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Driveshaft Information

[HOW TO MEASURE](#)

(if needed) Info on measuring vehicles for a custom driveshaft. U-Joint Flange-Pinion Yoke measurements. ID of different Driveshaft Types.

[U-JOINT IDENTIFICATION](#)

Basic U-Joint series size guide with dimensions for Inside & Outside lockup

[PERFORMER SERIES STEEL DRIVESHAFTS](#)

High Performance Steel Driveshafts For Muscle cars, Hot Rods and Race Cars. Also a Hi-Strength OE replacement driveshaft.

[NITRO SERIES STEEL DRIVESHAFT](#)

Race Duty Hi-Strength DOM Steel High Performance Driveshaft in 1350 series U-Joint. 2000+Horsepower!

[IMPORT DRIVESHAFTS](#)

Listings for New and Remanufactured Import Driveshafts for rear drive cars and trucks.

[ALUMINUM DRIVESHAFTS](#)

[OE TYPE ALUMINUM MUSCLE CAR - HOT RODS](#)
[IMPORT CARS - TRUCKS](#)
[HD TRUCK ALUMINUM](#)

[TRUCK DRIVESHAFTS](#)

Driveshafts for 4x4 and 2 wheel drive. Front 4x4 Driveshafts. Custom Drive Shafts for lifted trucks. GM, Dodge, Ford, Jeep.

[CHEVY-GMC TRUCKS](#)
[DODGE TRUCKS](#)
[FORD TRUCKS](#)
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[CAMARO & FIREBIRD DRIVESHAFTS](#)

New design 1 pc driveshafts for V-6 Camaro and Firebirds. Custom Drive

Universal Joint Identification

The following information will help identifying all the basic U-Joint Series which are easy once you have the proper information. There are many more U-Joint Series than listed, we stock over 150 part numbers.

- Outside Lock U-Joints
- Inside Lock U-Joints
- Ford Big Cap U-Joints

Outside Lock U-Joints by Series

Series	Width	Cap	
1210	2.438	1.062	All 4 caps
1310	3.219	1.062	All 4 caps
1330	3.622	1.062	All 4 caps
1310 BC (Ford)	3.219	2 @ 1.062 (shaft)	2 @ 1.125 (pinion)
1330 BC (Ford)	3.622	2 @ 1.062 (shaft)	2 @ 1.125 (pinion)
1350	3.622	1.188	All 4 caps
1410	4.188	1.188	All 4 caps

Handy Measurement Conversion

1.062 = 1 1/16		2.438 = 2 7/16	
1.125 = 1 1/8		3.219 = 3 7/32	(3 1/4 is OK)
1.188 = 1 3/16		3.688 = 3 5/8	
		4.188 = 4 3/16	(4 1/4 is OK)

Outside Lock U-Joints Photos

This outside lock pinion yoke is used with outside lock U-Joints. The 2 extra snap rings are not used.

The driveshaft tube weld yoke has grooves machined in the edge where the snap rings clip in. Measure from groove to groove.

Shafts for ALL Camaro's and Firebird's.

CORVETTE AND COBRA

Drive Shafts - Transmission Yokes - Flanges and Parts.

CLASSICS AND ANTIQUES

Carrier bearings for the older Buicks and Cadillac's as well as can rebuild most of the CV driveshafts. Dodge and Chrysler Ball and Trunion driveshaft conversions.

DRIVESHAFT TYPE DIAGRAMS

Diagrams of most driveshaft types used and measure diagrams for each type.

Driveshaft Part Listings

TRANSMISSION SLIP YOKES

Transmission Yokes and 4x4 Transfer Case Slip yokes for cars and trucks. [Allison Yokes](#) - [GM Yokes](#) - [Ford Yokes](#) - [Dodge/Mopar Yokes](#) - [Jeep Yokes](#)

TRANSFER CASE BOLT-ON YOKES

Bolt on fixed type end yokes for transfer case. CV type and single U-Joint yokes. See Transmission for Slip type yokes

PINION YOKES - DIFFERENTIAL

Differential pinion yokes and flanges.

DRIVESHAFT COMPONENT PARTS

Listings for Universal Joints, Carrier Bearings, U-Bolts-Bolt/Strap Kits, Mid-Slip Yokes, Splined Stub Shafts. CV parts and diagrams.

DRIVESHAFT QUESTIONS

Common Driveshaft questions and answers.

CUSTOMER COMMENTS

Email feed back and testimonials from our customers.

SHOP PHOTOS



Pinion Yoke with U-Joint



1 Ton or larger trucks. 1.188 cap and 4.187 width. (1 3/16 x 4 3/8)



Inside Lock Weld Yoke Note machine groove for strap ring to clip into.

1210 U-Joint Series is a small U-Joint not used on any current production vehicles. 1.062 cap and 2.438 width. (1 1/16 x 2 7/16)

1310 U-Joint Series is the most common U-Joint ever used. It is still used on OE applications. 1.062 cap and 3.219 width. (1 1/16 x 3 1/4 close)

1330 U-Joint Series is very common and used on OE production. 1.0625 cap and 3.622 width. (1 1/16 x 3 5/8)

1350 U-Joint Series is used on trucks mostly for OE. It is also a Hi-Performance upgrade on cars. 1.188 cap and 3.622 width. (1 3/16 x 3 5/8)

1410 U-Joint Series is on 3/4 and

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Inside Lock U-Joints by Series

Inside Lock U-Joints are measured from the grooves in the caps where the C-clips fit not the overall width of the U-Joint like the outside lock type.

