Level Limited Slip Differential (LS/B16/ITR)-----			PRO-BL-LSD***
Pro-Level Axle Upgrade Bar with Intermediate Bar for Level 5.9 Axles -----			PRO-B-UPGRADE

(Please call for RMA to send in your Level 5.9 Axles for the upgrade)

B-Series DOHC Motor w/Hydraulic Clutch (left axle is female/right male)

Basic axle (no warranty/not a racing axle)-----	RA3992L0	HY3991L0	
Level 0 Axles (no warranty/not a racing axle)-----	RA3992L0	HY3991L0	
475HP Level 2.9 Axles-----	RA3992X2	HY3991X2	
600HP Level 3.9 Axle/Hub kit w/non-ABS size hub (bearing ID is 1.495)-----			HO15*
850HP Level 5.9 Axle/Hub kit-----			AC25**
850HP Chromoly Intermediate Bar-(B-Series/Hydraulic)-----			HO2727
Spool- Chromoly B-Series Standard 27 Spline (GS-R)-----			HO27C1
Spool- Chromoly B-Series Standard 27 Spline (LS/B16/ITR)-----			HO27C2
Pro-Level Axle/Hub/Intermediate Bar Kit -----			AC28**
Pro-Level 28 Spline Chromoly Spool (GS-R)-----			HO28C1
Pro-Level 28 Spline Chromoly Spool (LS/B16/ITR)-----			HO28C2
Pro-Level Limited Slip Differential (LS/B16/ITR)-----			PRO-BL-LSD***
Pro-Level Limited Slip Differential (GS-R)-----			PRO-BG-LSD***
Pro-Level Axle Upgrade with Intermediate Bar for Level 5.9 Axles -----			PRO-B-UPGRADE

(Please call for RMA to send in your Level 5.9 Axles for the upgrade)

*Axle does not come with ABS rings unless specified-Can be added for additional charge. The reference to with or without ABS is necessary for the hub set used. These vehicles use 2 different size wheel bearings. Some DSS axles use heat-treated and tempered factory housings.

**In order to use the 850HP Level 5.9 and Pro-Level Axle/Hub kits on the 88-91 EF chassis, you must use 90-93 DA Integra spindle and wheel bearing to fit the larger hubs, and all B-series Level 5.9 kits will only work with the hydraulic intermediate shaft (94-01 Integra/99-00 Civic Si etc.)

***Normal discount structure does not apply to this part, please call for pricing



Level 5.9

HONDA

H-Series Prelude Hydraulic Clutch (left axle is female/right male)

	LEFT	RIGHT	KIT/SHAFT
Level 0 Axles (no warranty/not a racing axle)-----	HA3992L0	HA3991L0	
475HP Level 2.9 Axles-----	HA3992X2	HA3991X2	
600HP Level 3.9 Axle/Hub kit w/non-ABS size hub (bearing ID is 1.495)-----			HY23*
850HP Level 5.9 Axle/Hub -----			HY46**
850HP Chromoly Intermediate Bar-(H-Series)-----			PR2727
Pro-Level Axle/Hub/Intermediate Bar Kit -----			HY48**
Pro-Level Limited Slip Differential (H-Series)-----			PRO-H-LSD***
Pro-Level Axle Upgrade with Intermediate Bar for Level 5.9 Axles -----			PRO-H-UPGRADE

(Please call for RMA to send in your Level 5.9 Axles for the upgrade)



**Honda Pro-Level
Axle Kit AC57**

K-Series (using K20 RSX/Si Intermediate Bar) Hydraulic Clutch (left axle is male/right female)

Level 0 Axles (no warranty/not a racing axle)-----	HY4001L0	HY4004L0	
475HP Level 2.9 Axles-----	HY4001X2	HY4004X2	
600HP Level 3.9 Axle/Hub kit w/non-ABS size hub (bearing ID is 1.495)-----			KF35*
850HP Level 5.9 Axle/Hub -----			KF56**
850HP Chromoly Intermediate Bar-(K-Series)-----			KA2727
Spool- Chromoly K-Series Standard 27 Spline -----			KA27C
Pro-Level Axle/Hub/Intermediate Bar Kit -----			KF58**
Pro-Level 28 Spline Chromoly Spool (K-Series)-----			KA28C
Pro-Level Limited Slip Differential (K-Series)-----			PRO-K-LSD***
Pro-Level Axle Upgrade with Intermediate Bar for Level 5.9 Axles -----			PRO-K-UPGRADE

(Please call for RMA to send in your Level 5.9 Axles for the upgrade)

**In order to use the 850HP Level 5.9 and Pro-Level Axle/Hub kits on the 88-91 EF chassis, you must use 90-93 DA Integra spindle and wheel bearing to fit the larger hubs, and all B-series Level 5.9 kits will only work with the hydraulic intermediate shaft (94-01 Integra/99-00 Civic Si etc.)

***Normal discount structure does not apply to this part, please call for pricing

1992-1995 Honda Civic (EG Chassis)

On 1992-1995 Civics the hub bearing changed if the car came with ABS. Even if you are not using the ABS system the hub may have the larger bearing so please check before ordering Non-ABS hubs (VX,CX,DX,LX) have a 1.495 bearing I.D., and ABS hubs (Civic EX, 99-00 Si, 94-01 Integra) have a 1.693 bearing I.D.

D-Series SOHC 1.5 / 1.6 Motor and Factory Trans (all)

Level 0 Axles (no warranty/not a racing axle)-----	RA2897L0	RA2898L0
475HP Level 2.9 Axles-----	RA2897X2	RA2898X2

B-Series DOHC w/ Hydraulic Clutch (left axle is female/right male)

Level 0 Axles (no warranty/not a racing axle)-----	RA3995L0	RA4000L0	
475HP Level 2.9 Axles-----	RA3995X2	RA4000X2	
600HP Level 3.9 Axle/Hub kit w/non-ABS size hub (bearing ID is 1.495)-----			HO15*
600HP Level 3.9 Axle/Hub kit w/ABS size hub (bearing ID is 1.693)-----			AC35*
850HP Level 5.9 Axle/Hub kit-----			AC56**
850HP Chromoly Intermediate Bar-(B-Series/Hydraulic)-----			HO2727
Spool- Chromoly B-Series Standard 27 Spline (GS-R)-----			HO27C1
Spool- Chromoly B-Series Standard 27 Spline (LS/B16/ITR)-----			HO27C2
Pro-Level Axle/Hub/Intermediate Bar Kit -----			AC58**
Pro-Level 28 Spline Chromoly Spool (GS-R)-----			HO28C1
Pro-Level 28 Spline Chromoly Spool (LS/B16/ITR)-----			HO28C2
Pro-Level Limited Slip Differential (LS/B16/ITR)-----			PRO-BL-LSD***
Pro-Level Limited Slip Differential (GS-R)-----			PRO-BG-LSD***
Pro-Level Axle Upgrade with Intermediate Bar for Level 5.9 Axles -----			PRO-B-UPGRADE

(Please call for RMA to send in your Level 5.9 Axles for the upgrade)

*Axle does not come with ABS rings unless specified-Can be added for additional charge. The reference to with or without ABS is necessary for the hub set used. These vehicles use 2 different size wheel bearings.

* Some DSS axles use heat-treated and tempered factory housings.



HO27C

**In order to use the 850HP Level 5.9 and Pro-Level Axle/Hub kits on the EG/EK chassis, you must use 92-00 Civic ABS / 94-01 Integra / 99-00 Civic Si spindles -Bearing ID is 1.693 to fit the larger hubs.

***Normal discount structure does not apply to this part, please call for pricing



HO2727

HONDA

LEFT

RIGHT

KIT/SHAFT

1992-1995 Honda Civic

H-Series Prelude Hydraulic Clutch (left axle is female/right male)

Most mount kits (except Hasport EGH2)

Level 0 Axles (no warranty/not a racing axle)-----	HY3995L0	HY4000L0	
475HP Level 2.9 Axles-----	HY3995X2	HY4000X2	
600HP Level 3.9 Axle/Hub kit w/non-ABS size hub (bearing ID is 1.495)-----			HY51*
600HP Level 3.9 Axle/Hub kit w/ABS size hub (bearing ID is 1.693)-----			HY45*
850HP Level 5.9 Axle/Hub kit-----			HY56**
850HP Chromoly Intermediate Bar-(H-Series)-----			PR2727
Pro-Level Axle/Hub/Intermediate Bar Kit -----			HY58**
Pro-Level Limited Slip Differential (H-Series)-----			PRO-H-LSD***
Pro-Level Axle Upgrade with Intermediate Bar for Level 5.9 Axles -----			PRO-H-UPGRADE

(Please call for RMA to send in your Level 5.9 Axles for the upgrade)

H-Series Prelude Hydraulic Clutch (left axle is female/right male)

(Using Hasport EGH2 Mount kit only)

