Axle Measurement Form

SR # (Our Stock Replacement #)

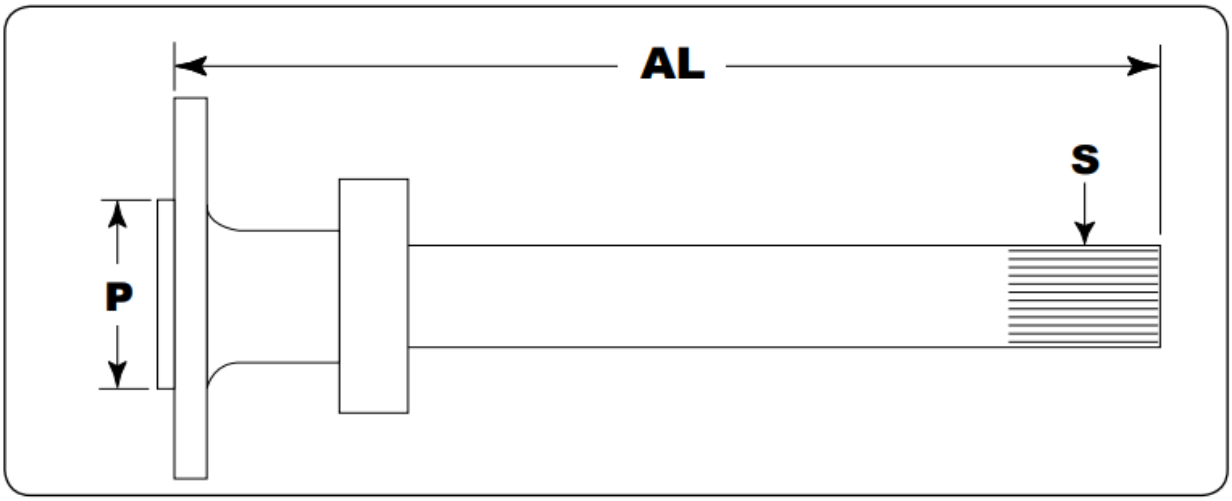
This is the number you will use to order your axle(s) online, basically it's our "order by number" system designed to make ordering axles as painless as possible & add the flexibility of "no charge" [in most cases] alterations.

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 Spline)

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 splines. 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 diameter 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)

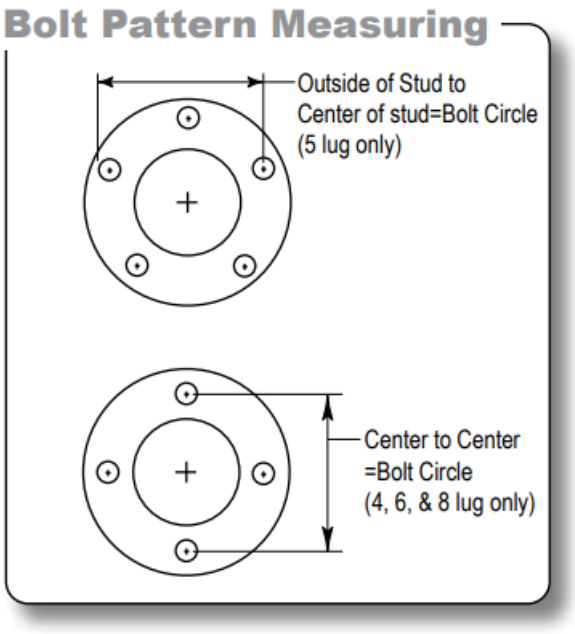
This is the number of splines the axle has. Either count them or measure the diameter of the splines with a dial caliper or micrometer. Use the reference chart of some common splines to identify your spline count.

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

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).



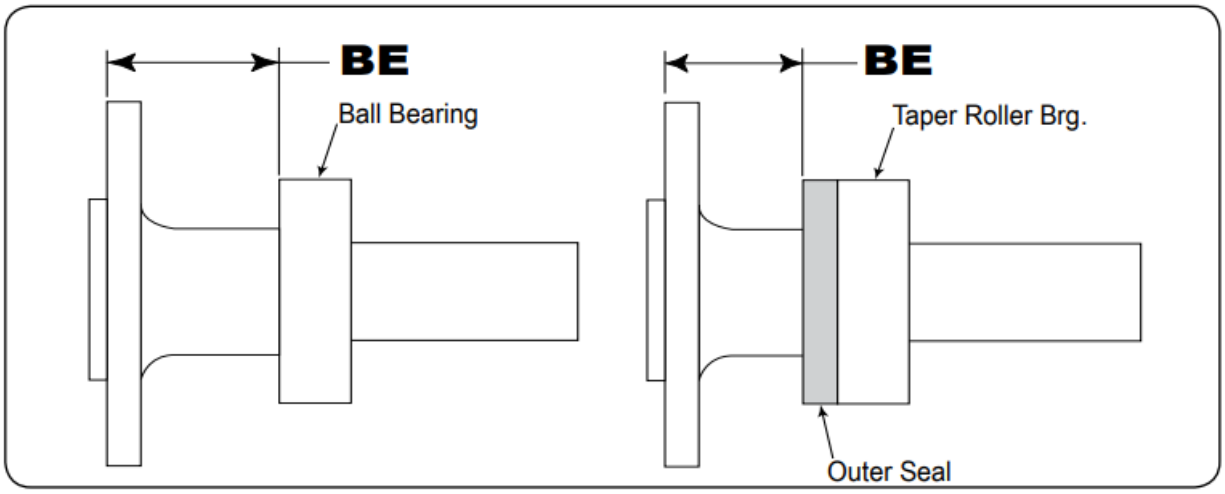
P: (Drum or Rotor Pilot)

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.

