



**SR # (Our Stock Replacement #)**

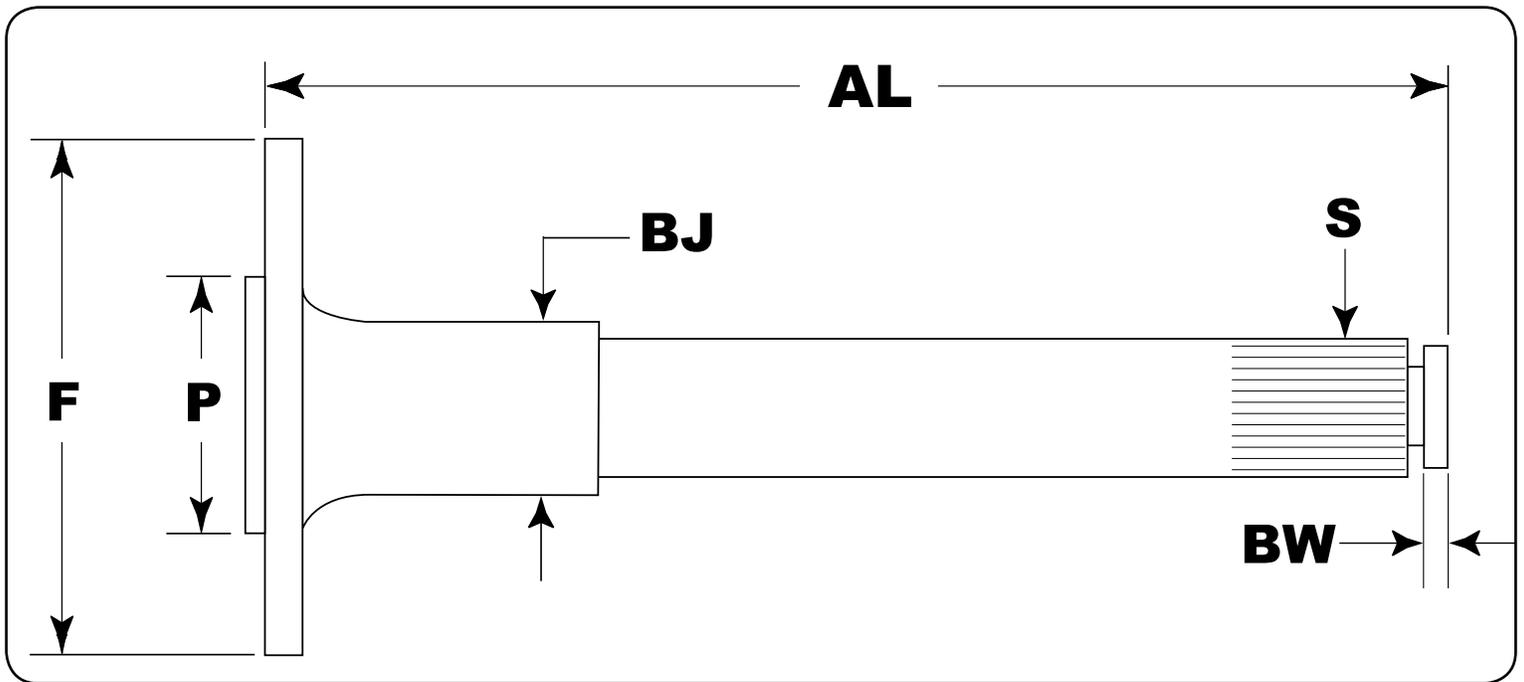
This is the number you will use to order your axle(s) online, basically it's our "order by number" system designed to make ordering axles as painless as possible & add the flexibility of "no charge" [in most cases] alterations.

**Year, Make, & Rear**

This is simply the year range, the make and model, and the rear end type you are working on. Examples of this are 14B = GM 14 bolt, 8.5; 10B = GM 10 bolt with an 8.5" ring gear, etc...

**AL- Right or Left: (Axle Length: Outside Axle Flange to End of the button)**

This should be measured with a tape measure by hooking the outside of the axle flange (wheel side-where the wheel studs are) and pulling back to the end of the C-Clip Button. If you put a ruler or straight edge at the end of the shaft this measurement will be accurate. Note; Measuring at an angle will give you a longer measurement. Depending on the length of the axle and the dia. of the flange, this will be approximately 1/16" – 1/8" longer. It's best to measure straight across using a straight edge.



**S: (Spline Count)**

This is the number of splines the axle has. Either count them or measure the diameter of the splines with a dial caliper or micrometer. Use the reference chart of some common splines to identify your spline count.

Spline	Diameter
16	1.375
17	1.167
19	1.245
23	1.500
26	1.125
27	1.167
28	1.205

Spline	Diameter
29	1.250
30	1.290
31	1.325
32	1.375
33	1.410
34	1.370
35	1.500



## BW: (Button Width)

This can be measured with a dial caliper or tape measure [IF you're really good with one-we prefer the caliper]. Refer to our reference chart for application, spline, and button width combinations (To confirm what you have).

## BP: (Wheel Bolt Pattern)

This should be measured with a tape measure; 4 & 6 lug bolt patterns can be center to center, but 5 lug bolt patterns need to be OUTSIDE of one stud to center of the 2nd one across (see illustrations).

## P: (Drum or Rotor Pilot)

This should be measured with a micrometer or dial caliper on the axle. Note: Some factory axles have a stepped pilot, so be sure to measure the larger diameter that is closest to the flange [NOT the outer smaller dia.]. If you are using aftermarket brakes, there is a good chance the center hole in the drum or rotor is a different size than the original axle pilot size. In this case, skip measuring your axle and ONLY measure the drum or rotor center hole of the kit you are using and list it in the notes.