Level 0 Axles (no warranty/not a racing axle)-----	HZ3995L0	HY4000L0	
475HP Level 2.9 Axles-----	HZ3995X2	HY4000X2	
600HP Level 3.9 Axle/Hub kit w/non-ABS size hub (bearing ID is 1.495)-----			HZ51*
600HP Level 3.9 Axle/Hub kit w/ABS size hub (bearing ID is 1.693)-----			HZ45*
850HP Level 5.9 Axle/Hub kit-----			HZ56**
850HP Chromoly Intermediate Bar-(H-Series)-----			PR2727
Pro-Level Axle/Hub/Intermediate Bar Kit -----			HZ58**
Pro-Level Limited Slip Differential (H-Series)-----			PRO-H-LSD***
Pro-Level Axle Upgrade with Intermediate Bar for Level 5.9 Axles -----			PRO-H-UPGRADE

(Please call for RMA to send in your Level 5.9 Axles for the upgrade)

K-Series (using K20 RSX/Si Intermediate Bar) (Left axle is male/right female)

Level 0 Axles (no warranty/not a racing axle)-----	RA4001L0	RA4004L0	
475HP Level 2.9 Axles-----	RA4001X2	RA4004X2	
600HP Level 3.9 Axle/Hub kit w/non-ABS size hub (bearing ID is 1.495)-----			KG36*
600HP Level 3.9 Axle/Hub kit w/ABS size hub (bearing ID is 1.693)-----			KG35*
850HP Level 5.9 Axle/Hub kit-----			KG56**
850HP Chromoly Intermediate Bar-(K-Series)-----			KA2727
Spool- Chromoly K-Series Standard 27 Spline -----			KA27C
Pro-Level Axle/Hub/Intermediate Bar Kit -----			KG58**
Pro-Level 28 Spline Chromoly Spool (K-Series)-----			KA28C
Pro-Level Limited Slip Differential (K-Series)-----			PRO-K-LSD***
Pro-Level Axle Upgrade with Intermediate Bar for Level 5.9 Axles -----			PRO-K-UPGRADE

(Please call for RMA to send in your Level 5.9 Axles for the upgrade)

J-Series V6 / 6-Speed (must use Accord Auto intermediate bar) (both axles are male)

Level 0 Axles (no warranty/not a racing axle)-----	RA4200L0	RA4201L0	
475HP Level 2.9 Axles-----	RA4200X2	RA4201X2	

1996-2000 Honda Civic (EK/EJ Chassis)

CX, DX, HX, LX hubs (non-ABS) have a 1.495 bearing and EX & SI (ABS) have a 1.693 bearing

D-Series SOHC 1.5 / 1.6 Motor and Factory Trans (all)

Level 0 Axles (no warranty/not a racing axle)-----	RA2897L0	RA2898L0	
475HP Level 2.9 Axles-----	RA2897X2	RA2898X2	

*Axle does not come with ABS rings unless specified-Can be added for additional charge. The reference to with or without ABS is necessary for the hub set used. These vehicles use 2 different size wheel bearings.

* Some DSS axles use heat-treated and tempered factory housings.

**In order to use the 850HP Level 5.9 and Pro-Level Axle/Hub kits on the EG/EK chassis, you must use 92-00 Civic ABS / 94-01 Integra / 99-00 Civic Si spindles -Bearing ID is 1.693 to fit the larger hubs.

***Normal discount structure does not apply to this part, please call for pricing



HONDA

LEFT

RIGHT

KIT/SHAFT

B-Series DOHC/Hydraulic Clutch (Left axle is female /right male)

Level 0 Axles (no warranty/not a racing axle)-----	RA3995L0	RA4000L0	
475HP Level 2.9 Axles-----	RA3995X2	RA4000X2	
600HP Level 3.9 Axle/Hub kit w/non-ABS size hub (bearing ID is 1.495)-----			HO15*
600HP Level 3.9 Axle/Hub kit w/ABS size hub (bearing ID is 1.693)-----			AC35*
850HP Level 5.9 Axle/Hub kit-----			AC56**
850HP Chromoly Intermediate Bar-(B-Series/Hydraulic)-----			HO2727
Spool- Chromoly B-Series Standard 27 Spline (GS-R)-----			HO27C1
Spool- Chromoly B-Series Standard 27 Spline (LS/B16/ITR)-----			HO27C2
Pro-Level Axle/Hub/Intermediate Bar Kit -----			AC58**
Pro-Level 28 Spline Chromoly Spool (GS-R)-----			HO28C1
Pro-Level 28 Spline Chromoly Spool (LS/B16/ITR)-----			HO28C2
Pro-Level Limited Slip Differential (LS/B16/ITR)-----			PRO-BL-LSD***
Pro-Level Limited Slip Differential (GS-R)-----			PRO-BG-LSD***
Pro-Level Axle Upgrade with Intermediate Bar for Level 5.9 Axles -----			PRO-B-UPGRADE



Level 2.9 Axles

H-Series Prelude Hydraulic Clutch (Left axle is female/right male)

Most mount kits (except Hasport EKH2)			
Level 0 Axles (no warranty/not a racing axle)-----	HY3995L0	HY4000L0	
475HP Level 2.9 Axles-----	HY3995X2	HY4000X2	
600HP Level 3.9 Axle/Hub kit w/non-ABS size hub (bearing ID is 1.495)-----			HY51*
600HP Level 3.9 Axle/Hub kit w/ABS size hub (bearing ID is 1.693)-----			HY45*
850HP Level 5.9 Axle/Hub kit-----			HY56**
850HP Chromoly Intermediate Bar-(H-Series)-----			PR2727
Pro-Level Axle/Hub/Intermediate Bar Kit -----			HY58**
Pro-Level Limited Slip Differential (H-Series)-----			PRO-H-LSD***
Pro-Level Axle Upgrade with Intermediate Bar for Level 5.9 Axles -----			PRO-H-UPGRADE

H-Series Prelude Hydraulic Clutch (left axle is female/right male) (Using Hasport EKH2 Mount kit)

Level 0 Axles (no warranty/not a racing axle)-----	HZ3995L0	HY4000L0	
475HP Level 2.9 Axles-----	HZ3995X2	HY4000X2	
600HP Level 3.9 Axle/Hub kit w/non-ABS size hub (bearing ID is 1.495)-----			HZ51*
600HP Level 3.9 Axle/Hub kit w/ABS size hub (bearing ID is 1.693)-----			HZ45*
850HP Level 5.9 Axle/Hub kit-----			HZ56**
850HP Chromoly Intermediate Bar-(H-Series)-----			PR2727
Pro-Level Axle/Hub/Intermediate Bar Kit -----			HZ58**
Pro-Level Limited Slip Differential (H-Series)-----			PRO-H-LSD***
Pro-Level Axle Upgrade with Intermediate Bar for Level 5.9 Axles -----			PRO-H-UPGRADE



Honda Pro Level Axle Kit

K-Series (using K20 RSX/Si Intermediate Bar) (Left axle is male/right female)

--Please Note- for Hasport EKK2 mounts order as '92-'95 Civic with K-series			
Level 0 Axles (no warranty/not a racing axle)-----	RA4005L0	RA4006L0	
475HP Level 2.9 Axles-----	RA4005X2	RA4006X2	
600HP Level 3.9 Axle/Hub kit w/non-ABS size hub (bearing ID is 1.495)-----			KK35*
600HP Level 3.9 Axle/Hub kit w/ABS size hub (bearing ID is 1.693)-----			KK36*
850HP Level 5.9 Axle/Hub kit-----			KK56**
850HP Chromoly Intermediate Bar-(K-Series)-----			KA2727
Spool- Chromoly K-Series Standard 27 Spline -----			KA27C
Pro-Level Axle/Hub/Intermediate Bar Kit -----			KK58**
Pro-Level 28 Spline Chromoly Spool (K-Series)-----			KA28C
Pro-Level Limited Slip Differential (K-Series)-----			PRO-K-LSD***
Pro-Level Axle Upgrade with Intermediate Bar for Level 5.9 Axles -----			PRO-K-UPGRADE

*Axle does not come with ABS rings unless specified-Can be added for additional charge. The reference to with or without ABS is necessary for the hub set used. These vehicles use 2 different size wheel bearings.

* Some DSS axles use heat-treated and tempered factory housings.

**In order to use the 850HP Level 5.9 and Pro-Level Axle/Hub kits on the EG/EK chassis, you must use 92-00 Civic ABS / 94-01 Integra / 99-00 Civic Si spindles -Bearing ID is 1.693 to fit the larger hubs.

