## Desired Width: [Wheel mounting face to face]

This should be measured with a tape measure, taking care not to bend it, by using a ruler or straight edge on the faces of the drums or rotors to be accurate. This is if you are replacing an existing rear end and know the width is correct for the build. If a narrower rear end is desired, simply subtract the amount desired from the measurement.

Another way to obtain this dimension is by mocking up the wheels and tires under the fenders and measuring from wheel mounting face to face [the face that contacts the drums or rotors]. Make sure to allow enough clearance to any interference point, ie. Fender lips, frame rails, housing brackets, etc...Avoid measuring at an angle and/or bending the tape over anything, which will give you a longer measurement.

Note; In some cases, Dutchman technicians know the width of certain vehicle rear ends. It's still a good idea to double check our "book" measurements with your wheel and tire combination just to make sure, as all custom made to order rear ends are NOT returnable and any alterations will be charged to the customer.

Width Measuring

Wheel Flange to Wheel Flange
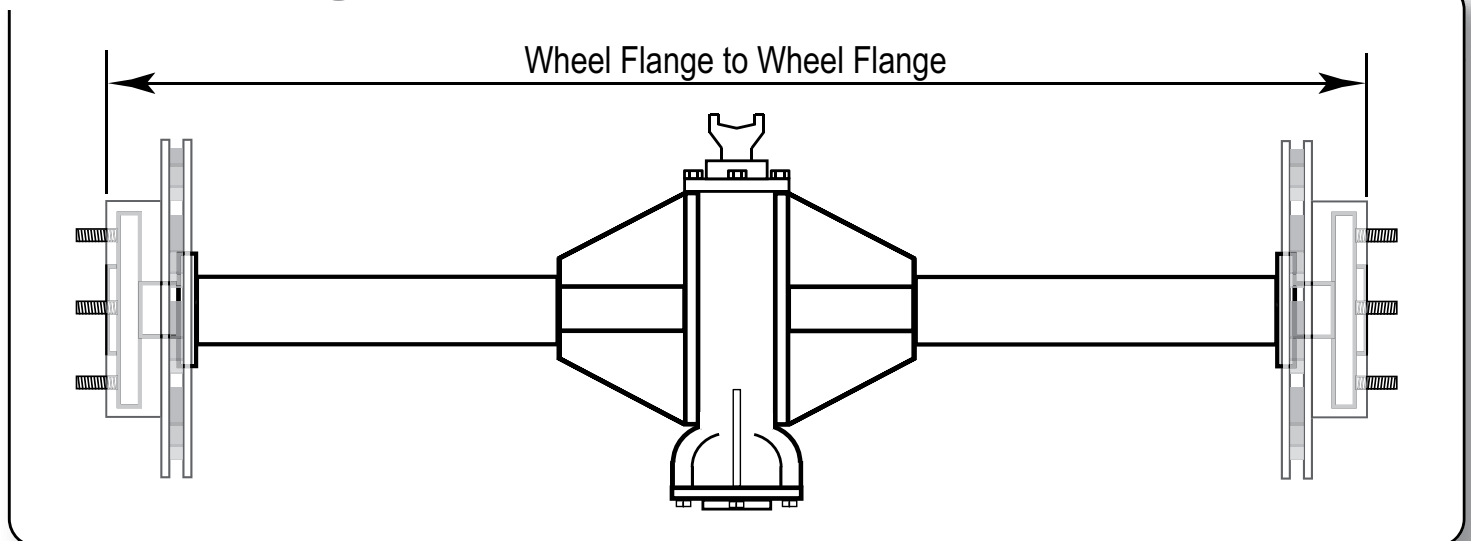
Pinion or Housing placement:

The pinion offset is something that is not listed on our order form. Unlike most other rear ends, Quick Change rear ends have both a centered pinion and housing. In most case's, a centered pinion [driveline] is what Dutchman defaults to even though many factory rear ends didn't have centered pinions. There is no extra cost to shift the pinion, however, the result will be a housing that is no longer centered [looking at the back of the rear end].

The only reason for shifting the pinion [driveline] to the right or left is if;

(1) your vehicle has an offset tunnel where the driveline runs through, or
(2) your vehicle has an offset tranny or transfer case.

If the rear end shows from the back and a symmetrical look is desired, stay with a centered pinion. If the rear end doesn't show and you need an offset pinion, in the notes, list the offset and to what side you want the it. An example of this would be; I want my pinion 1" to the Right [Left = Drivers side, Right = Passenger side].

Bolt Pattern(s): [Wheel pattern]

This should be measured with a tape measure; even lug bolt patterns can be center to center, but odd lug bolt patterns need to be OUTSIDE of one to center of the 2nd one across [see illustrations].

Optional Access Holes: [Machined in the axle flange]

This depends on two things;

(1) the brake kit you plan on using, as some brake kits require the access holes or you won't be able to assemble the rear end, and

(2) on brake kits that don't require the access holes, whether you want the convenience of using a socket and extension to bolt the axle to the housing instead of a box or open end wrench. See pic.

