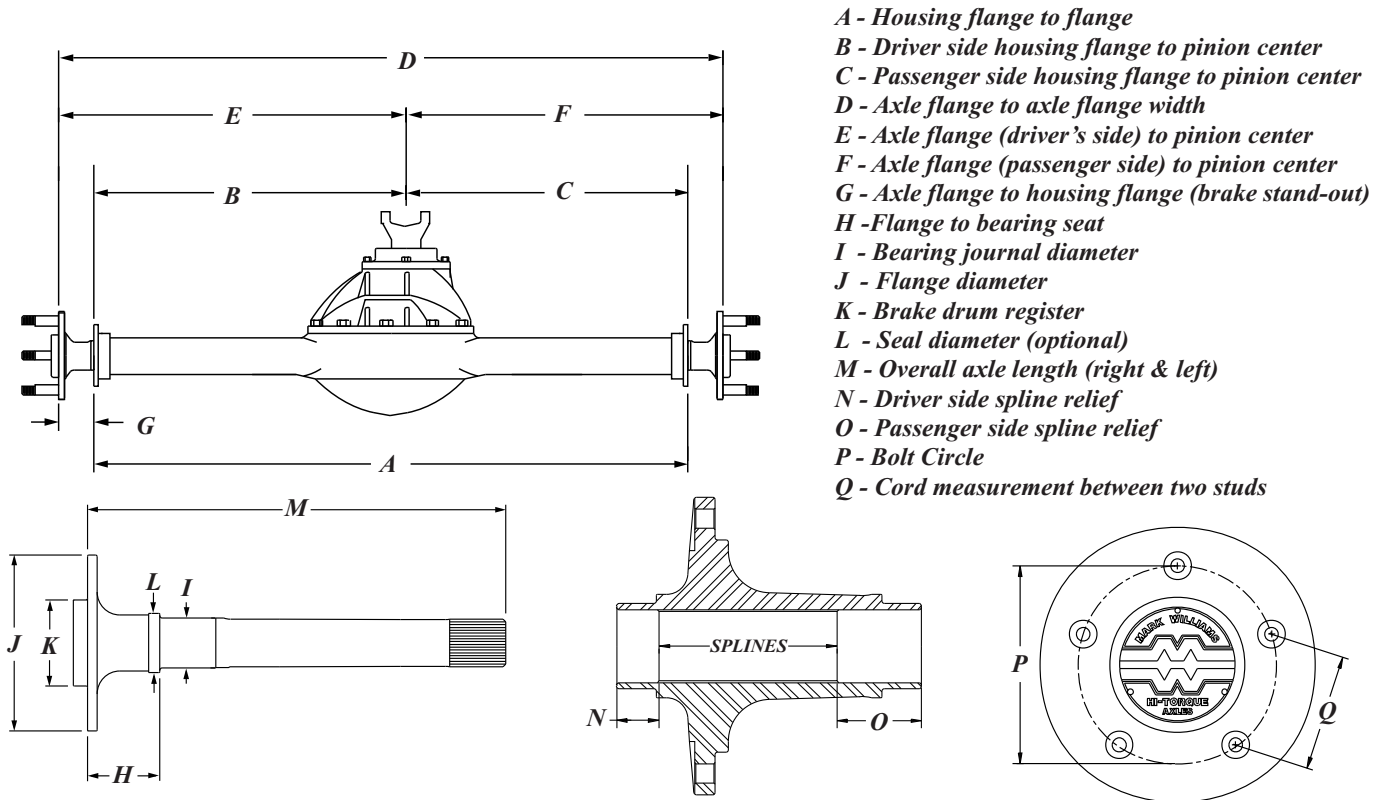


How To ORDER AXLES

Every set of Mark Williams axles are custom built to meet each customer's requirements. This requires accurate information to insure that the axles are a perfect fit. You will need to provide as many of the dimensions shown as possible for your application. A simplified version of this order form can be downloaded from www.markwilliams.com, click > [Service Bulletins](#), click > [SB0077.pdf](#).



- A - Housing flange to flange
- B - Driver side housing flange to pinion center
- C - Passenger side housing flange to pinion center
- D - Axle flange to axle flange width
- E - Axle flange (driver's side) to pinion center
- F - Axle flange (passenger side) to pinion center
- G - Axle flange to housing flange (brake stand-out)
- H - Flange to bearing seat
- I - Bearing journal diameter
- J - Flange diameter
- K - Brake drum register
- L - Seal diameter (optional)
- M - Overall axle length (right & left)
- N - Driver side spline relief
- O - Passenger side spline relief
- P - Bolt Circle
- Q - Cord measurement between two studs

STARTING FROM SCRATCH The following steps have proven to be the most accurate method for determining the width of the rear end assembly when building a new car.

- 1) Obtain a set of the widest tires and wheels (with appropriate offset) to be used.
- 2) Remove the stock rear end housing and make modifications to inner fender wells as required.
- 3) Position the tires/wheels under the car, and through the use of jack stands, etc. place the car in the desired running attitude.
- 4) With wheels in position, measure from wheel mounting surface to the opposite wheel mounting surface. This will give you the proper axle flange to axle flange dimension (D). Allow for brake hats or drums.
- 5) Also supply the (E & F) distance or indicate if the pinion is centered or the amount of pinion offset required and the direction. Offset toward the passenger side is normal and toward the driver side is abnormal.

MEASURING AN EXISTING HOUSING Measure the distance to the outside of both housing flanges (A). Not all pinions are centered, so it is also essential to measure the distance from the housing flange to the center of the pinion on both driver and passenger side (B & C).

MEASURING EXISTING AXLES Provide as many measurements as possible. Use of a MW 35 or 40 spline spool will change axle lengths in relation to axles with stock splines. A Mark Williams salesman can help with questions about changes in axle lengths.

SPOOLS All spools are not manufactured the same. If the spool to be used is a MW spool, the part number on the spool will give us the required information. If the spool is from another manufacturer, please check the spline count and location of the spline as measured in the illustration above (N & O values).

BOLT CIRCLE If you do not know the bolt circle (P value) of a 5-bolt application, measure the center-to-center distance (Q) between two adjacent wheel studs and reference the table below.

- 4-1/2" B.C. = 2.645" normal later Ford pattern
- 4-3/4" B.C. = 2.792" normal Chevrolet pattern
- 5" B.C. = 2.939" normal older Olds-Pontiac
- 5-1/2" B.C. = 3.233" normal early Ford and T/F wheel pattern