***Normal discount structure does not apply to this part, please call for pricing

HONDA

LEFT

RIGHT

KIT/SHAFT

2001-2005 Honda Civic Si (EP Chassis) -Also ES/EM w/K-Series Swap

Level 0 Axles (no warranty/not a racing axle)-----	RA4005L0	RA4002L0	
475HP Level 2.9 Axles-----	RA4005X2	RA4002X2	
600HP Level 3.9 (2002-2003 4-Lug Hub) Axle/Hub kit-----			KS35*
850HP Level 5.9 (2002-2003 4-Lug Hub) Axle/Hub kit-----			KS56*
600HP Level 3.9 (2004-2005 5-Lug Hub) Axle/Hub kit-----			KA35*
850HP Level 5.9 (2004-2005 5-Lug Hub) Axle/Hub kit-----			KA56*
850HP Chromoly Intermediate Bar-(K-Series)-----			KA2727
Spool- Chromoly K-Series Standard 27 Spline-----			KA27C



Honda Pro-Diff

1998-2001 DC2 Integra Type R (JDM/EDM)

(Please note - these axle/hub kits are for 5-lug Type R) -uses larger 28 spline outer CV

Level 0 Axles (no warranty/not a racing axle)-----	RA3996L0	RA4100L0	
500HP Level 2.9 Axles-----	RA3996X2	RA4100X2	
850HP Level 5.9 Axle/Hub kit-----			AC65*
850HP Chromoly Intermediate Bar-(B-Series/Hydraulic)-----			HO2727
Spool- Chromoly B-Series Standard 27 Spline (LS/B16/ITR)-----			HO27C2

2002-2006 DC5 Integra Type R (JDM/EDM)

Level 0 Axles (no warranty/not a racing axle)-----	RA4013L0	RA4014L0	
500HP Level 2.9 Axles-----	RA4013X2	RA4014X2	
850HP Level 5.9 Axle/Hub kit-----			KA65*
850HP Chromoly Intermediate Bar-(K-Series)-----			KA2727
Spool- Chromoly K-Series Standard 27 Spline-----			KA27C

2006-2010 Civic Si (FG / FA Chassis)

Level 0 Axles (no warranty/not a racing axle)-----	RA4020L0	RA4021L0	
500HP Level 2.9 Axles-----	RA4020X2	RA4021X2	
850HP Level 5.9 Axle/Hub kit-----			FG56*
850HP Chromoly Intermediate Bar-(K-Series)-----			KA2727
Spool- Chromoly K-Series Standard 27 Spline-----			KA27C

1992-2001 Prelude

1992-1996 H22/H23 Manual

Level 0 Axles (no warranty/not a racing axle)-----	RA3901L0	RA3902L0	
500HP Level 2.9 Axles-----	RA3901X2	RA3902X2	
850HP Chromoly Intermediate Bar-(H-Series)-----			PR2727

1997-2001 H22/H23 Manual

Level 0 Axles (no warranty/not a racing axle)-----	RA3903L0	RA3904L0	
500HP Level 2.9 Axles-----	RA3903X2	RA3904X2	
850HP Level 5.9 Axle/Hub kit-----			PR35*
850HP Chromoly Intermediate Bar-(H-Series)-----			PR2727

2007-2008 Honda Fit K-Series Swap Only (using Hasport Mounts)

475HP Level 2.9 Axles-----	RA4025X2	RA4026X2	
600HP Level 3.9 Axle/Hub Kit-----			GK45*

* Axle does not come with ABS rings unless specified-Can be added for additional charge. The reference to with or without ABS is necessary for the hub set used. These vehicles use 2 different wheel bearings.
No ABS sensor on axle

* Some DSS axles use heat-treated and tempered factory housings.

Level 2.9 Axles



HONDA

LEFT

RIGHT

KIT/SHAFT

2000-2008 Honda S2000

Level 0 Axles (no warranty/not a racing axle)-----	RA2000L0	RA2001L0	
500HP Level 2.9 Axles-----	RA2000X2	RA2001X2	
850HP Level 5.9 Axle/Hub Kit-(Drag Race Only)-----			HS35
S2000 w/ Inline Pro R200 Diff Conversion Pro-Level System-----			IN10-PRO**

DRIVESHAFTS

The 1-piece steel and aluminum driveshafts for the AP1 and AP2 eliminate the factory CV at each end and utilize much stronger u-joint ends and flanges. Includes precision machined billet plates to mount to the factory driveshaft flanges and necessary hardware.



HOSH1

2000-2003 AP1

1-Piece Aluminum Driveshaft-----	HOSH1
1-Piece Steel Driveshaft-----	HOSH1-S

2004-2008 AP2

1-Piece Aluminum Driveshaft-----	HOSH2
1-Piece Steel Driveshaft-----	HOSH2-S

LOTUS

Elise Series 1 (using Sunspeed Kit)

Honda B-series Engine		
250HP Direct Bolt-In Axles-----	S1B-Left	S1B-Right
Honda K-series Engine		
250HP Direct Bolt-In Axles-----	S1K-Left	S1K-Right



Elise Series 2 (using Sunspeed Kit)

Honda K-series Engine		
250HP Direct Bolt-In Axles-----	S2K-Left	S2K-Right

LAMBORGHINI

Gallardo Rear Axles

This is an upgrade to the stock Gallardo axles capable of 1000HP. This upgrade requires that you send in the factory axles and we upgrade the bars and CV internals using the factory CV housings.

2006+ Bar and CV Internal Upgrade -----	LAMBO-1*
2004-2005 Bar / Outer CV and Inner CV Internal Upgrade-----	LAMBO-3*
2008 LP560-4 Bar and CV Internal Upgrade -----	LAMBO-4*

*Please Note-You must send in your factory axles for this upgrade, please call for RMA





MAZDA

LEFT

RIGHT

KIT/SHAFT

1986-1995 RX-7

Axles

1986-1992 (FC)

Turbo II Axle Bar Upgrade-----MZ05**

Turbo II Axle Bar / Inner CV Upgrade-----MZIN-1

The new Pro-Level Axle/Hub kit for the Turbo II features an outer CV made from a proprietary material that is 30% larger than factory, has larger 36 spline center bars (up from the 26 spline factory bars) made from a high-grade aircraft quality material and a billet bolt-on inner CV with spline plug. Also includes hubs to fit the larger spline, a custom wheel bearing and ARP studs.

Pro-Level Axle/Hub kit -----MZ46

1-Piece 3" Aluminum Driveshaft

1986-1992 (FC) Turbo II-----MZSH4

1993-1995 (FD)

Axle Bar Upgrade-----MZ15**

Axle Bar / Outer Race Upgrade for Ford 8.8 Rear Diff. Conversion-----MZFD16

The new Pro-Level Axle/Hub kit for the FD RX-7 features an outer CV made from a proprietary material that is 30% larger than factory, has larger 36 spline center bars (up from the 26 spline factory bars) made from a high-grade aircraft quality material and a billet bolt-on inner CV with spline plug. Also includes hubs to fit the larger spline and ARP extended studs and uses factory wheel bearing. Available for the standard RX-7 differential and the Ford 8.8 differential conversion.

Pro-Level Axle/Hub kit -----MZ56

Pro-Level Axle/Hub Kit (Ford 8.8 Differential)-----MZFD56

1-Piece 3" Aluminum Driveshafts

1993-1995 (FD) -----MZSH5

1993-1995 (FD) with T56 trans and Ford 8.8 conversion (3.5" Aluminum) -----MZFD5H1-A

**Rear axle bar upgrade: Stock rear axles utilize very strong CV housings; the problem with these axles is the center bar. The bars we make are made from high-grade aircraft quality material and have standard size splines. Kit includes axle bars, boots, clamps and grease and you re-use the stock CV housings.

2006-2007 Mazdaspeed 6

500HP Direct Bolt-In Rear Axles-----RA6285L2

RA6286L2

1989-2005 Miata with 28 spline Ford 8.8 Rear Conversion

400HP Direct Bolt-In Axles-----RA6245L2

RA6245L2

600HP Axle/Hub Kit-----MZFD25

900HP Axle/Hub Kit-----MZFD35



Aluminum Drive Shaft

MINI

2001-2006 Cooper S

Level 0 Axles (no warranty/not a racing axle)-----RA1001L0

475HP Direct Bolt-In Level 2.9 Axles and Intermediate Bar---RA1001L2



RA1002L0

RA1002L2

Mazda Pro Kit

MITSUBISHI

1990-1994 Eclipse/Talon FWD

	LEFT	RIGHT	KIT/SHAFT
400HP Direct Bolt-In Level 2 Axles-----	RA9795L2	RA9796L2	
750HP Axle/Hub kit-----			MI15*

1990-1994 Eclipse/Talon AWD

Axles

650HP Direct Bolt-In Front Axles-----	RA9797L2	RA9796L2	
650HP Rear Axle Bar Upgrade-----			MIR1**
1000HP Direct Bolt-In Front Axles-----	RA9797X4	RA9796X4	
The Pro-Level Rear Axles for the 1st Generation DSM feature our larger 36 spline high grade aircraft quality axle bars, ball & cage inner CV, 6-bolt 108mm outer CV's and a conversion plate to mount the outer CV to the factory 4-bolt hub flange. Please note-This kit is for the limited-slip/4-bolt rear only.			
1000HP Pro-Level Rear Axle Kit-----			MI56***

Driveshafts

The aluminum driveshaft replaces the first 2 Factory shafts saves 40% weight and includes aluminum conversion plate and hardware.