NOTE: Aftermarket kits that require the access holes; -Wilwood, Ford Explorer, or any disc kit that has the "Drum type" internal park brake assembly.

Bolt Pattern Measuring

Outside of Stud to Center of stud=Bolt Circle (5 lug only)

Center to Center =Bolt Circle (4, 6, & 8 lug only)

Studs: [Wheel studs]

7/16" or 1/2" press-in style studs have knurls under the head and press in from the back side of the axle flange. These are similar to what OE axle shafts used.
**NOTE:** IF you are providing your own press in studs, the knurl diameter is required.

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.

5/8" Monster studs are the XHD drag race style drive studs. They thread in from the front side of the axle shaft and use a jamb nut on the back side of the flange for added stud retention & security. Typically used on big bad drag cars.
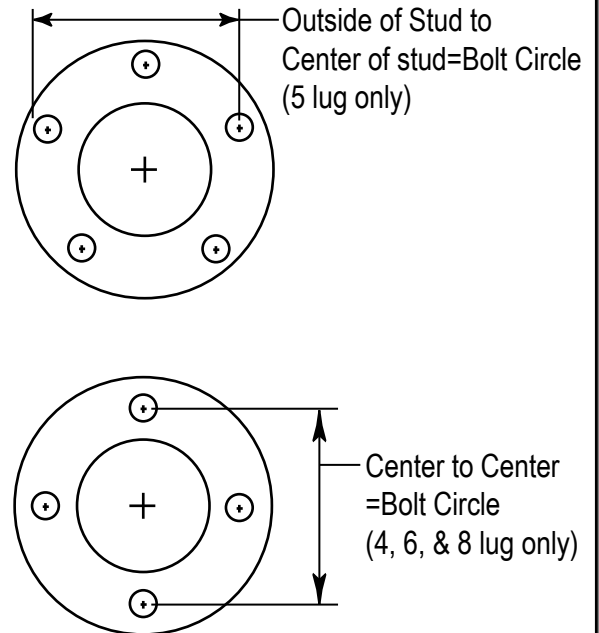
Access Hole

Brake kit info: [If Dutchman is supplying]

If you are purchasing the brake kit from Dutchman, there is no need to provide any brake kit specifications, we have them on file. Simply make your selection and we'll do the rest. If purchasing the brake kit from us at a later date, we will need to know which kit selection for the specs. List your selection/options in the brake kit section and list it as a future purchase.

Brake kit info: [If you are supplying your own]

If you are supplying your own brake kit, check with us to see if we have the specs on file. If we don't, we will need the brand, part # if known, the brake offset/standoff, flange OD, pilot size, and the housing end it's designed to fit - see our reference chart on the last page.

An example of this would be:

Wilwood, #140-7140, 2 ½" offset, 6 3/4" flange OD, 3.062 pilot, Housing end: Big bearing-new style.

Gears [aka change gears]:

Every quick change rear built by Dutchman comes with one set of standard change gears. The ratio choices run from 2.18 - 7.74 and everything inbetween. List your "final drive ratio" and whether you want to upgrade to the quieter helical gears or a 2nd choice for ratio changing.

WARNING: helical gears produce side thrust and are for cruiser/Highway NON-Performance driving only. Severe damage or catastrophic failure can occure to the rear end if used in a perfromance driven vehicle.

Brackets:

Loose brackets=brackets that are NOT installed that you want supplied by us.

Installed brackets=brackets that are welded on the housing per your specifications or application, or full circle brackets-which can be slide on the tubes for future welding. Check with us 1st on OE applications.

Notes:

The notes section is for anything NOT covered in the above selections. It should not be used for questions-those should be answered by phone or email BEFORE submitting your order.

1/2" Drum

1/2" Disc

1/2" x 2" screw in

1/2" x 3" screw in

5/8" Monster studs

Brackets Installed

Brackets Loose

DUTCHMAN AXLES

Big Ford-New Style
3 9/16
2.0
3.150
3/8" Holes

Big Ford-Old Style
3 1/2
2 3/8
3.150
1/2" Holes

Small Ford
3 3/8
2.0
2.835
3/8" Holes

Mopar 8 3/4
3 3/16
1 9/16
2.875
3/8" Holes
3 9/16

57-64 Olds/Pontiac
3 1/2
2 3/8
3.150
2 7/8
3/8" Holes

64 & up Buick/Olds/Pontiac
3 1/8
2 7/16
2.750
2 11/16
3/8" Holes

TJ
3 3/16
1 9/16
2.875
3/8" Holes
3 1/2

Jeep CJ
3 3/16
1 1/4
1 3/4
2.875
4.0
2.0
3/8" Holes

Wagoneer / YJ
3 3/4
2 1/2
2.875
3.0
1/2" Holes

55-56 Chevy Belair
3 3/8
2 5/8
2.835
3/8" Holes

57-64 Chevy Belair/Impala
3 3/8
2 5/8
3.000
3/8" Holes

Wagoneer
3 3/4
2 1/2
2.875
2.0
1/2" Holes