

# OCDRIVESHAFT.COM

## SAMPLE FORM

ENTER SPECS FOR CUSTOM SHAFT

DOUBLE-CHECK SPECS BEFORE PURCHASE

PURCHASE IS ALLOWED AFTER COMPLETING FORM

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

Fill out form to build your ALUMINUM driveshaft

Contact information:

 First Name  Last Name

Email

Phone

 - 

Area Code Phone Number

Contact information is used for automated confirmation email.

Next

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

#### Required measurements and information

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

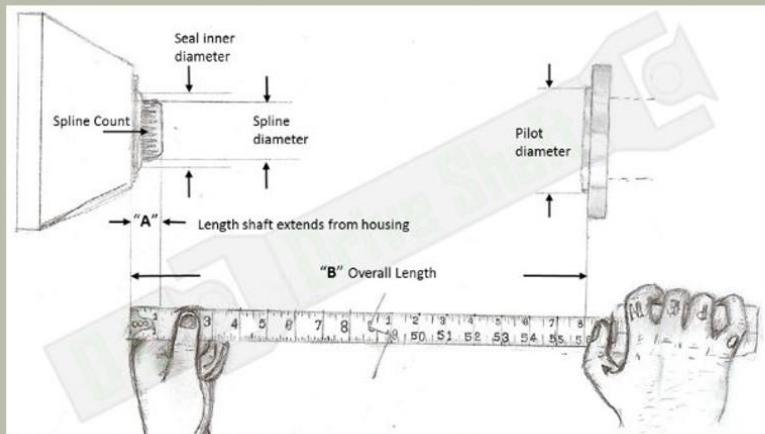
##### IMPORTANT NOTES:

Always measure driveshaft length with vehicle suspension at ride height.

We measure everything in inches.

When measuring anything under 6 inches, use a 6-inch scale or calipers, avoid using a tape measure.

##### Measurement Guide:



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

##### Enter dimensions in fields:

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

A: Length shaft extends from housing

Enter a number between 0.000 and 10.000

Valid range (0.000" to 10.000")

B: Overall Length

Enter a length between 8.000 and 55.000

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

Shaft dimensions are entered in these fields.

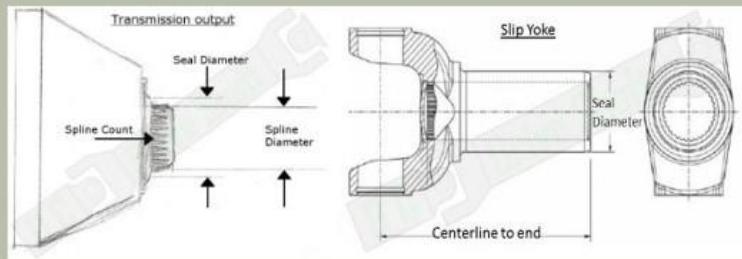
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## Driveshaft Build Form: 1310 Series, 3" Aluminum, Transmission Slip Yoke to Pinion Flange