800HP 3" Driveshaft-----	MISH1
1000HP 3.5" Heavy-Duty Driveshaft-----	MISH1-HD21

1995-1999 Eclipse / Talon FWD

Non-Turbo (GS / RS / ESi -25 spline differential)

400HP Direct Bolt-In Level 2 Axles-----	RA9822L2	RA9823L2	
525HP Axle/Hub Kit-----			MI20*
750HP Axle/Hub Kit -----			MI35*

Turbo (GS-T / TSi -27 spline differential)

400HP Direct Bolt-In Level 2 Axles-----	RA9829L2	RA9830L2	
750HP Axle/Hub Kit-----			MI45*

1995-1999 Eclipse / Talon AWD (GSX / TSi AWD)

Axles

650HP Direct Bolt-In Front Axles-----	RA9827L2	RA9828L2	
650HP Rear Axle Bar/Outer CV Upgrade-----			MIR3**
900HP Rear Axle/Hub Kit -----			MI42

* Axle does not come with ABS rings unless specified - Can be added for additional charge.

* Some DSS axles use heat-treated and tempered factory housings.

**Rear axle bar upgrade: Stock rear axles utilize very strong CV housings; the problem with these axles is the center bar. The bars we make are made from high-grade aircraft quality material and have standard size splines. Kit includes axle bars, boots, clamps and grease and you re-use the stock CV housings. Non-limited slip rear axles have 23 splines and will not work with limited slip bars (30 spline)

*** Available for 4-Bolt Rear Only.



MIR1



MI56

MITSUBISHI

LEFT

RIGHT

KIT/SHAFT

Driveshafts

The aluminum driveshaft replaces the first 2 Factory shafts saves 40% weight and includes aluminum conversion plate and hardware.

800HP 3" Driveshaft-----MISH2
1000HP 3.5" Heavy-Duty Driveshaft-----MISH2-HD21

1994-1997 EVO II / III / IV

650HP Direct Bolt-In Front Axles-----RA9797L2* RA9794L2*
800HP Rear Axle/Hub Kit (Viscous LSD / 4-Lug, left axle has 2 splines into diff)-----MI30*
800HP Rear Axle/Hub Kit (Mechanical LSD / 4-Lug)-----MI31*

1998-2000 EVO V / VI

650HP Direct Bolt-In Front Axles-----RA9798L2* RA9799L2*
800HP Rear Axle/Hub Kit-----MI34*

2001-2007 EVO VII / VIII / IX

Front Axles

Basic axle (no warranty/not a racing axle) -----RA9853L0 RA9854L0
800HP Front Axle Bar Upgrade-----MIF1**
900HP Direct Bolt-In Front Axles-----RA9853L2 RA9854L2

Rear Axles (ABS Rings Included)

900HP Axle/Hub Kit-----MI49
1200HP Pro Level Axle/Hub Kit-----MI52

2-Piece Rear Driveshaft: This is our 2-piece shaft for the EVO 7-9 platform. This shaft is half chromoly and half aluminum (32lbs), uses solid u-joints, features an aluminum rear conversion plate with hardware and is completely serviceable.

EVO VII / VIII / IX drive shaft -(w/o AYC)-----MISH8
EVO VII / VIII / IX drive shaft -(with AYC CT9A diff)-----MISH9

2008-2010 EVO X

900HP Level 5 Direct Bolt-In Front Axles-----RA9857L5 RA9858L5
900HP Level 5 Direct Bolt-In Rear Axles-----RA9910L5 RA9911L5
900HP Direct Bolt-In Rear Axles
(for Shepherd Racing Differential)-----RA9907X5 RA9908X5
Chromoly / Aluminum 2-Piece Rear Driveshaft-----MISH10

* Axle does not come with ABS rings unless specified - Can be added for additional charge.

* Some DSS axles use heat-treated and tempered factory housings.



**EVO 2 Piece
Drive Shaft**



Level 2 Axles



NISSAN

LEFT

RIGHT

KIT

The Level 2.9 and Level 5 Direct Bolt-In axle systems for the Nissan 240SX have been making a name for themselves in both drag racing and drifting. The Level 2.9 axles feature an outer CV that is a ball & cage type, a great improvement over the 240SX factory tripod style, our high-grade aircraft quality torsional center bars that twist more than a factory unit absorbing a great deal of the shock factor and a Porsche style 108mm CV with precision billet adapter plates and hardware to mount to the factory differential stubs. The Level 5 axles go a step further using larger axle axle bars and upgraded internals and are capable of 900HP.

1989-1998 240SX

Axles

500HP Axle Bar Upgrade-----			NIR1**
650HP Level 2.9 Direct Bolt-in Axles-----	RA8001X2	RA8002X2	
900HP Level 5 Direct Bolt-in Axles-----	RA8001X5	RA8002X5	

Driveshafts 1-piece Conversion Driveshafts available in 3"Aluminum or 2.75" Steel

*Please note-whether or not the car came from the factory with ABS will change the length of the driveshaft. Please check before ordering.

1989-1994 240SX (S13)

S13 (Non-ABS Differential) with KA24 or SR20 and 5-Speed Manual

Aluminum-----	NISH1
Steel-----	NISH1-S

S13 (ABS Differential) with KA24 or SR20 and 5-Speed Manual

Aluminum-----	NISH3
Steel-----	NISH3-S

S13 (Non-ABS Differential) with RB25 / 5-Speed Conversion

Syko Mount kit:	
Aluminum-----	NISH1SY-A
Steel-----	NISH1SY-S
Tophat Mount kit:	
Aluminum-----	NISH1TH-A
Steel-----	NISH1TH-S
Zerolift Mount kit:	
Aluminum-----	ZLRBS13DS-A
Steel-----	ZLRBS13DS-S

S13 (ABS Differential) with RB25 / 5-Speed Conversion

Syko Mount kit:	
Aluminum-----	NISH3SY-A
Steel-----	NISH3SY-S
Tophat Mount kit:	
Aluminum-----	NISH3TH-A
Steel-----	NISH3TH-S
Zerolift Mount kit:	
Aluminum-----	ZLRBS13ADS-A
Steel-----	ZLRBS13ADS-S

**Rear axle bar upgrade: Stock rear axles utilize very strong CV housings; the problem with these axles is the center bar. The bars we make are made from high-grade aircraft quality material and have standard size splines. Kit includes axle bars, boots, clamps and grease and you re-use the stock CV housings.



NISH1



240 Rear ABS / 240 Rear Non-ABS



NISH13



GTR REAR AXLES



GTR FRONT AXLES

	LEFT	RIGHT	KIT/SHAFT
NISSAN			
S13 (Non-ABS Differential) with S15 6-Speed Conversion			
Aluminum-----			NISH8
Steel-----			NISH8-S
S13 (ABS Differential) with S15 6-Speed Conversion			
Aluminum-----			NISH15
Steel-----			NISH15-S
1995-1998 240SX (S14)			
S14 (Non-ABS Differential) with KA24 or SR20 and 5-Speed Manual			
Aluminum-----			NISH2
Steel-----			NISH2-S
S14 (ABS Differential) with KA24 or SR20 and 5-Speed Manual			
Aluminum-----			NISH4
Steel-----			NISH4-S
S14 (Non-ABS Differential) with RB25 / 5-Speed Conversion			
Syko Mount kit:			
Aluminum-----			NISH2SY-A
Steel-----			NISH2SY-S
Tophat Mount kit:			
Aluminum-----			NISH2TH-A
Steel-----			NISH2TH-S
Zerolift Mount kit:			
Aluminum-----			ZLRBS14DS-A
Steel-----			ZLRBS14DS-S
S14 (ABS Differential) with RB25 / 5-Speed Conversion			
Syko Mount kit:			
Aluminum-----			NISH4SY-A
Steel-----			NISH4SY-S
Tophat Mount kit:			
Aluminum-----			NISH4TH-A
Steel-----			NISH4TH-S
Zerolift Mount kit:			
Aluminum-----			ZLRBS14ADS-A
Steel-----			ZLRBS14ADS-S
S14 (Non-ABS Differential) with S15 6-Speed Conversion			
Aluminum-----			NISH20
Steel-----			NISH20-S
S14 (ABS Differential) with S15 6-Speed Conversion			
Aluminum-----			NISH21
Steel-----			NISH21-S
Nissan Skyline			
1989-1994 (R32)			
GT-R			
Axles			
1000HP Direct Bolt-In Level 5 Front Axles-----	RA8010L5	RA8011L5	
1000HP Rear Axle Bar Upgrade-----			NIR3
1-Piece Conversion Driveshafts available in Aluminum and DOM Chromoly			
Aluminum-----			NISH10-A1
GTS (RWD models)			
Aluminum-----			NISH11
DOM (Chromoly)-----			NISH11-S
1995-1998 (R33)			
GT-R			
Axles			
1000HP Direct Bolt-In Level 5 Front Axles-----	RA8010L5	RA8011L5	
1000HP Rear Axle Bar Upgrade-----			NIR3
1-Piece Conversion Driveshafts available in Aluminum and DOM Chromoly			
Aluminum-----			NISH12-A1
GT-S (RWD models)			
Aluminum-----			NISH13
DOM (Chromoly)-----			NISH13-S
1999-2002 (R34)			
GT-R			
Aluminum-----			NISH14-A1
GT (RWD models)			
Aluminum-----			NISH15



