When it comes to a bulletproof driveline the Mark Williams chromoly driveshaft is the strongest. A chromoly shaft is 75% stronger than commonly used 1020 DOM material. To ensure the quality of the material, the 4130 condition HT tubing used is manufactured by domestic mills to meet the MIL-6736-B-HT-125 specification. The perfect companion to MW’s chromoly tubing is the MW produced, 4130 forged weld yokes used in each assembly. These weld yokes are produced in-house to exacting tolerances to provide the proper press fit in the chromoly tube. MW weld yokes and chromoly tubing are assembled using a specially built alignment/assembly fixture, then carefully joined using an automated cold wire TIG process. Precision 1350 or 1480 series U-joints are then installed along with the forged, 100% machined 4340 heat-treated transmission yoke. Each assembly is High-Speed electronically spin balanced at a RPM that represents operating speed, to G30 industry tolerances.

The finished product is a driveline capable of handling today’s most powerful vehicles. (Prices are less transmission yoke.) All 4130 Chromoly driveshafts meets and exceeds the SFI Spec 43.1.

Many of the nation’s leading drag racers rely on Mark Williams’s driveshafts and for good reason. MW has been building race-winning driveshafts for over 40 years and offers a driveshaft for nearly every application. From the 4130 chromoly shafts capable of handling Pro Mod/Nitro Coupe power to the lightweight 7075 aluminum shafts for Pro Stock, Comp, Super Stock or any application where rotating weight is a concern. All work, from fabrication to balancing, is done in-house at MW’s plant and you can be assured of unmatched quality and prompt delivery. Most MW Driveshafts meet the SFI 43.1 specifications.

When placing an order for Mark Williams driveshaft assemblies please refer to the diagram below for the required dimensions. The "E" dimension is the preferred measurement but remember your 1350 or 1480 series pinion yoke must be in place when measuring, (our pinion yoke might not the same length as stock yokes). If ordering by the "C" dimension, the MW transmission yoke should be used. Our trans yoke lengths may not be the same as a stock yoke. The “E” dimension can be used but make sure you have the pinion yoke you will utilize.