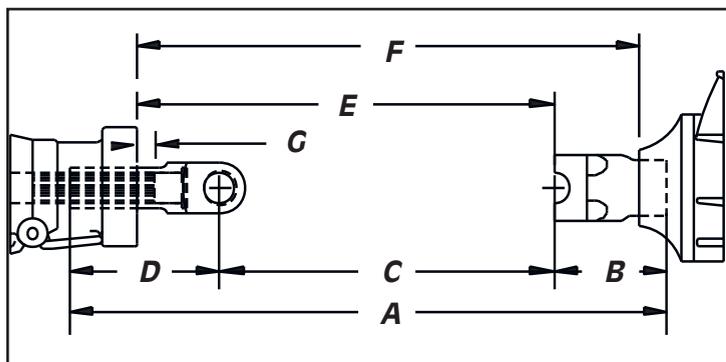


# DRIVESHAFT ASSEMBLIES

Many of the nation's leading drag racers rely on Mark Williams's driveshafts and for good reason. MW has been building race-winning driveshafts for over 50 years and offers a driveshaft for nearly every application. From the 4130 chromoly shafts capable of handling Pro Mod/Nitro Coupe power to the lightweight 7075 aluminum shafts for Pro Stock, Comp, Super Stock or any application where rotating weight is a concern. All work, from fabrication to balancing, is done in-house at MW's plant and you can be assured of unmatched quality and prompt delivery. Most MW Driveshafts meet the SFI 43.1 specifications.

When placing an order for Mark Williams driveshaft assemblies please refer to the diagram below for the required dimensions. The "E" dimension is the preferred measurement but remember your 1350 or 1480 series pinion yoke must be in place when measuring, (our pinion yoke might not be the same length as stock yokes). If ordering by the "C" dimension, the MW transmission yoke should be used. Our trans yoke lengths may not be the same as a stock yoke. The "E" dimension can be used but make sure you have the pinion yoke you will utilize.



- A End of trans yoke to end of pinion yoke.
- B End of pinion yoke to U joint center.
- C U joint center to U joint center.
- D End of trans yoke to U joint center.
- E Trans seal to U joint center.
- F Trans seal to pinion seal.
- G Trans seal to end of output shaft.

## CHROMOLY & MILD STEEL

When it comes to a bulletproof driveline the Mark Williams chromoly driveshaft is the strongest. A chromoly shaft is 75% stronger than commonly used 1020 DOM material. To ensure the quality of the material, the 4130 condition HT tubing used is manufactured by domestic mills to meet the MIL-6736-B-HT-125 specification. The perfect companion to MW's chromoly tubing is the MW produced, 4130 forged weld yokes used in each assembly. These weld yokes are produced in-house to exacting tolerances to provide the proper press fit in the chromoly tube. MW weld yokes and chromoly tubing are assembled using a specially built alignment/assembly fixture, then carefully joined using an automated cold wire TIG process. Precision 1350 or 1480 series U-joints are then installed along with the forged, 100% machined 4340 heat-treated transmission yoke. Each assembly is High-Speed electronically spin balanced at a RPM that represents operating speed, to G30 industry tolerances.

The finished product is a driveline capable of handling today's most powerful vehicles. (Prices are less transmission yoke.) All 4130 Chromoly driveshafts meets and exceeds the SFI Spec 43.1.



39850 Chromoly Driveshaft

### Steel Shafts

For many applications shaft weight is not a factor. For most bracket cars consistency is the goal so the performance advantage of lighter materials is usually not important.



39650 Mild Steel Driveshaft Assembly . . . . .469.00  
3-1/2" O.D. x .065 DOM mild steel shaft, Spicer weld yokes and lube for life 1350 series U-joints.

39640 Mild Steel Driveshaft Assembly . . . . .475.00  
4" O.D. x .083 DOM mild steel shaft, Spicer weld yokes and lubed for life 1350 series U-joints.

39800 3" Chromoly Driveshaft Assembly . . . . .577.00  
3" O.D. x .083 4130 chromoly shaft. MW 4130 forged steel weld yokes and lubed for life 1350 series U-joints. SFI 43.1

39850 3-1/2" Chromoly Driveshaft . . . . .681.00  
3-1/2" O.D. x .083 4130 chromoly shaft. MW 4130 forged steel weld yokes and lubed for life 1350 series U-joints. SFI 43.1

39880 3-1/2" Chromoly Driveshaft 1480 Joint . . . .730.00  
3-1/2" .083" wall 4130 HT Tube, Precision U-Joints for high Powered applications. SFI 43.1.

**Caution:** Steel with the smaller diameters has the lowest critical speed properties. For long shafts it is necessary to use a large diameter for high RPM requirements. Check the speed chart page 74 before ordering

toll free  
**800-525-1963**

on the web  
**www.markwilliams.com**