NISSAN	LEFT	RIGHT	KIT/SHAFT
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2008-2010 GT-R

Front Axles

1000HP Direct Bolt-In Level 5 Axles-----	RA8014L5	RA8015L5
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Rear Axles

1000HP Pro-Level Axle Kit-----	NI66
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Driveshaft

Chromoly 2-Piece Driveshaft-----	NISH35
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2003-2008 350Z

The Level 2, Level 5 and Pro-Level axle systems for the Nissan 350Z have become well known in both drag racing and drifting. The Level 2 axles are rated to 500HP and feature a direct fit outer CV made from proprietary material, our high-grade aircraft quality torsional center bars that twist more than a factory unit absorbing a great deal of the shock factor and will re-use the factory inner CV. The Level 5 axles are rated to 800HP, feature a 108mm outer CV with a bolt-on outer stub, larger center bars and also re-use the factory inner CV but with a new inner race to fit the larger spline on the bar. The Pro-Level axles go even further, rated to 1200HP feature even larger 30 spline high-grade aircraft quality center bars, 108mm inner and outer CV with bolt-on outer stub and precision billet adapter plates with hardware to mount to the factory differential stubs.



350Z Pro Level Kit

500HP Level 2 Axle Bar / Outer CV Upgrade-----	RA8006L2*	RA8007L2*
800HP Level 5 Axle Bar / Outer CV Upgrade-----	RA8006X5*	RA8007X5*
1200HP Pro-Level Complete Axle Kit-----	NI56	

*Please Note: These axles Do Not include Inner CV joints, you must re-use your factory pieces.

1968-1973 Datsun 510

Rear Axle CV Upgrade & Driveshaft

This set of axles replaces the factory u-joint style axle shaft with a CV type axle using 6-bolt Porsche style 108mm CV joints on both ends. The kit includes 2 rear axles, 4 billet conversion plates to mount the 6-bolt CV to the factory 4-bolt flanges and all necessary mounting hardware. The aluminum 1-piece driveshaft is a direct replacement with no modification required.



DAR1

Rear Axle Set with Conversion Plates-----	DAR1
Aluminum Driveshaft (4-speed)-----	DASH1

PONTIAC 2004-2006 GTO

LEFT RIGHT KIT/SHAFT

Driveshafts

1-Piece 3.5" Aluminum driveshaft with rear conversion plate **(rear cradle must be aligned)**
 900HP(150MPH Critical Speed)-----GTOSH-2
 2-Piece Driveshafts are complete units and include hanger bearing, rear conversion plate and all hardware
 900HP 2-Piece Chromoly/Chromoly -----GMGT-2
 900HP 2-Piece Chromoly/Aluminum -----GMGT-3

Axles

600HP (Bolts to factory Inner and Outer stubs) 1-1/8" bar-----RA5200X2 RA5200X2
 1000HP (Bolts to factory Inner and Outer stubs) 1-3/8" bar-----RA5200X5 RA5200X5
 1000HP Axle Kit with 108mm Bolt-on Inner stubs -----GM42

Inner Stubs

The Chromoly 108mm Inner Stubs for the GTO Differential feature replaceable splines rated to 1000HP (1 year warranty)

108mm Inner Stubs for GTO Differential-----GMSTUBL GMSTUBR

Wheel Flanges

Direct fit chromoly wheel flanges made to replace the factory wheel flanges (pair)-----GTO-WH-FLANGE



GTO Ford 8.8 Conversion

Includes Axles / Driveshaft and Brackets (brackets and hardware only) to install a Ford 8.8 (31 spline) Differential

1000HP Ford 8.8 Conversion kit-----GTO88

2008-2009 G8

Axles

1000HP Direct Bolt-In Level 5 Axles-----RA5266X5 RA5267X5

Driveshafts

3.5" Aluminum / 3" Chromoly 2-piece Driveshaft (Automatic)-----G8SH10-A

3.5" Aluminum / 3" Chromoly 2-piece Driveshaft (Manual)-----G8SH11-A

2006-2008 Pontiac Solstice/Saturn Sky Non-Turbo

600HP Bar/Cage/Race and Inner Upgrade-----GMR1

1000HP Rear Axles with 108mm CV on both ends -----RA5401L5 RA5402L5



GM42



GTOSH2

PORSCHE

1000HP Direct Bolt-In Rear Axles for 993 and 996 is a complete axle set including direct fit outer stub that goes into the wheel hub, axle bars made from a high grade aircraft quality material that are upgraded from the factory 28 spline size to 36 spline and the CV's have our exclusive cage and race set.

	LEFT	RIGHT	KIT
1995-1997 993TT Manual-----	RA2391L5	RA2391L5	
2001-2004 996TT Manual-----	RA2393L5	RA2393L5	
2001-2004 996 GT2-----	RA2396X5	RA2396X5	
2005-2010 997TT Manual-----	RA2397X5	RA2397X5	

SCION

2004 -2006 XA/XB

600HP Level 3.9 Axle/Hub kit-----SC35

2004 -2008 TC

600HP Level 3.9 Axle/Hub kit-----SC45

SUBARU

Axles

1992-2001 Impreza WRX / 2.5 RS (GC8)

750HP Direct Bolt-In Front Axles-----	RA8520L5	RA8520L5	
500HP Direct Bolt-In Rear Axles (R160 Differential)-----	RA8524X4	RA8524X4	
900HP Axle/Hub Kit (R160 Differential)-----			SU35***

1992-2001 Impreza STi (GC8) (except Type R / RA)

500HP Direct Bolt-In Rear Axles (STi R180 Differential)-----	RA8526X4	RA8526X4	
900HP Axle/Hub Kit (STi R180 Differential)-----			SU46***

Driveshafts

1-Piece Aluminum Driveshafts for Impreza RS / WRX / STi (GC8)

Please note the Aluminum shafts have a maximum critical speed of 150MPH and are rated to 600HP

92-01 Impreza RS / WRX / STi Manual-----	SUSH4
92-01 Impreza RS / WRX Automatic Trans-----	SUSH7

2002-2007 Impreza WRX (non-STi R160 rear) (GD)

Front Axles

2002-2003 WRX		
750HP Sedan Front Axle (02-03 Only) -----	RA8520L5	RA8520L5
750HP Wagon Front Axle (02-03 Only)-----	RA8522L5	RA8522L5
2004-2007 WRX		
Level 0 Axles (no warranty/not a racing axle) -----	RA8521L0	RA8521L0

Rear Axles (All Years)

500HP Direct Bolt-In Rear Axles-----	RA8524X4	RA8524X4	
900HP Axle/Hub Kit-----			SU45***

2002-2007 WRX w/ STi R180 Differential Conversion

500HP Direct Bolt-In Rear Axles-----	RA8526X4	RA8526X4	
900HP Axle/Hub kit-----			SU46***

* Axle does not come with ABS rings unless specified-Can be added for additional charge.

*Some DSS axles use heat-treated and tempered factory housings.

***Hubs feature ABS mount for the factory ABS rings



Porsche 996



SBR1



SU55

SUBARU

KIT/SHAFT



SUSH2

Driveshafts

1-Piece 3" Aluminum

Please note the Aluminum shafts have a maximum critical speed of 150MPH and are rated to 600HP

02-07 WRX 5-Speed Aluminum-----	SUSH1
02-07 WRX Automatic Aluminum-----	SUSH01
02-07 WRX w/ 6-Speed conversion Aluminum-----	SUSH6

1-Piece 2.375" Carbon Fiber

02-07 WRX 5-Speed Carbon Fiber-----	SUSH1-CF
02-07 WRX w/6-Speed conversion Carbon Fiber-----	SUSH6-CF

2-Piece Steel

02-07 WRX 5-Speed 2-Piece Steel-----	SUSH1-2
02-07 WRX w/ 6-Speed conversion 2-Piece Steel-----	SUSH6-2

2004-2007 WRX STi (R180 Differential) (GD)

Axles

2004 Only

600HP Front Axle Bar Upgrade-----	SBF1**
600HP Rear Axle Bar Upgrade-----	SBR1**

2005-2007

600HP Front Axle Bar Upgrade -----	SBF2**
600HP Rear Axle Bar Upgrade -----	SBR2**

STi Level 5 and Pro-Level System

The Level 5 axle/hub system is designed for 800HP and backed by our 1 year warranty. This system includes both axles, hubs and studs. The outer CV is made from a proprietary material with a larger spline, larger torsional center bars made from high-grade aircraft quality material and billet inner CV housings with spline plug into the differential. New outer hubs are included in the kit to fit the larger outer CV spline and have wheel bolt patterns for both 2004 (5x100) and 2005-2007 (5x114.3) applications with ABS mount locations for the factory ABS rings. The Pro-Level Axle/Hub kit goes a step further, using even larger 36 spline center bars, larger CV internals and our ball & cage inners to withstand up to 1000HP.