Also note, our axles have a 1/4" tall pilot to catch the drum or rotor only, NO step. Tall or stepped pilots carry a surcharge. Call us for the details.

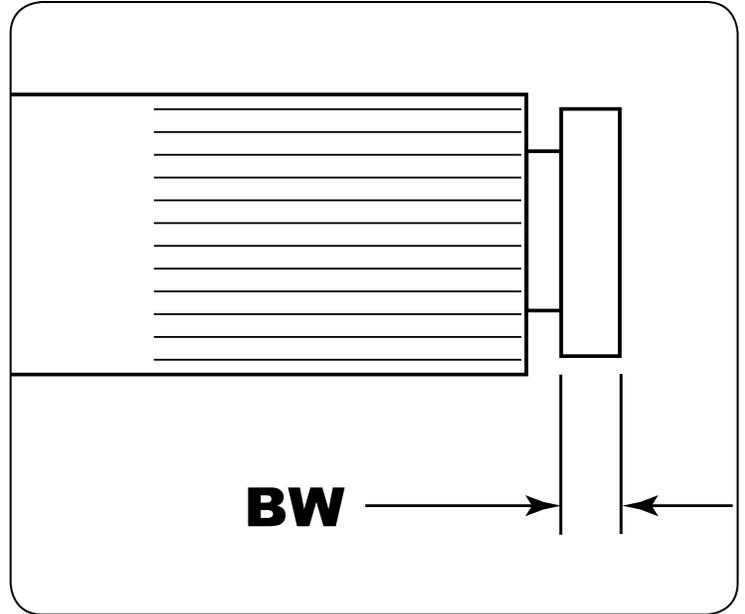
## BJ: (Bearing Journal)

This should be measured with a micrometer or dial caliper. At this time, we make axles for the following popular bearing journal sizes;

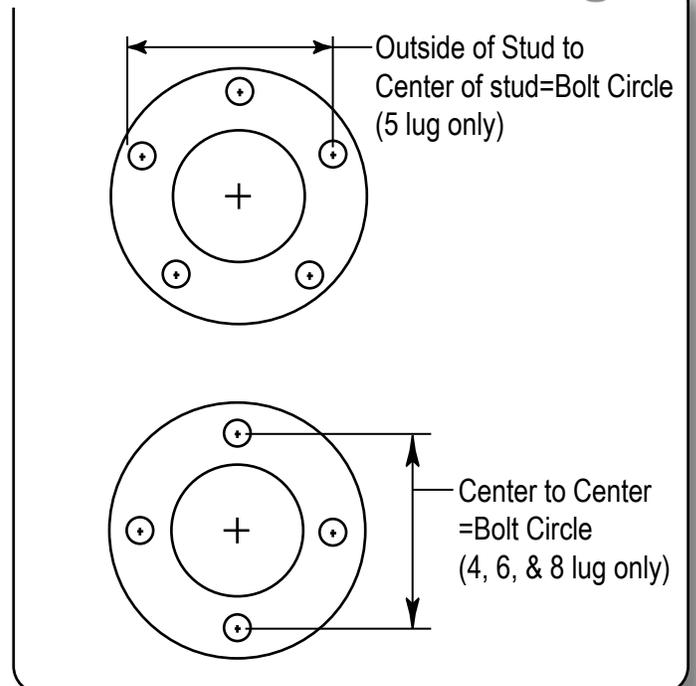
- 1.400, up to 31 spline
- 1.620 [w/o traction control], up to 31 spline
- 1.620 [with traction control], up to 33 spline
- 1.705, up to 35 spline
- 1.875

## Brake kit info:

If you are running the factory brake kit, in most cases we will know what the pilot & flange od is. IF you are switching to an aftermarket disc kit, list the manufacturer name and/or part number. If you're unsure of the required flange OD "F" and pilot size "P", check with the manufacturer or brake kit instructions for this info. Again, in most cases we will know the required pilot & flange od.



## Bolt Pattern Measuring





## F: (Axle Flange Dia.)

This dimension is not needed if you are using the factory brakes.

If you are using aftermarket brakes, there is a good chance the "Flange dia." needed for the drum or rotor is a different size than the original axle "F" size. In this case, skip measuring your axle and ONLY measure the drum or rotor to determine the maximum "flange dia." allowed for the kit you are using and list it in the notes.

## Studs: (Wheel studs)

7/16", 1/2", 5/8", 12mm, & 14mm press-in style studs have knurls under the head and press in from the back side of the axle flange. These are just like what the OE axle shafts used.

1/2" by 2" or 3" long screw-in style studs are threaded the entire length of the stud (under the head) and screw in from the back side of the axle shaft. The 3" long version is typically used on drag cars that require the threads showing past the lug nuts. (Note: Using an impact wrench on screw in studs should be avoided, as this can back the stud out of the axle flange).

Note: Some aftermarket disc kit rotors will need to be clearanced drilled for press in and/or larger studs.

## Hardware items installed or loose

Installing the axle hardware [Studs only, the bearings don't press on the axle] depends on whether or not you have a press and want to assemble the axles "after the fact" for any reason. Our pricing includes "Free" assembly, so it's your choice. IF you **don't** want the hardware installed, list that in the notes.

NOTE: We don't recommend using your old studs as they won't press in as tight the 2nd time around & you never know what kind of abuse they have had. Save yourself the trouble & let us install new studs.

This also applies to the wheel bearings & seals. Start 100% fresh to prevent pre-mature axle scoring and leaks. Do it right the 1st time!

7/16" Drum



7/16" Disc



12mm x 1.5



1/2" Drum



1/2" Disc



1/2" x 2" screw in



1/2" x 3" screw in



14mm x 1.5



14mm x 2.0



5/8" NF



5/8" NC