### Select Slip Yoke

Make selection from list below



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

#### Slip Yoke choices are displayed in 3 categories:

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

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

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

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

|                              | Spline count | Spline Diameter | Centerline to end | Seal Diameter | Possible applications                                     |
|------------------------------|--------------|-----------------|-------------------|---------------|---|
| <input type="radio"/>        | XX           | X.XXX           | X.XXX             | X.XXX         | Grampa's roadmaster                                       |
| <b>Domestic applications</b> |              |                 |                   |               |   |
| <input type="radio"/>        | 26           | 1.158           | 6.000             | 1.558         | Chrysler A-804,A833 26 spline                             |
| <input type="radio"/>        | 27           | 1.760           | 5.750             | 1.500         | 1957up Jeep Wrangler, boot, hub not ground                |
| <input type="radio"/>        | 27           | 1.760           | 5.750             | 1.502         | High angle version used on Jeep Wranglers                 |
| <input type="radio"/>        | 28           | 1.220           | 6.500             | 1.500         | Ford C4   |
| <input type="radio"/>        | 28           | 1.220           | 6.000             | 1.500         | Ford C4 (short)   |
| <input type="radio"/>        | 28           | 1.220           | 7.750             | 1.500         | Early Mustangs, Recessed spline non-vented                |
| <input type="radio"/>        | 28           | 1.220           | 8.187             | 1.500         | Explorer/Sport-Trac, Full spline non-vented               |
| <input type="radio"/>        | 25           | 1.113           | 6.500             | 1.375         | Ford C3 44LD, Ranger, Bronco, Aerostar                    |
| <input type="radio"/>        | 16           | 1.172           | 4.875             | 1.500         | Powerglide early Chevrolet passenger cars                 |
| <input type="radio"/>        | 27           | 1.176           | 4.891             | 1.500         | Corvette w/o vibration dampener (Counterbore .500")       |
| <input type="radio"/>        | 27           | 1.176           | 4.875             | 1.500         | GM TH350  |
| <input type="radio"/>        | 27           | 1.176           | 5.469             | 1.500         | GM TH350, GM cars and truck until the mid 80's.           |
| <input type="radio"/>        | 27           | 1.176           | 6.420             | 1.502         | GM TH700, 4L80E   |
| <input type="radio"/>        | 32           | 1.397           | 5.500             | 1.885         | GM TH400, 4L80E, T10 32 spline (short)                    |
| <input type="radio"/>        | 32           | 1.397           | 8.060             | 1.875         | High angle, full spline, early GM 4x4 trucks 20B/241 case |
| <b>Foreign applications</b>  |              |                 |                   |               |   |
| <input type="radio"/>        | 24           | 1.005           | 6.047             | 1.375         | Subaru, Nissan  |
| <input type="radio"/>        | 21           | 1.104           | 6.000             | 1.496         | Toyauto   |
| <input type="radio"/>        | 23           | 1.200           | 5.750             | 1.578         | Toyauto   |
| <input type="radio"/>        | 30           | 1.284           | 6.266             | 1.552         | Nissan (Counterbore .390")                                |
| <input type="radio"/>        | 30           | 1.284           | 7.270             | 1.552         | Nissan (Counterbore .450")                                |
| <input type="radio"/>        | 30           | 1.284           | 7.420             | 1.552         | Nissan Pathfinder (Counterbore .630")                     |
| <input type="radio"/>        | 26           | 1.115           | 6.040             | 1.454         | Nissan (Counterbore .390")                                |
| <input type="radio"/>        | 24           | 1.082           | 6.000             | 1.678         | Mitsubishi  |
| <input type="radio"/>        | 21           | 1.100           | 6.000             | 1.496         | Toyauto High angle  |
| <input type="radio"/>        | 32           | 1.377           | 6.102             | 1.731         | Nissan/Infiniti, Counter bore depth .383                  |
| <b>Sonnax Performance</b>    |              |                 |                   |               |   |
| <input type="radio"/>        | 28           | 1.220           | 6.500             | 1.500         | Ford C4   |
| <input type="radio"/>        | 28           | 1.220           | 6.000             | 1.500         | Ford C4   |
| <input type="radio"/>        | 27           | 1.176           | 4.875             | 1.500         | GM TH350  |
| <input type="radio"/>        | 27           | 1.176           | 5.469             | 1.500         | GM TH350, GM cars and truck until the mid 80's.           |
| <input type="radio"/>        | 32           | 1.397           | 5.500             | 1.885         | GM TH400, 4L80E, T10 32 spline (short)                    |
| <input type="radio"/>        | 32           | 1.397           | 4.880             | 1.885         | GM TH400 (short-short)                                    |

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Choose  
correct slip  
yoke for your  
application

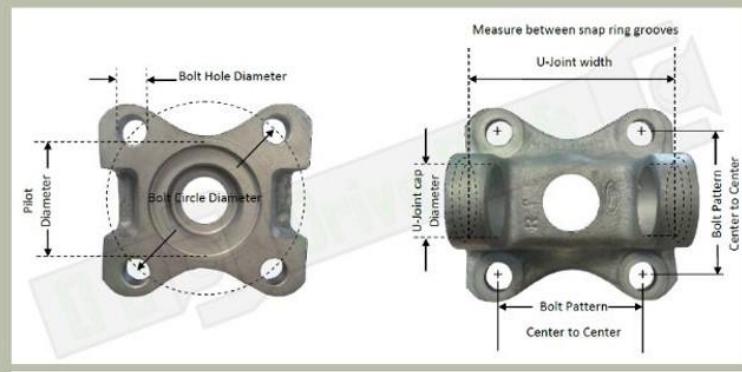
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## Driveshaft Build Form: 1310 Series, 3" Aluminum, Transmission Slip Yoke to Pinion Flange

Select the flange for your Driveshaft

Choose flange for your application below

### Select flange yoke



Pilot diameter    Bolt Circle dia.    Bolt hole dia.    Face to C/L    Possible applications