800HP Level 5 Axle/Hub Kit-----	SU55***
1000HP Pro-level Axle/Hub kit-----	SU58***



SU55

Driveshafts

1-Piece

Please note the Aluminum shafts have a maximum critical speed of 150MPH and are rated to 600HP

04-07 STi 3" Aluminum-----	SUSH2
04-07 STi 2.375" Carbon Fiber-----	SUSH2-CF

2-Piece

04-07 STi 2-Piece Steel-----	SUSH2-2
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2008-2009 WRX STi

Axles

600HP Rear Axle Bar Upgrade-----	SBR5**
600HP Front Axle Bar/Inner CV/Outer Race Upgrade-----	SBF5**

Driveshaft

1-Piece 3" Aluminum

Please note the Aluminum shafts have a maximum critical speed of 150MPH and are rated to 600HP

2008-2009 STi 1-Piece 3" Aluminum-----	SUSH9
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* Axle does not come with ABS rings unless specified-Can be added for additional charge.

*Some DSS axles use heat-treated and tempered factory housings.

**Axle bar upgrade: Stock axles utilize very strong CV housings; the problem with these axles is the center bar. The bars we make are made from high-grade aircraft quality material and have standard size splines. Kit includes axle bars, boots, clamps and grease and you re-use the stock CV housings.

***Hubs feature ABS mount for the factory ABS rings



SUPERFORMANCE, Coupe and GT40 **LEFT** **RIGHT** **KIT/SHAFT**

Cobra / Coupe / GT40

Driveshafts

96-04 Cobra 5-Speed & 8.8 Rear-----	COBRA5-F
99-04 Cobra 6-Speed & 8.8 Rear -----	COBRA6-F
05-07 Cobra 5-Speed & Dana Rear-----	COBRA5-D
05-07 Cobra 6-Speed & Dana Rear -----	COBRA6-D
05-07 Coupe 5-Speed & Dana Rear -----	COUPE5-D
05-07 Coupe 5-Speed & Dana Rear -----	COUPE6-D

Rear CV Axles

The 550HP axle kit uses high-grade aircraft quality center bars with re-tempered factory inner and outer CV joints.

1996-2004 Cobra with 8.8 Rear

550HP Rear Axle Kit-----	CO101L2	CO102L2
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The 950HP Level 5 axles are a direct bolt-in and feature our high-grade aircraft quality center bars with direct fit inner and outer made from a proprietary material designed to withstand high horsepower.

1996-2004 Cobra with 8.8 Rear

950HP Level 5 Rear Axles-----	CO101L5	CO102L5
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2005-2007 Cobra / Coupe with Dana Rear

950HP Level 5 Rear Axles-----	CO105L5	CO106L5
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2006-2007 GT40

950HP Level 5 Rear Axles-----	GT100L5	GT100L5
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TOYOTA	LEFT	RIGHT	KIT/SHAFT
1991-1999 MR2 Turbo			
550HP Level 2 Direct Bolt-in Axles-----	RA9028L2	RA9028L2	
800HP Axle/Hub Kit-----			TO15*

Toyota Supra

1-piece driveshafts available in 2.75" steel or 3" aluminum

1986-1992 Non-Turbo Automatic Trans:

Aluminum-----	TOSH1
Steel-----	TOSH01-S

1986-1992 Non-Turbo Manual

Aluminum-----	TOSH1
Steel-----	TOSH1-S

1986-1992 Turbo Manual & 1989-1990 Turbo Auto

Aluminum-----	TOSH2
Steel-----	TOSH2-S

1986-1988 Turbo Auto & 1986-1988 Auto w/Manual Conversion

Aluminum-----	TOSH3
Steel-----	TOSH3-S

1993-1998 Supra Turbo

Axles

1200HP (Automatic) Axle/Hub Kit w/o ABS-----	TO55
1200HP (Manual) Axle/Hub Kit w/o ABS-----	TO56

Driveshafts

The 1-Piece Pro-Series DOM Chromoly Driveshaft replaces the factory rubber couplers with 1350 series u-joints and includes precision billet plates designed to maintain perfect centerline from the transmission to differential, for both front and rear along with all hardware necessary for install. Driveshafts for the TH400 and Powerglide conversion feature a heavy duty 1350 yoke into the transmission and billet plate for the differential.

Turbo 6-Speed Shaft-----	TOSH5
Turbo w/ TH400 Trans conversion-----	TOSH7
Turbo w/ Powerglide Trans. conversion-----	TOSH8
Turbo w/ Factory Automatic-----	TOSH9

Starlet

1990-1999 (EP82 / EP91)

600HP Axle/Hub Kit-----	TO18*
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1998-2005 IS300

1-piece Conversion Driveshafts available in 3.5" Aluminum or 3.5" Steel

Aluminum-----	TOSH14
Steel-----	TOSH14-S

IS300 w/1986-1992 Supra R154 Trans

Aluminum-----	TOSH12
Steel-----	TOSH12-S



VOLKSWAGEN

	LEFT	RIGHT	KIT
1979-1984 Rabbit/1985-1989 Scirocco (requires 100mm inner flange)			
500HP Level 3 Axle/Hub Kit---(Drag Race Only)-----			VW13*
750HP Level 5 Axle/Hub Kit---(Drag Race Only)-----			VW15**
1985-1987 Golf / GTI / Jetta 5-Speed Manual (requires 100mm inner flange)			
500HP Level 3 Axle/Hub Kit---(Drag Race Only)-----			VW23*
750HP Level 5 Axle/Hub Kit---(Drag Race Only)-----			VW25**
1987-1992 Golf / GTI / Jetta / Corrado (Manual / 4 cyl)			
500HP Level 3 Axle/Hub Kit-----			VW43*
750HP Level 5 Axle/Hub Kit-----			VW45**
1993-1998 Golf / GTI / Jetta (Manual / 4 cyl)			
500HP Level 3 Axle/Hub Kit-----			VW53*
750HP Level 5 Axle/Hub Kit-----			VW55**
1993-1998 Golf / GTI / Jetta / Corrado VR6 5-Speed Manual			
400HP Level 2.9 Direct Bolt-In Axles -----	RA2283X2	RA2282X2	
500HP Level 3 Axle/Hub Kit-----			VW63*
750HP Level 5 Axle/Hub Kit-----			VW65**
1993-1998 Golf / GTI / Jetta / Corrado VR6 with 6-Speed Manual Conversion			
500HP Level 2.9 Direct Bolt-In Axles -----	RA2294X2	RA2295X2	
1999-2005 Golf / GTI / Jetta / Beetle VR6 & 1.8T 5-Speed manual (except 337)			
Level 0 Axles (no warranty/not a racing axle)-----	RA2291L0	RA2292L0	
500HP Level 2.9 Direct Bolt-In Axles-----	RA2291X2	RA2292X2	
1000HP Direct Bolt-In Axles (with inner stub flanges)-----	RA2291X5	RA2292X5	
1999-2005 Golf / GTI / Jetta / Beetle VR6 & 1.8T 6-Speed manual (except 337)			
500HP Level 2.9 Direct Bolt-In Axles-----	RA2296X2	RA2297X2	
1000HP Direct Bolt-In Axles (with inner stub flanges)-----	RA2296X5	RA2297X5	
2002-2003 GTI 337 / 20th Anniversary Edition 6-Speed Manual			
500HP Level 2.9 Direct Bolt-In Axles-----	RA2300X2	RA2301X2	
800HP Direct Bolt-in Axle-----	RA2300X4	RA2301X4	
2005-2008 Rabbit / Jetta 2.5 5-Speed Manual			
500HP Level 2.9 Direct Bolt-In Axles-----	RA2303X2	RA2304X2	
800HP Direct Bolt-in Axle-----	RA2303X4	RA2304X4	
2005-2008 Rabbit / GTI / Jetta / Jetta GLI 2.0 & 2.5 6-Speed Manual			
500HP Level 2.9 Direct Bolt-In Axles-----	RA2298X2	RA2299X2	
800HP Direct Bolt-in Axle-----	RA2298X4	RA2299X4	

*Level 3 Axle/Hub Kits require the use of the factory drive flange into the differential.