BE: (Axle Flange to the Bearing Edge)

This can be measured with a tape measure or dial caliper and **only** if the bearing is **on** the axle. As illustrated, it is measured from the outside of the axle flange (where the wheel studs are) to the outside (wheel side) of the bearing (not including the width of the bearing). To help in measuring the "BE" dimension, hold the retainer plate tight against the bearing edge [ball type] or outer seal [taper Roller type] as if it were bolted into the housing. A straight edge can be used to help insure an accurate measurement.



BRG: (Wheel Bearing)

This identifys which wheel bearing the application will have. refer to the wheel bearing chart for dimensions.

Optional Access Hole: (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

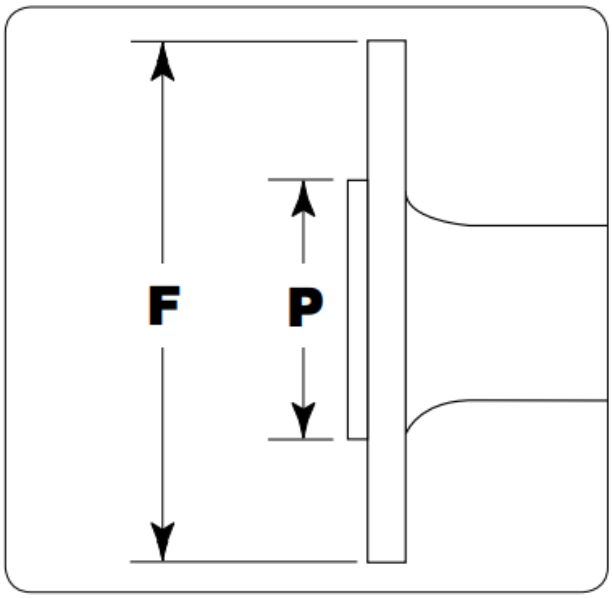
(2) on brake kits that don't require the access holes, whether you want the convenience of using a socket and extension to bolt the axle to the housing instead of a box or open end wrench. See pic.

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 supplying your own 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 us, the manufacturer, or the brake kit instructions for this info. In most cases we will know the required pilot & flange od.

If you are purchasing the brake kit from Dutchman, there is no need to provide dimensions, as we have the brake kit build specifications on file. Simply make your brake kit selection, add it to your cart, 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 future selection in the notes box. Switching to an aftermarket disc kit may effect your wheel to wheel width



F: (Axle Flange Dia.)

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

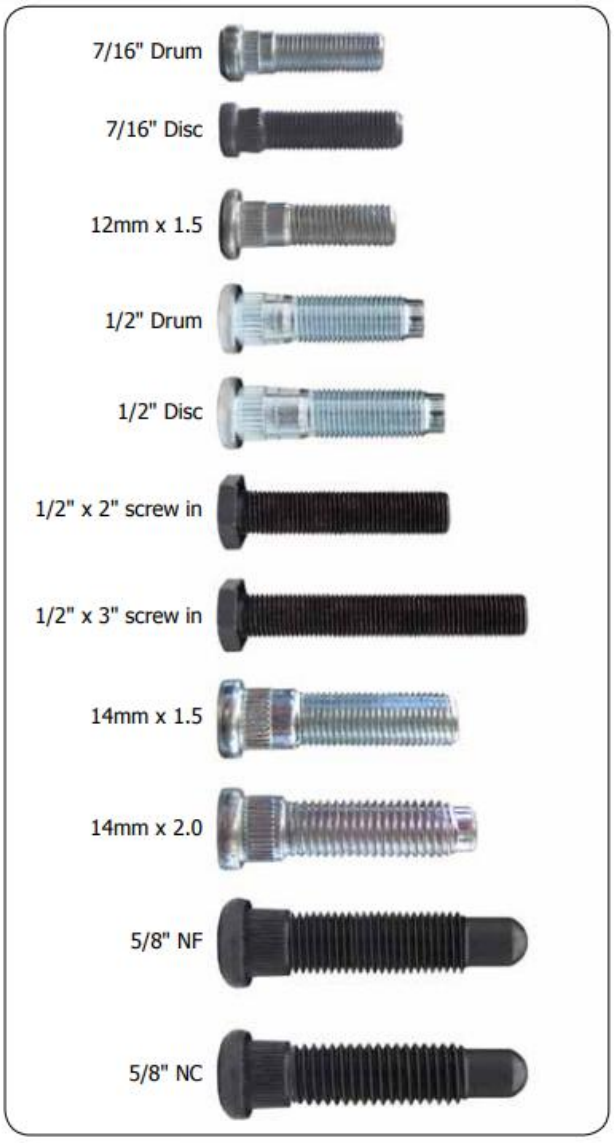
If you are using aftermarket brakes, there is a good chance the flange diameter needed for the drum or rotor is a different size than the original axle flange size. In this case, skip measuring your axle and ONLY measure the drum or rotor to determine the maximum flange diameter allowed for the kit you 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, bearings, and retainer plates] 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 bearing failure and leaks. Do it right the 1st time!