X.XXX(M/F)    X.XXX    X.XXX    X.XXX    Uncle Buck's LTD

Select your flange here:

|          |           |       |       |   |
|----------|-----------|-------|-------|---|
| 2.000 F  | 4.250     | 0.500 | 2.125 | Ford  |
| 2.000 F  | 4.250     | 0.438 | 1.625 | Ford SONNAX ALUMINUM FLANGE   |
| 2.000 F  | 3.500     | 0.515 | 1.650 | Ford SONNAX ALUMINUM FLANGE   |
| 2.375 M  | 3.348     | 0.406 | 1.516 | Ford  |
| 1.967 M  | 3.200     | 0.325 | 1.750 | Subaru  |
| 1.750 M  | 3.203     | 0.438 | 1.781 | Subaru SONNAX ALUMINUM FLANGE   |
| 2.245 M  | 2.750     | 0.315 | 1.625 | Nissan/Subaru   |
| 4.250 OD | 3.700     | 0.410 | 2.750 | Nissan 300ZX CV joint conversion (6 bolt holes)                         |
| 1.967 M  | 2.950     | 0.395 | 1.772 | Nissan  |
| 1.967 M  | 3.200     | 0.395 | 1.772 | Nissan  |
| 2.562 M  | 3.750     | 0.484 | 1.781 | Nissan  |
| 2.558 M  | 3.750     | 0.406 | 1.772 | Nissan  |
| 1.967 M  | 3.750     | 0.475 | 1.750 | Nissan Infiniti   |
| 1.964 M  | 3.740     | 0.478 | 1.780 | NISSAN INFINITI   |
| 2.250 M  | 2.750     | 0.315 | 1.625 | Datsun  |
| 1.808 M  | 3.340 sq  | 0.410 | 1.687 | Toyota truck  |
| 1.808 M  | 3.340 rec | 0.335 | 1.625 | Toyota truck  |
| 1.808 M  | 3.575 rec | 0.450 | 2.718 | Toyota Land Cruiser   |
| 1.808 M  | 3.340 rec | 0.410 | 2.718 | Toyota Land Cruiser   |
| 1.808 M  | 3.661 sq  | 0.445 | 1.687 | Toyota  |
| 1.808 M  | 3.078     | 0.335 | 1.687 | Toyota Car / 1310 version of 2302-23                                    |
| 1.772 M  | 3.346     | 0.410 | 2.671 | Suzuki/Geo  |
| 1.772 M  | 3.120     | 0.325 | 2.671 | Suzuki/Geo  |
| 1.772 M  | 3.400     | 0.337 | 1.685 | Rear flange on 3pc Mitsubishi Evo's, etc.                               |
| 2.163 F  | 4.520     | 0.489 | 2.000 | Fits Jeep's at differential   |
| 2.375 M  | 3.125     | 10mm  | 1.625 | Jeep  |
| 3.920 OD | 3.386     | 0.322 | 2.750 | Jeep JK 2007-up differential / Used to replace CV joints (8 bolt holes) |
| 2.375 M  | 3.125     | 0.375 | 1.375 | Dana 30/44  |
| 2.375 M  | 3.125     | 0.375 | 1.625 | Dana 30/44 High Angle   |
| 2.362 M  | 3.543     | 0.410 | 1.685 | Kia 1310 Series   |
| 3.935 OD | 3.386     | 0.415 | 2.592 | 6 bolt holes / Used to replace CV joints with ujoint-style shaft        |
| 3.625 OD | 2.875     | 0.375 | 1.375 | Detroit bellipot style conversion                                       |
| 4.000 OD | 3.250     | 0.385 | 2.750 | Detroit bellipot style conversion                                       |
| 2.075 F  | 3.937     | 0.413 | 2.671 | Bravada   |
| 2.559 M  | 3.346     | 0.409 | 1.766 | Isuzu   |
| 2.558 M  | 3.750     | 0.481 | 1.781 | DURANGO, JEEP, SOME NISSAN  |
| 2.162 F  | 3.937     | 0.489 | 1.930 | Dodge   |
| 2.750 M  | 3.750     | 0.503 | 2.000 | Mates with Dana 60/70 companion flange -> 3-1-4041X                     |
| 2.750 M  | 3.750     | 0.438 | 1.375 | Fits some 1350 series flange  |
| 3.750 M  | 4.750     | 0.500 | 1.375 | Fits some 1350 series flange  |
|          |           |       |       | Converts 1480 flange to 1310  |

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# OCDRIVESHAFT.COM

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

your name

**The final step to complete this form is Verify the information below:**

Email: your@name.com

Phone number: 555 555-1234

Stickout length (inches): .75

Overall Length (inches): 50.25

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

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

Flange selected: 1.808 M 3.575 rec 0.450 2.718 Toyota Land Cruiser

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



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

**The information is correct - Continue and Purchase**

**The information is not correct - Go Back**

[Continue and Purchase](#)

[Go Back](#)

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

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

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

your name

Thank you for choosing OC Driveshaft.

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

To complete your order, Click the link below to purchase your custom driveshaft.

**Purchase Custom Shaft**

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



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



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

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

Price: USD \$545.00

Quantity: \*

1

[Add to cart](#)

**"Add to cart" and complete secure checkout.**

[Aluminum Driveshafts](#)

Aluminum driveshafts are built with Alcoa drawn seamless tubes.

6061-T6 forged aluminum weld yokes.

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

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

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