

# INTERNAL SLIP 7075 DRIVESHAFT

## MUSTANG GT500 DRIVESHAFT

The MWS series (Mark Williams Slip) shafts were designed for the Mustang GT500 and similar models. This replaces the two-piece steel shaft that cannot handle the torque and 150+ mph speeds, and eliminates the center driveshaft support bearing with the internal slip feature. This MWS-500 shaft is made with the exclusive Gold Finish 7075 aluminum material, which is both stronger and lighter than common aluminum driveshafts, making it able to perform under the stresses where the two-piece steel shafts fail. The MW patented boding process is used to join the end fittings, proving much stronger than the standard welding method. This shaft is made to match any Mustang transmission (automatic or stick shift) and differential flange with a 2" male pilot and 1/2" bolts on a 3" center square bolt pattern. Cars equipped with 9" Ford differentials can take advantage of this shaft using a 1350 series universal joint pinion yoke or our new Generation III 9" Ford pinion flange connection system. These shafts utilize precision Spicer 1350 universal joints and are Hi-Speed balanced to G30 specifications. The shaft run out is closely controlled. In addition, each shaft is torsion tested for additional quality assurance. Different shaft flange yoke combinations are available for attachment to different transmissions and differentials. Specific models can be designed for other applications.

MWS-500 Mustang Shaft

Optional 39082 9" Pinion Flange

**U.S. Patent # 7,485,045 B2**

MWS-500 GT500 Driveshaft, Internal Slip .....2199.00  
*with 2 shaft flange yokes*

MWS-509 Driveshaft, Internal Slip .....1866.00  
*with 1 shaft flange yoke*

MWS-510 Driveshaft, Internal Slip .....1716.00  
*Without flange yokes utilizes standard 1350 end yokes*

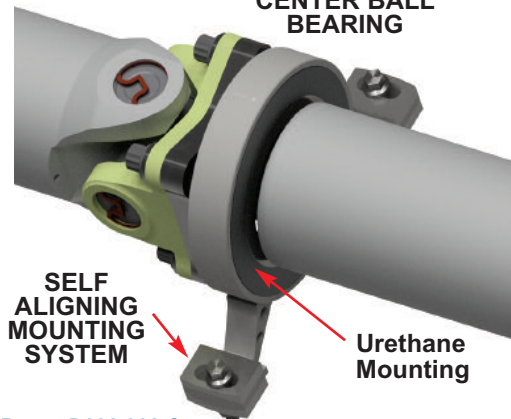
## HELLCAT DRIVESHAFT

The Dodge Challenger and Charger SRT Hellcat needed some help in the driveshaft department. The factory carbon fiber shaft is a nice part but not up to the requirements when you start modifying the power output. The fact that this car has a relatively long distance from the transmission to the differential eliminates producing a one-piece shaft for high speeds and high RPM requirements. Our design utilized the two-piece construction as dictated by the shaft critical speed requirements.

Complete MWS-600 Driveshaft assembly, configured for Charger with Auto Transmission

39157

REPLACEABLE CENTER BALL BEARING



Patent D828,238 S

Construction features are:  
A ridged mount system, United States Design Patent D828,238s Features a sealed bearing mounted in urethane to dampen noise, with a drive lug connecting method.

The strength is assured with the AccuBond™ connection to a 7075 aluminum tube. This is our offering for the strongest high RPM capable driveshaft for the Hellcat.

MWS-600 Hellcat Challenger Driveshaft Assy ... .4377.00

*Hellcat Challenger Manual Transmission*

MWS-601 Hellcat Driveshaft Assembly .....4790.00

*Charger Automatic Transmission*

MWS-604 Hellcat Driveshaft Assembly .....4640.00

*Automatic Transmission with 9" Rear*

**MARK WILLIAMS Enterprises®**