*On Level 3 and Level 5 VW Axle/Hub Kits hubs have mounting points for factory ABS ring.

* Some DSS axles use heat-treated and tempered factory housings.

**The Level 5 Axle/Hub system eliminates the factory drive flange into the transmission and has an inner CV that will fit directly into the differential.



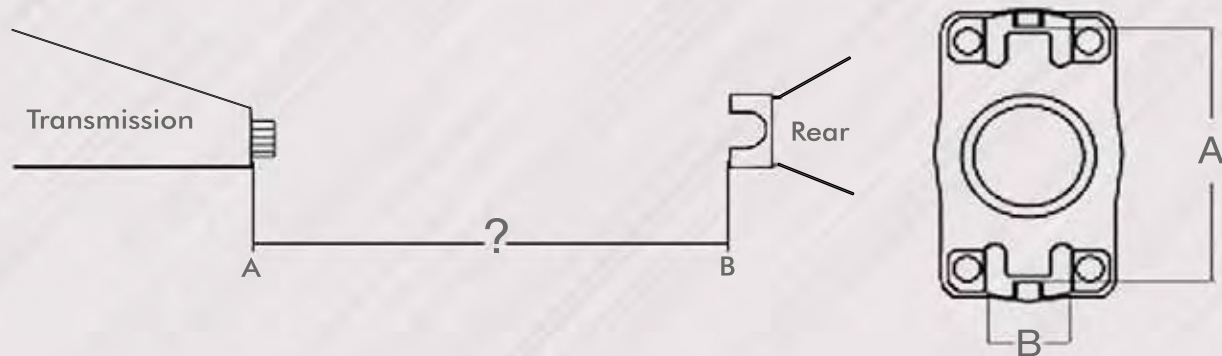
**RA2291L0
RA2292L0**



**RA2298X4
RA2299X4**

HOW TO MEASURE FOR A DRIVE SHAFT

Measure from the edge of the seal (Not the output shaft) to the centerline of the rear u-joint (please do this at ride height). The car can be lifted under the differential but make sure it has the weight on the rear springs.



To properly measure the rear end yoke, first determine if the yoke has (2) tabs that the rear joint will sit in-between or if there is not tabs (tabs are in the picture above) or if it has a flat plate. Be very careful with this measurement the size changes in increments of $\frac{1}{16}$ ($1-\frac{1}{16}$ or $1-\frac{1}{8}$ or $1-\frac{3}{16}$)

Please provide this information

1. Transmission year make and model (spline count would help)
2. Differential info: what did it come from (did it have u-bolts or straps and (4) bolts or it was a flat plate)
3. What HP and torque does the motor have
4. if the car is being built for competition please give us a full run down of the car, weight, tire size and rear ratio all of this will help get you the correct shaft.

If using a turbo 400 please let us know if the tail shaft has a threaded hole in the center, this would have come from a Truck. The transmission is good but the Trans yoke will have to be machine (additional charge)

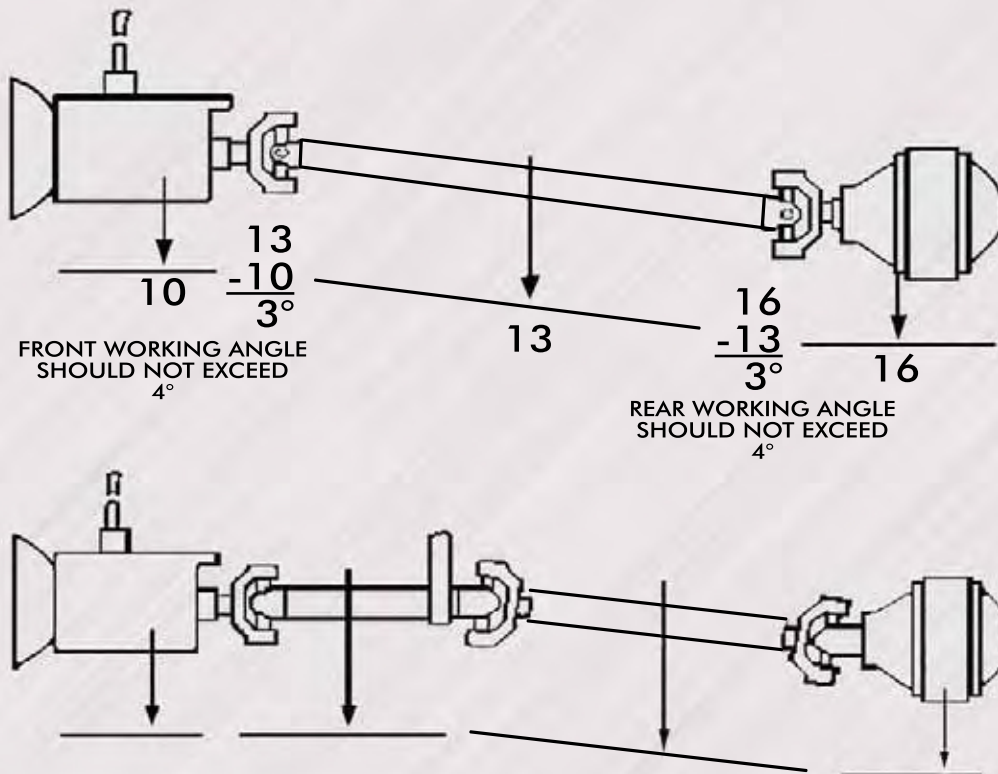
ANGLE CALIBRATION

One of the most misunderstood things in drive train today is understanding the DRIVESHAFT angle and what its effects are on a vehicle. I will try to make this as simple as possible. As a DRIVESHAFT turns at given angle, the joint moves in a forward to back motion. The first spot is the trans. angle and the second is the shafts angle. This movement kind of makes an X on paper if you were to map it out. Quite simply if the x or angle measurement on the top isn't the same as on the bottom you will end up with a bicycle crank type movement. In other words, one movement will not counteract the other movement. Most angle vibrations are in the lower MPH range (30-45mph) but can be seen higher. If you have a vibration under 15mph there is more than likely something bent under the vehicle.

Look at the chart below

The picture below shows a simple driveline and how its angles are laid out. This is a text book lay out and if you can achieve angles like this please do. But remember its not a perfect world and there are different factors to deal with when building a car. With all the vehicle's we have been under it never ceases to amaze us, what should work doesn't and what should not work does. The point I'm trying to make is, get the angles as close as possible, if there is a problem after it can be taken care of at that time. If you have a vehicle that has a problem and don't know what to do, contact us and we will help you as much as we can. Make sure both the top and bottom angle do not exceed 4 degrees. If they do it will need some sort of C.V. or double cardan style joint.

Use this chart to check your angle:





Trans Yokes

TRANSMISSION YOKES

CHRYSLER

727, Viper T56 and 30 spline Manual transmissions, Rockland standard gear GM T56

7260 yoke 30 spline -----	TR7260-727
7290 yoke 30 spline -----	TR7290-727
1350 Forged yoke 30 spline -----	TR1350-727

904 and 26 spline manual transmissions

7260 yoke 30 spline -----	TR7260-904
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GM

Turbo 350,700R,200R and 27 spline Power glides, GM & Ford T56 (Not Rockland standard gears T56. See Chrysler listing) and 4L60

1310 yoke 27 spline -----	TR1310-350
1350 Forged yoke 27 spline -----	TR1350-350
1310 special yoke with u-bolts for corvette(63-74)-----	TR1310-CV
1310 special yoke with u-bolts for CV HEAD-----	TR1310-CV
1310 corvette 84-96 style w/o damper (re-used old)-----	TR1310-CV

Turbo 400, Richmond 5 speed, M22 and late super T10, 4L80

1310 yoke 32 spline -----	TR1310-400
1350 Forged yoke 32spline -----	TR1350-400



12 Bolt 1350 Yoke

FORD

C4, T5 AOD,AODE TREMEC 3550 and some older 4 speeds (28 spline)

1310 yoke 28 spline -----	TR1310-C4
1330 yoke 28 spline -----	TR1330-C4

C6, A40D TREMEC 4617 and some 4 speeds (31 spline)

1330 yoke 31 spline -----	TR1330-C6
1350 Forged yoke 31 spline -----	TR1350-C6

PINION YOKES

GM

10 bolt Chevy 1310 -----	EY10B1310
10 bolt Chevy 1350 billet-----	EY10B1350
10 bolt Chevy Saginaw joint -----	EY3R-7500
12 bolt Chevy 1310 -----	EY12B1310
12 bolt Chevy 1350 billet-----	EY12B1350

