



American Powertrain Driveshaft Order Form and Pinion Angle Guide

Email this completed form to shipping@americanpowertrain.com, or fax your completed form to 480.393.4180

Customer Name: _____ **Phone Number:** _____

American Powertrain Sales Order Number: _____

Ship to: Name: _____ **Year:** _____ **Make:** _____

Address: _____ **Model:** _____

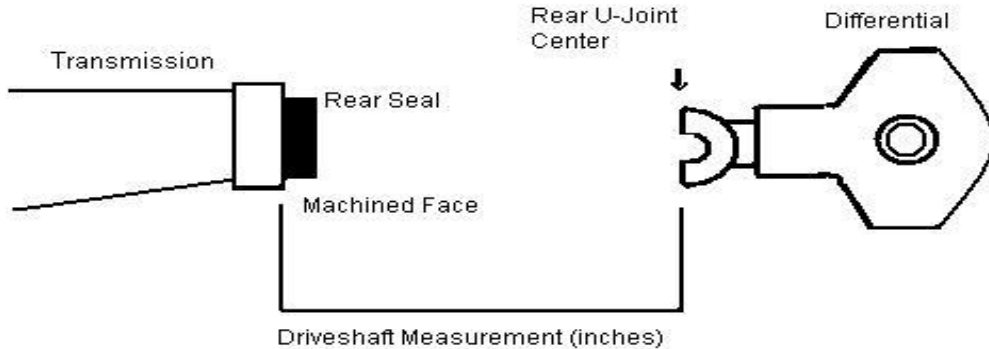
_____ **Transmission:** _____

_____ **Diff Type:** _____

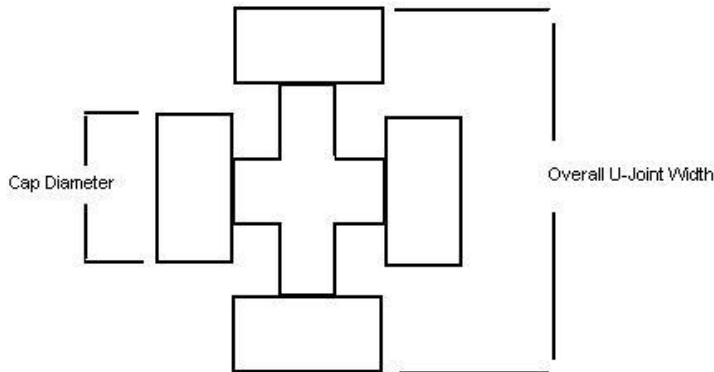
Standard Pinion Yoke: Follow the instructions below to discover the following:

Length (in inches)- as below: _____ **Rear U-Joint-(select from chart)** _____

Length Measurement Diagram: Measure from the rear face of the transmission to the center of the rear bearing cap with the weight of the vehicle on the rear suspension. Record results above.



U-Joint Measurement: Measure the overall width of your rear u-joint and the diameter of the joint cap. If you do not have the u-joint you can measure where the u-joint seats in the differential yoke. 1310, 1330 and 1350 joints are typical of GM and Ford differentials. The 3R is a GM joint identified by inside C-clips rather than outside G-clips. 7260 and 7290 are Mopar Joints. The 1330S is only found in Fords. Fill in your u-joint size above.



Overall Width (inches)	Cap Diameter (inches)	U-Joint
3.250	1-1/16	1310
3.625	1-1/16	1330
3.625	1-3/16	1350
3.625	1-1/8	3R
3.625	1-1/8	1330S
3.125	1.078	7260
3.250	1-1/8	1310S
3.625	1-1/8	7290

Modern Mustang Instructions: For 1983-up Mustang and Ford Models

Length M (from instructions below): _____

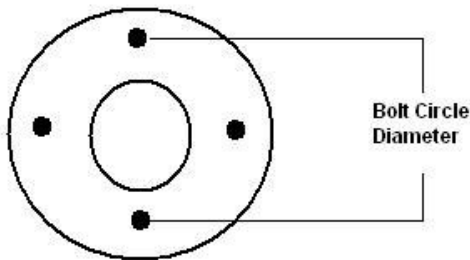
Flange Diameter: 3.5" (Most cars) 4"(2003-04 Cobra)

Length Measurement Diagram:



Measure from the rear face of the transmission to the face of the rear flange with the weight of the vehicle on the rear suspension. Fill in above.

Rear Flange Type:



Bolt Circle (Center to Center)	Car List
3.5"	Most Cars
4.25"	2003-04 Cobra

Measure the overall width of your rear flange bolt pattern. Fill in your flange size above. If you cannot identify your pinion flange please call us.

Measuring Your Driveline Angles

The pinion angle represents two angles: Angle A is produced by an imaginary line running parallel to your output shaft where it intersects the driveshaft. Angle B is produced by an imaginary line running parallel to your pinion yoke center where it intersects the driveshaft. See image below.

The reason this angle is important is that u-joints will not operate efficiently outside of this range and will essentially lock up and release as they turn, causing noise and vibration.

NOTE: This angle is always a relative measurement between the components in your car and has nothing to do with level. Do not assume that any of these components is level.



Angle A = 1.5° - 4°
 Angle B = 1.5° - 4°
 Angle A = Angle B

Using an angle finder (available at any parts store) take the baseline angle of your transmission output shaft.

Next, take the same measurement at the pinion yoke.

Finally, subtract the angle of the driveshaft from each of these measurements. Make sure that your results are within the normal operating range of 1.5 to 4 degrees.

The ideal situation is equal and opposite angles: i.e. 2.5° front, -2.5° rear.