Series	Lock Up Width	Cap	
3RL (S44 GM type)	2.556	1.125	All 4 caps
7260 (Dodge)	2.125	1.078	All 4 caps
7290	2.622	1.126	All 4 caps
Handy Measure Conversion			
2.556 = 2 9/16		1.125 = 1 1/8	
2.125 = 2 1/8		1.078 = 1 1/16 + little bit (.016)	
2.622 = 2 5/8		1.126 = 1 1/8 + 1 thousandth	



C-Clips on caps line up with inner machined edge

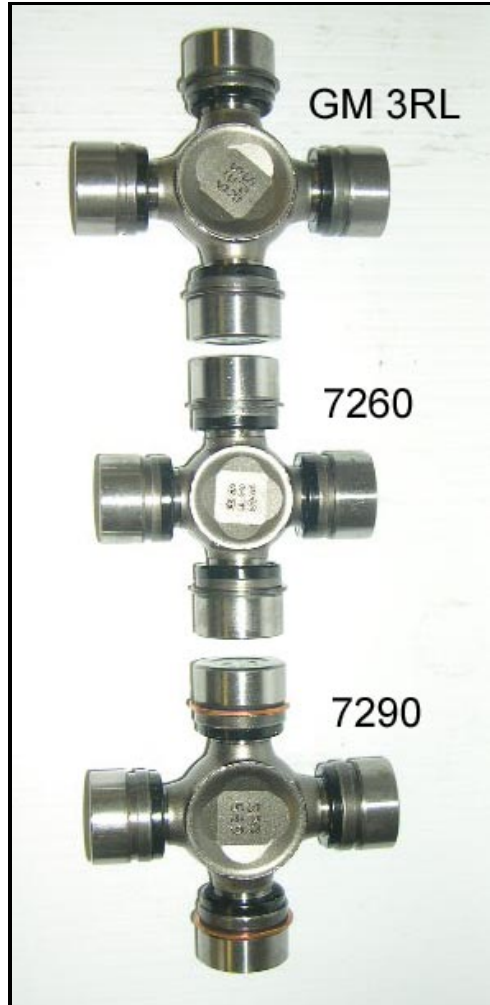
On the left is a Pinion Yoke and UJ for inside lock. The C-clips are facing up to photograph. The clips should be turned down, so they fully insert in the back of the yoke. This locks U-Joint for side to side play and centers it perfectly. Never rely on the bolt and straps to hold it in place and it will not be centered.



On the right is a Inside Lock Weld in type yoke. The C-clips fit on the inner edge.

Inside Lock up U-Joint Photos.

One note on Inside lock U-Joints. The GM 3RL and 7290 are fairly close, but will NOT interchange. Always check the dimensions if not sure. Note: There are other inside lock U-Joints not listed. We have them all. Just call. GM 3RL is 2.556 Inside Lock Up and 1.125 cap



The GM 3RL U-Joint (also called S44) is used mainly on GM vehicles. It has been used since the early 1960's and is still in current production.

Interestingly it was also used on a very few Ford LTDII and T-Bird in 1979. It was also used on some Dodge 4x4 Truck Front Driveshaft Double Cardan CV (constant velocity) Joint. CV-3 in the Driveshaft Types

7260 is 2.125 Inside Lock and 1.078 cap

7260 is referred to as the "small Dodge" joint. It is similar in size to the 1310 but the locks are on the inside. This U-Joint series was used extensively up to 1980's in cars and trucks. The 7260 was even used in Dodge Dually trucks.

7290 is 2.622 Inside Lock and 1.126 cap

The 7290 U-Joint is known as the "Big Dodge" U-Joint. This was used in early passenger cars typically with big block power and manual transmissions. For trucks it varies dramatically and both are usually listed. The only sure way to tell is with dimensions.

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Ford Big Cap U-Joints

I hate to pick on Ford but here is another "Better Idea". Starting in the early 1960's Ford started using a pinion yoke that was just 1/16 bigger. This means only the 2 caps that go in the pinion yoke are .062 larger than all the others. Only those 2 caps.

All 8" Ford to our knowledge have 1 1/8 caps and a high percentage of 9" Ford Differentials have 1 1/8 caps. Both differentials were only produced with 1310 and 1330 U-Joints. 1350 was never an OE yoke. We do have 1350 Pinion yokes available for High Horse Power applications.



This photo (click it) illustrates the difference in Ford Pinion yokes (both are quite similar). The pinion yoke on the left is a standard cap at 1 1/16 and has the correct U-Joint cap. The yoke on the right is a BC (Big Cap) and requires a 1.125 cap. A standard 1 1/16 cap is in it and it fits loose. A paper clip is inserted in one edge to illustrate the amount of play. Check this carefully. We have other ways to check. Please call.

If you see any play in the UJ cap and the pinion yoke. IT IS TOO MUCH! If there is play there are 2 possibilities. One is the pinion yoke is worn or 2. (more likely) is the wrong UJ cap is on the driveshaft. If you have the wrong U-Joint in the pinion yoke it will typically have a hi-speed vibration, this would be speeds from 50 on up. In addition you will see shiny rub marks inside the pinion yoke. There should never be any shiny rub marks.

In defense of Ford I can see a (possible) reason the Big Cap was used. All of these yokes use a U-Bolt to hold the U-Joint in place. With a U-Bolt you can apply enough force to distort the U-Joint cap slightly. Then the needle bearings do not rotate and you will ruin a U-Joint in less than a 1000 miles. Torque load is 15-18 lb.ft. With the thicker cap it was harder to distort the cap. You can not get a torque wrench to the nuts. So pull it snug and a bit more. STOP. Do not tighten as tight as tight as possible. For security use a little Blue Lock-Tite on the threads.

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