



# "Double Spline Floater" Axle Ordering Defined

1250 E. Piper Ct. Meridian, Idaho 83642

Phone: 503.257.6604 Fax 503.253.6564

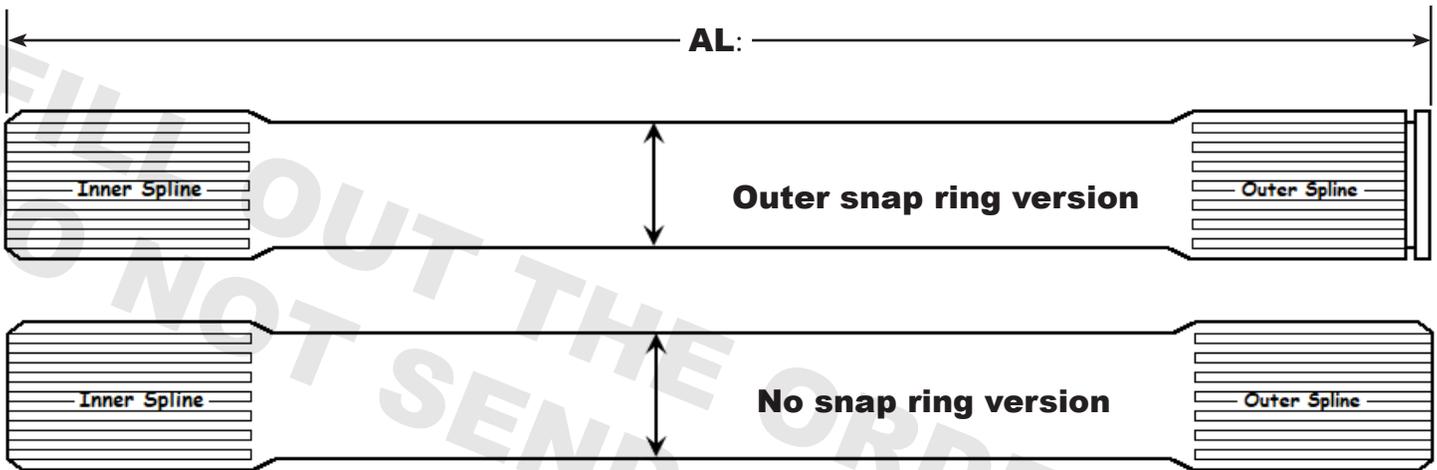
## Rear end Type

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 through the inside of the spider gear in the differential and measure to the end of the splines through 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	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 retention. Typically it would be used IF the differential or spool has nothing through the center to keep the axle from moving inwards, which could result in less spline engagement in the drive flange.

## GW, GD, BW, BD: (Button Dimensions)

If you know whose parts you're using, you can refer to the chart for common snap ring groove and 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. GD is the diameter of the snap ring groove. BW is the button width outside of the groove. BD is the diameter of the button.

## Other Shaft Options:

If your shaft needs to run a seal, Dutchman shafts should be run with seals-it.com tube seals. If other seals are required for any reason, it may not be possible to make axles or extra costs may be involved.

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

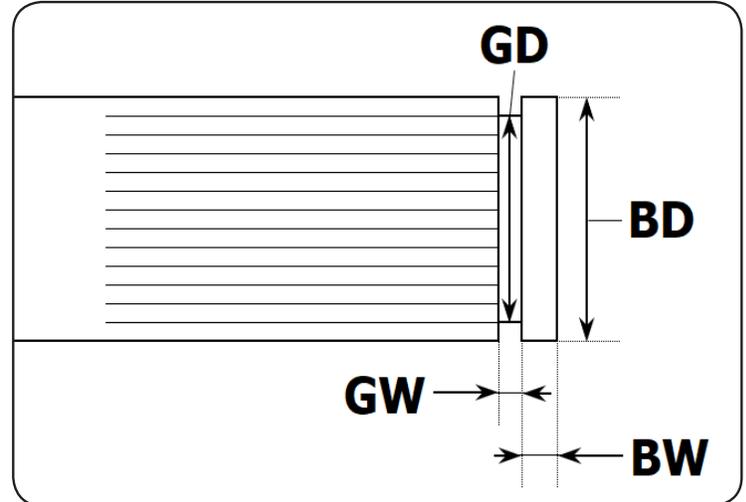
Threads in the inner end can be used with a load bolt to maintain a certain space between the axles. NOTE: The differential may have plates that might not be able to take any side load from the shafts and should not be used as a pre-load surface.

## Material:

We have two choices of materials.  
 4340 Chromoly (30, 31, 35 & 40 spline only)  
 Hy-Tuf (all diameters up to 1.600", excludes 40 spline)

## Strength difference:

1541 = 20-25% stronger than OEM 1039 material  
 4340 = 10-15% stronger than 1541 material  
 Hy-Tuf = Is between 4340 & 300m material



## Common Button Dimensions

Hub Type	Dwg#	Splines	GW	GD	BW	BD
Warn	15	19	.080	1.160	.200	1.160
Warn	10	27	.085	1.065	.200	1.160
Stock Car		24	.080	1.450	.250	1.560
Warn	16	30	.080	1.062	.200	1.160
Strange	8	31	.100	1.220	.200	1.330
SpeedTech	6	33	.080	1.300	.200	1.415
Warn	12	35	.100	1.430	.200	1.500
Strange	11	35	.065	1.300	.170	1.500
AM 40	18	40	.100	1.610	.200	1.710
Strange		40	.080	1.520	.250	1.710