"Double Spline Floater" Axle Ordering Defined

1250 E. Piper Ct. Meridian, Idaho 83642 Phone: 503.257.6604 Fax 503.253.6564

Rear end Type

This is simply the make and model of the rear end you are working on. Examples of this are Dana 35/44, Dana 60/70/80, 14 bolt GM, Ford 9", etc...

AL: (Axle Length)

Per the illustration below, this is the overall shaft length, or end to end.

Note: IF you don't know your lengths, simply hook the inside of the spider gear in the differential and measure to the end of the splines in the drive hub [Where the splines end, NOT where they begin].

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.

Also list the type & manufacturer of differential or spool you will be using (as some use different pressure angles for their splines).

An example of this could be: Eaton Tru Track or Strange Spool, etc...

Spline	Diameter
16	1.375
19	1.245
23	1.500
28	1.205
29	1.250
30	1.290
30 (14b)	1.530

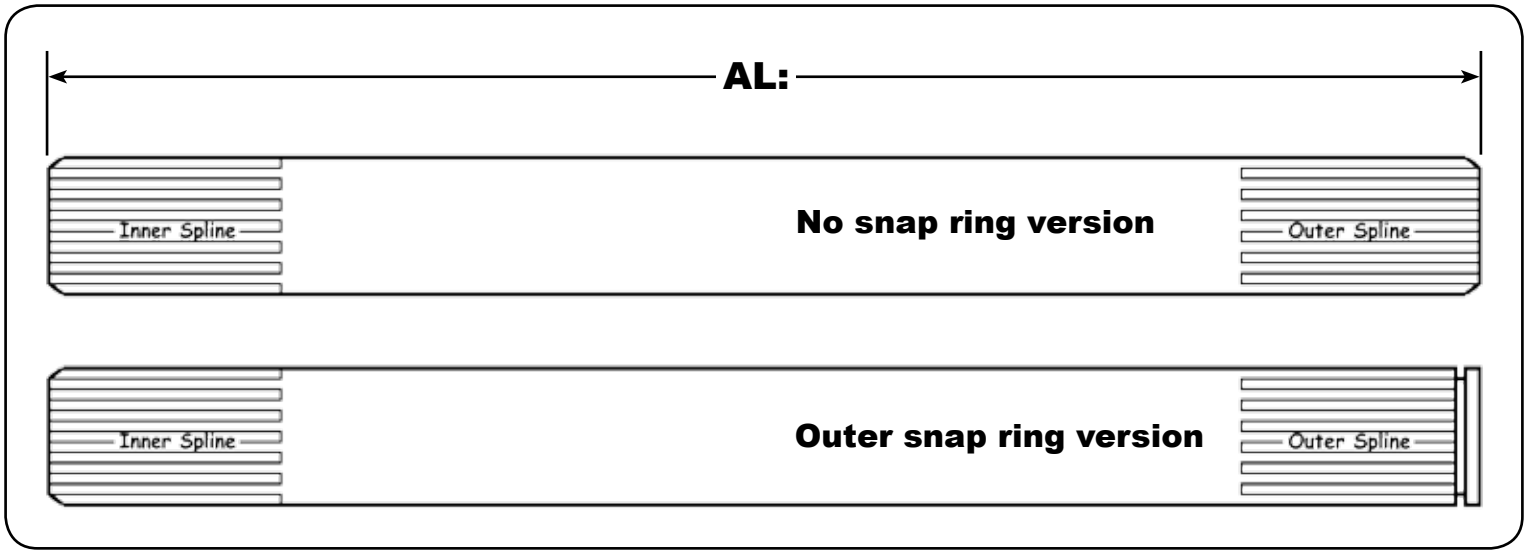
Spline	Diameter
31	1.325
32	1.375
33	1.410
34	1.370
35	1.500
37	1.570
40	1.710

SL-O & SL-I: (Spline Lengths)

This is the spline length of the inner and outer splines.

The length of the outer spline is simply the length of the splines in your drive flange. Measure this with a tape measure.

The length of the inner spline is determined by the differential or spool you are using. We typically figure 2 1/4" for most differentials & 3" for most spools [Which is usually more than enough and leaves room to trim a little off the axle if it needs to be shortened for any reason].



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Axle Version:

This is either an axle shaft with or without a snap ring groove on the "Outer" end for axle shaft retension. Typically it would be used IF the differential or spool has nothing thru the center to keep the axle from moving inwards, which could result in less spline engagement in the drive flange.

GW & GD: (Groove Width & Diameter)

If selecting "Dutchman Specs" for your outer snap ring groove, see the chart for common snap ring groove to spline count dimensions to make sure that those specs will work with your drive flange and end cap.

If you're using a heavy duty snap ring, it may be wider than standard duty snap rings. Use a dial caliper to measure the width and the inside of your snap ring for both dimensions.

GW is the snap ring groove width, and GD is the diameter of the snap ring groove.

Other Shaft Options:

If your shaft has a seal surface, a seperate drawing needs to be filled out with the distance from the end as well as the diameter of the seal surface. Call for the correct blank drawing.

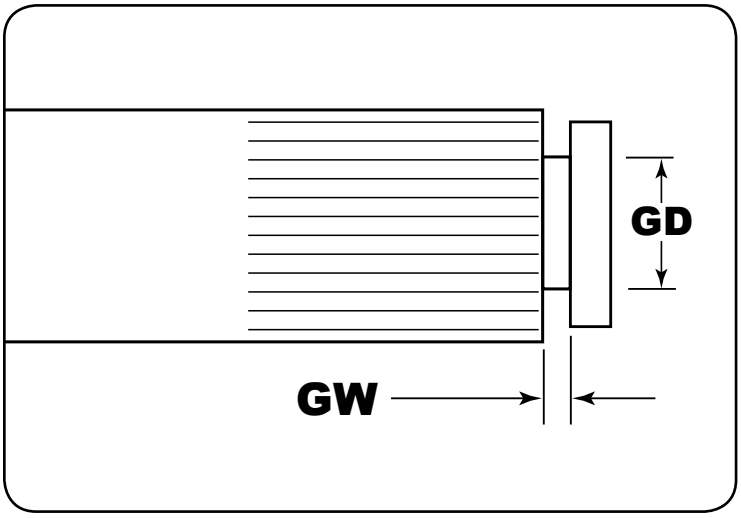
Threads in the outer end depend on whether you want to pull the axle for servicing/inspection, or towing.

Threads in the inner end depend on whether you want to maintain a certain space between the axles. The differential needs to have no obstruction for this to work properly.

Material:

We now have two choices of materials.
4340 Chromoly & Hy-Tuf.

Strength difference:
1541 = 20-25% stronger than the OE 1039 material
4130 = 10-15% stronger than 1541 material
Hy-Tuf = Is between 4130 & 300m material



Common Snap Ring Groove Dimensions

Hub Description	Splines	GW	GD
OE / Warn	19	.080	1.160
Warn	27 & 30	.080	1.065
Stock Car floater	24	.080	1.450
OE / AM	30	.080	1.160
After Market	31	.080	1.220
After Market	35	.080	1.390
Dutchman	35	.080	1.390
Strange	35	.080	1.300
After Market	40	.080	1.570
Strange	40	.080	1.520