Why do 35-spline shafts require a 3.250" bore case?

When upgrading to a 35-spline shaft, in a 9" Ford, it is necessary to increase the case bore size to 3.250" in order for the carrier (locker/spool) to have enough strength at the bearing journal. When a 35-spline spool is designed to fit into a 3.0625" or 2.891" bore case, the bearing journal thickness is extremely thin- inevitably resulting in distortion or failure at the bearing journal. In addition, a vehicle that requires a 35-spline shaft is bound to break an OEM case (2.891"/3.0625" bore), leaving you to purchase another case while being stuck with a substantially weaker spool.

We could easily manufacture a 35-spline spool that would fit into a stock bore case; however, our goal is to find the best solution for our customers the first time, which will save you time, money and grief in the long run.

P3502 S/T **35-spline** axles, axle bearings and choice of 2" or 3" (1/2-20) stud kit (kit)... **$379.20**

P350258 P3502 with 5/8" stud upgrade (kit)... **$439.20**

P3504 S/T **35-spline** axles, axle bearings, retaining plates and your choice of 2" or 3" (1/2-20) stud kit (kit)... **$396**

P350458 P3504 with 5/8" stud upgrade (kit)... **$452.40**

8.8" S/S Axle Package with C-Clip Eliminator Kit

P3108 S/S **F31** or **33-spline axles**, 1/2" stud kit and 8.8" Ford c-clip eliminator kit. For Mustang OEM drum brake applications only. This package features Timken unit (roller) bearings that are far superior to ball bearings in thrust loads and are ideal for constant use (kit)... **$398.70**

P310858 P3108 with **5/8"** stud (Must Use #A1027 kit) upgrade... **$452.70**

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