FORD

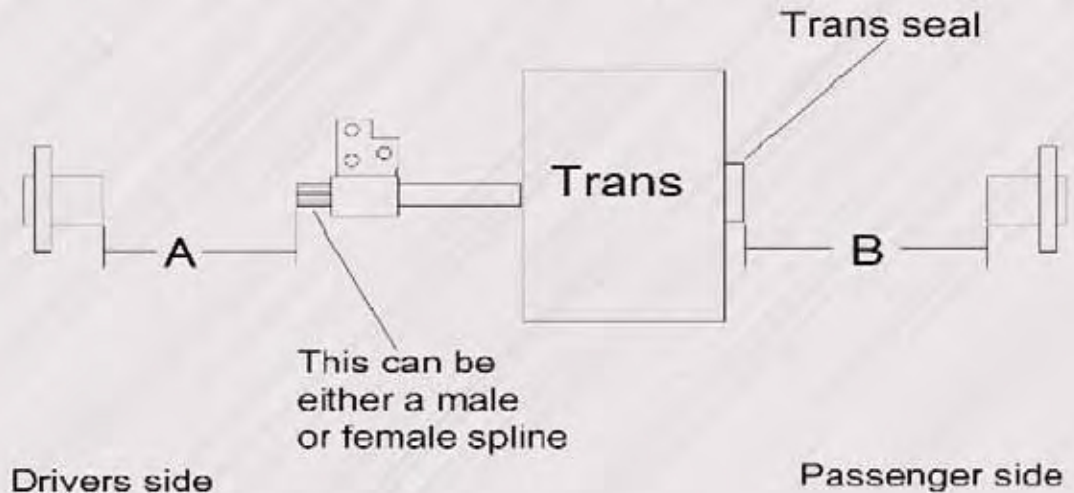
8.8 1350 billet -----	EY1350-8800
9" 1310 cast yoke-----	EY1310-9000
9" 1310 billet -----	EY1350-9285
9" 1330 (Factory Reman) -----	EY1330-9050
9" 1350 billet-----	EY1350-9280





HOW TO MEASURE FOR A CUSTOM AXLE

(For cars with out intermediate bars just measure from the seal on both sides)



When measuring for a custom axle please make sure the car is at Ride Height this will make sure for a perfect fit.

1. Year, Make and Model of the trans
2. Year, Make and Model of the car
3. Does the car have abs and do you want to have the ring on the new axles?
4. Intended use of the axle
5. Does the car have any alignment issues?
6. What hp does the axle have to handle and is it forced induction or all-motor?

Keep in mind, we are a full custom axle and drive shaft shop able to attach most any ends together, if you have any questions please don't hesitate to call and make sure you have all the information correct.

NOTES:

DRAG RACING DRIVESHAFTS AND STREET SHAFTS

When a company has been around for 30+ years things are put into a certain perspective. Either you get old with the rest of the pack or you grow and learn on a constant basis. Here at The Driveshaft Shop we grow and learn everyday. Being involved in the racing industry since the early 70's. We remember the days on Long Island when Motion Performance was a local shop that just happened to be in Baldwin. Drag racers stopped by on a regular basis and National Speedway was the place to go. We understand cars and the unique challenges involved in making a racing shaft today. Back in the 70's it was simple; just use a truck tube and some good joints and you have a race shaft. Technology has changed and so has The Driveshaft Shop. With today's higher HP/Torque motors, higher RPM drive trains and sophisticated suspensions you need to know what you're doing to make a shaft today. We manufacture driveshafts in a standard carbon steel, Chromoly or 6061-T6 aluminum. All of our carbon steel and Chromoly shafts are welded to our demanding specs using our unique slow feed lathe mounted welders using a special powdered core wire that has a higher tensile strength than conventional welding. Every shaft is balanced on our state of the art computerized 2 plane balancer, and weights are attached with our special rivet type mounts. All this is great. But before any shaft is made we carefully make sure the shaft is designed to spec before we manufacture it, we could just make a simple flyer to ask what's needed (we have that for lower powered cars), but we feel at this level we need to talk to you and give you a personal assessment of the car to assure its proper part.

We will need to know the following:

1. HP/Torque of the motor
2. Transmission
3. Rear ratio
4. Rear tire size and height
5. Top MPH the car will see
6. Weight of car with driver



With this info we will be able to check for overall strength, critical speed and durability needed. All shafts are hand made in our Carolina facility and carefully packed for shipping within days. If you're looking for a racing shaft give us a call and let us make you a custom shaft for your application.

To check for critical speed do this equation:

Top speed _____ X 336 (a constant) X rear ratio (like 4.10) then divide it by the tire height (28" tall tire).

Here is an example:

Top speed is 160mph x 336 = 53760 x a Rear Ratio of 4.10 = 220416 then divide this number by the tire height 28" this car would have top RPM of 7872. Now the shaft being designed will need to be able to do this RPM.



STREET ROD DRIVESHAFTS

Here at the Driveshaft Shop we are street rod people. Everyone in the building is into some sort of car they love and street rods are not foreign to us. We manufacture shafts from simple carbon steel to chromoly and finish up the line up with 6061-T6 Aluminum. These shafts can be made in any style or arrangement. Where we differ from most companies is that we have an understanding of the entire car. Let's start with a simple problem. John Knuclebuster has installed a 350/700R in his 47 Chevy and has a vibration when stepping on the gas. He has brought the shaft back to the shop he purchased it from several times only to be told the shaft is balanced and guess what, it more than likely is. A friend of Mr. Knuclebuster checks the pinion angle and tells him it's correct? What was missed was the front and rear angles have to be checked and compared to one another. They need to be the same or relatively close in angle and have no more than 4 degrees of operation. Simple right? Not really. Due to the 700R sitting so high in the tunnel he can't get it higher to correct the angle. Solution is a C.V. on the front of the shaft (can be made for just about any car). I know the story is kind of corny but we have been around for years and hear stories like this over and over. Not only can we make the best shaft for the car, but if there is a problem we will stay with it until the end. Professional drive train people doing what they love, making parts.

So, if your doing a simple 350/350 in your 3 window or have decided to put a C5 drive train under your 37 (we can make c.v. axles too) please give us a call and see what the REAL Driveshaft Shop is all about.



DRIVESHAFT Vibration: 101

Most people have trouble determining if the vibration in their vehicle is coming from the DRIVESHAFT or not. There are typically two types of vibration most vehicles would have. A fast cycle vibration or a slow cycle vibration. To help understand this lets say we put a bucket of water on the passenger's floor. If the vibration in the vehicle produces small ripples on the top of the water this would be considered a fast cycle vibration. This type of vibration is usually a drive train vibration, things like the driveshaft, motor or torque converter. If the vibration kind of puts waves on the top of the water or would splash. This type of vibration is a slow cycle vibration and usually is an axle or tire vibration. People have trouble determining where the vibration in there vehicle is coming from. Try the test below if your not sure.



JACK TEST

A simple way to do this is put the vehicle in question up on jack stands (make sure the vehicle is completely secure), block the front tires and run the vehicle up to the speed you have the vibration. Make sure you use the brake to stop the drive train before you put the car in park if it's an automatic. If the vibration is a fast cycle vibration you may want to have the DRIVESHAFT checked for balance or This may make no sense to you but you may try indexing the shaft 180 degrees (just pull the shaft off the rear yoke and put it on the opposite way). What this does is change the resonant frequency property of the driveline and in many cases it takes the vibration away. If you have a slow cycle vibration take the tires off the car (make sure you put lugs back on the axle to keep the brake in line) and run the vehicle again. If the vibration is gone you now have to find out if it's the rim or the tire and good tire shop can help you with that. This is a simple test for any vehicle but please if you're not completely sure of how to put the car on stands safely bring the car to a certified tech. to perform the test. If you want further help with understanding this process or want help understanding vibration problems please call or e-mail us. We live for drive train and will help as much as we can.



Balancing Perfection: Our New 9,500 RPM High Speed Balancer



The Drive Shaft shop is proud to now offer actual high speed balancing service. Over the years we have been faced with the question that almost every balancing machine available raises. "How fast is a shaft balanced at?" Most balancing machines are very efficient in doing the job that they are designed for, as long as they are calibrated and working properly. Instead of actual shaft speed, they rely on sensors that detect the "weight centerline" of the part being spun. This means that when the shaft is spinning, the machine is seeing how far out of center the weight is and then goes on to indicate what amount of weight is needed to bring it within a certain tolerance. But not every drive shaft application is the same, and depending on what the drive shaft is going to be used for, some will need to have a more detailed approach in balancing.

That being said, when the shaft is being spun at the actual speed that it will be running at, it presents more information to assimilate and therefore gives the ability to more accurately correct it. Another major advantage is that a high speed balancer will also be able to analyze parameters that the slow speed machine cannot, such as u-joint tolerance, tube flex, harmonic resonance, slip yoke instability and more. With this new machine we can spin a 17lb shaft to actual speeds of over 9000 RPM, whereas most drive shaft balancers only spin from 400-3000 RPM (most average about 1000 RPM). This machine was custom made for us and high speed balancing is offered as a separate service, only from The Drive Shaft Shop.