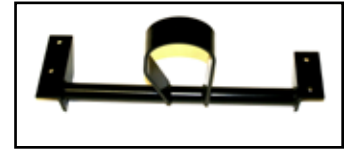


DRIVESHAFTS

TECH TIP: HOW TO MEASURE DRIVESHAFT LENGTH. As all our driveshaft come with new slip yokes I suggest you first order the driveshaft. We will ship you a new slip yoke to install in the transmission. Take your measurement, return the new yoke with the measurements in writing, and we will make the shaft and then return it to you fully assembled and balanced. When making your measurements the car must be at it's normal ride height. Measure on the floor. DO NOT measure with the wheels hanging down from a hoist or jack stands. The proper measurement must be taken as if the car is fully loaded and running down the road to insure proper driveshaft length. Install the new yoke into the back of the transmission, push it all the way in, then pull it back 1.0". With the help of a friend measure the center to center of the front u-joint and the rear u-joint on the differential. It is sometimes difficult to guess where the centerline of a u-joint is. By moving to the rear of the slip yoke u-joint and measuring to the rear of the differential u-joint it is the same as measuring center to center. You must fax or write us with the proper centerline to centerline dimension and your signature. **NOTE: (NO-RETURNS).** Get it right the first time.

DMR-5049-F Bolt in driveshaft loop. Fits most 1993-Present Camaro and Firebird. 4th generation only.



DMR-5049-F

DMR-7027 New chrome moly 1310,1330, OR 3R series driveshaft with heavy duty U-joints. Includes slip yoke and balanced. Made from 4130 3" x .065" chrome moly. All steel yokes are 4000 series Dana yokes. 16-26 pounds per shaft average. Max length 3.0" = 52". Max length 3.5" = 68".

DMR-7028 Same as DMR-7027 except 1350 Pro series drag race.

DMR-7029 Same as DMR-7027 except this shaft is rifle drilled for weight savings and quicker ET. Not for street use. 14-24 pounds per shaft average.



DMR-7029

DMR-7030 Same as DMR-7029 except 1350 Pro series drag race.

DMR-1310-AL Fabricated aluminum 1310 series driveshaft with heavy duty U-joints. Includes slip yoke. 3" x .125 wall thick 6061T6. Aluminum yokes are made from 6061T6. 14-24 pounds per shaft average.

DMR-1350-AL Same as DMR-1310-AL except 1350 series u-joints. 15-25 pounds per shaft average.

DMR-7021 Fabricated and balance new 1310, 1330, or 3R-S44 steel driveshaft with heavy duty U-joints. Includes slip yoke. 3" x .083 1020 mild steel. All steel yokes are 4000 series Dana yokes. 18-28 pounds per shaft average.

DMR-7022 Same as DMR-7021 except 1350 Pro series drag race.

DMR-SY1350-4000 4140 forged hi-performance 1350 transmission slip yoke. Fits GM 5.5" long 32 spline.



DMR-SY1350-4000

DMR-SY1350-3500 4140 forged hi-performance 1350 transmission slip yoke. Fits GM 6.9" long 27 spline.

DMR-SY1310-3500 4140 forged hi-performance 1350 transmission slip yoke. Fits GM 27 spline Vette.

DMR-SY1350-8330 4140 forged hi-performance 1350 transmission slip yoke. Fits Chrysler and Richmond street 5-speed 29 spline.

DMR-SY1350-4010 4140 forged hi-performance 1350 transmission slip yoke. Fits GM 5.6" long 32 spline.

TECH TIP: By far the most common u-joint failures start as the results of the owners attempt at making sure the drive-shaft does not come out of the vehicle. It is a common misconception that a tight u-bolt and u-joint are a happy u-bolt and

DRIVESHAFTS

u-joint. This is not always true. By over tightening the u-bolt the cap becomes an oval shape and the needles are driven hard into the u-joint body and the inside of the u-joint cap. The results are burnt needles and grease and then eventual u-joint failure. Torque specifications for our u-bolt kits are: .3125" or 5/16" 1310, 3R, and 1330 u-bolts = 14 to 17 ft lbs maximum or .375" or 3/8" 1350 and 1410 u-bolts = 20 to 24 ft lbs maximum



VIC-UB-1350

VIC-UB-1350 Differential U-Bolts for 1350 series U-Joints. 1-3/16".

VIC-UB-1310 Same as VIC-UB-1350 except fits 1310 series U-Joints. 1-1/16".

VIC-UB-1330 Same as VIC-UB-1350 except fits 1330 series U-Joints. 1-1/8".

VIC-UB-3R Same as VIC-UB-1350 except fits 3R series U-Joints. 1-1/8". Used in type "O" 12 bolt rear ends and "B" or "P" 10 bolt rear ends..

VIC-5-3022X U-Joint fits an Oldsmobile driveshaft to a Chevrolet 12 bolt rearend.

VIC-5-3147X Same as VIC-5-3022 except fits an Oldsmobile driveshaft using stock size u-joints. 1-1/8".

TECH TIP: *When ordering a new driveshaft don't forget that a driveshaft is only as strong as it's weakest part. Since you are getting a new drive shaft with a new slip yoke and new front and rear u-joints consider beefing up the u-joints to a stronger size and ordering a new pinion yoke for that same size u-joints to make your new driveshaft is as strong as possible.*

VIC-EY3R-8512 4140 Billet Chrome Moly 3R series Differential yoke for 1967-1971 8.5" "Oldsmobile" 12-bolt and 8.25" "Pontiac" and "Buick" 10 bolt axle assembly with 1.625" pinion diameter, 1.155" - 27 spline and 1.940" seal diameter. 12 bolt inspection cover with 10 bolt ring gear 67-70. Comes complete with nut, washer, and U-bolt.



VIC-EY1350-9280

VIC-EY1350-1200 4140 forged hi-performance 1350 differential yoke fits GM 8.8" 12 bolt with 1.75 seal diameter.

VIC-EY1350-6000 Same as VIC-EY-1350-1200 except fits DANE 60, Chrysler 8.75" with 29 involute spline.

VIC-EY1350-8550 Same as VIC-EY-1350-1200 except fits GM with 8.5" rear.

VIC-EY1350-9280 Same as VIC-EY-1350-1200 except fits Ford 9" 28 spline with Daytona bearing retainer.

VIC-EY1350-9350 Same as VIC-EY-1350-1200 except fits Ford 9" 35 spline with large PRO pinion.

VIC-EY3R-8510 Reconditioned differential yoke for 8.5" 12-bolt "O" axle assembly with 1.625" pinion diameter, 1.155" - 27 spline and 1.940" seal diameter. 12 bolt inspection cover with 10 bolt ring gear 67-70. Comes complete with nut, washer, and U-bolt. We take good used yokes and shot peen them then inspect and repair all U-joint and seal attachment areas to make a quality useable yoke for you. In some cases the seal diameter may be re-sleeved back to OEM specs "just like new".

VIC-EY3R-8511 Same as VIC-EY3R-8510 except fits 10-bolt "B" or "P" axle assembly with 1.438" pinion diameter, 1.155" - 27 spline and 1.640" seal diameter. 10 bolt inspection cover with 10 bolt ring gear 64-67.