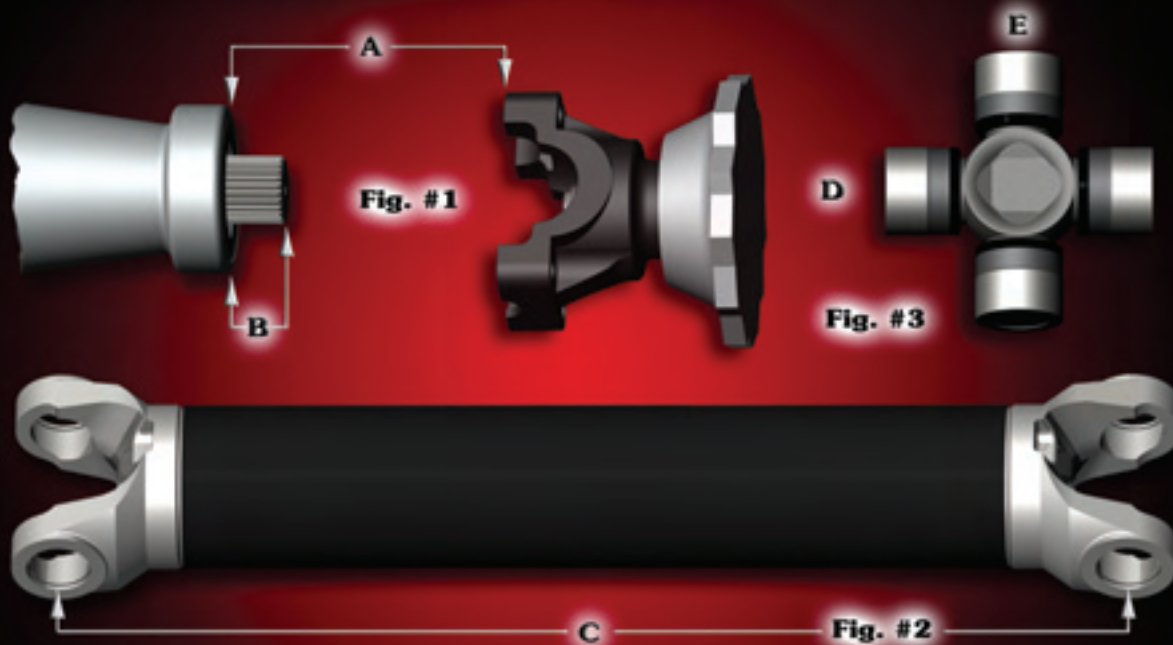


Strange Chrome-Moly Driveshafts

Strange Engineering's latest line of tubular driveshafts are now all produced with chrome-moly tubing. The enormous success of our driveline division has allowed us to purchase such large quantities of chrome-moly tubing that we can now offer DOM chrome-moly shafts at mild steel prices. Each DOM 4130 shaft is fitted with Spicer® weld ends and precision, self lubricating, Spicer® u-joints. Strange offers seamless chrome-moly shafts for the most abusive applications. Seamless (3" or 3.50" OD) shafts are offered with 4130 forged chrome-moly weld ends and choice of 1350 or 1480 series Spicer® u-joints. Strange solid 1350 u-joints are offered to meet the most demanding 1350 series needs.

All Strange chrome-moly shafts feature 3" or 3.50" x .083" tubing and 1350 or 1480 series u-joints. Weld ends are properly phased and installed with specially built Strange fixtures. DOM shafts are carefully mig welded and all seamless shafts are meticulously tig welded. Every shaft is electronically balanced and has a total indicated run-out less than .008". We offer transmission yokes, rear end yokes, and u-bolt kits to complement your custom driveshaft.



Driveshaft and transmission yoke to be supplied by Strange Engineering:

Using figure #1, measure dimensions "A" and "B" with the rear-end in its closest position to the transmission. If you are not using a 1350 series rear end yoke, supply the u-joint dimensions (figure #3 "D" & "E") to fit your yoke.

Driveshaft only, no transmission yoke: Using figure #2, push your slip yoke into the transmission until it stops. Pull back out 1" to allow for sufficient clearance. Measure the "C" dimension with the rear-end in its closest position to the transmission. If you are not using 1350 series transmission and rear end yokes, give the u-joint dimensions (figure #3 "D" & "E") to fit each of your yokes. In order to ensure the most accurately balanced driveshaft, we strongly recommend that you send in your transmission yoke.

Notes: (1) Conversion u-joints will be used to adapt to any yokes that are not 1350 series (2) If a conversion u-joint is used, it will be a cross-drilled type (3) Normal *turn-around* time for a custom driveshaft is one week.