

Reference Application Chart

Six Easy Steps to Ordering a Steering System:

1. Choose the type of intermediate shaft you will be using (splined or DD.) This is one side of the u-joint that you will need to order.
2. Determine whether you will need a two or three U-joint system. This is dictated by the angle; we recommend a 15° angle for the optimum system, however up to a 30° is acceptable. If using a three u-joint system, a support bearing is necessary. The center u-joint will either be 3/4"DD x 3/4"DD or 3/4"-36 x 3/4"-36, depending on whether you are using splined or DD shafts.
3. Use the reference application chart to select the rack and pinion or box spline size you require. If the chart does not list your application, just measure the diameter of the shaft and count the number of splines. If there is a flat, count half the splines and double this number.
4. Measure your column. If DD (two rounds, two flats), measure the Rounds - it will either be 1"DD or 3/4"DD. If splined, measure the diameter and count the splines (i.e. 1"-48 or 3/4"-36.)
5. If you are using splined shafting and a two u-joint system, measure the distance between the rack and pinion or box shaft and the column, and then subtract 3.25 inches. Round this number up to the next shaft size.
6. If you are using a three-joint system, we recommend using dowel rods to mock up the system. Just measure the length of the dowel rod and this will be the length of your shaft.

Important Notes:

- Phasing - Keep the forks of the yokes closest to each other in line, and parallel to the center of the shaft to avoid binding. NEVER WELD a universal joint. Welding reduces the strength of the metal and can melt the needle bearing seal.
- Set screws are supplied on all splined and "Double D" u-joints. However, it is necessary to indent, by drilling, the shaft to properly secure the set-screw mechanism. A red threadlocker should also be used. Inspect set screws periodically.
- The shaft should be installed 7/8 inch into the yoke (flush). A shaft that does not engage fully could sacrifice strength. However, if a shaft is too long, it will cause the shaft to interfere (bind) with the operation of the u-joint.

Steering Column

Application	Size	Spline Dia.	Splines
GM Column			
Small Spline	3/4"-36	.750	36
Large Spline	1"-48	1.00	48
Small "DD"	3/4"-DD	.750	DD
Large "DD"	1"-DD	1.00	DD

Ford Column

Small Spline	3/4"-DD	.750	36
Small "DD"	1"-48	1.00	.550
Large "DD"	DD	.750	.790

Steering Boxes And Racks

Application	Size	Spline Dia.	Splines
GM Box Manual			
Vega	5/8"-36	.625	36
Corvaire	5/8"-36	.625	36
Corvette (63-68)	3/4"-36	.750	36
Corvette (69-82)	3/4"-30	.750	30
Model 122 (65-85)	3/4"-30	.750	30
	3/4"-36	.750	36
Model 525 (86-Present)	3/4"-30	.750	30
GM Power Box			
Model 605 (78-84)	3/4"-30	.750	30
Model 800 (77-Prior)	13/16"-36	.813	36
Model 800 (78-Present)	3/4"-30	.750	30
GM Rack			
79 - Present	5/8"-36	.625	36
Variations	3/4"-30	.750	30
Corvette (84 - Present)	17mm DD	.670	.570
Fiero	17mm DD	.670	.570

Application	Size	Spline Dia.	Splines
Chrysler Box or Rack			
Chrysler - Omni Manual	9/16"-26	.563	26
Chrysler - Omni Power	9/16"-36	.563	36
Chrysler - Volare	5/8"-36	.625	36
Chrysler	3/4"-36	.750	36
Chrysler	13/16"-36	.813	36
Ford Rack			
Mustang II & Pinto Manual	9/16"-26	.563	26
Mustang II & Pinto Power	3/4"-36	.750	36
Ford Box			
Manual & Power	3/4"-36	.750	36
Misc.			
Jaguar & MGB	3/4"-48	.750	48
VW Rabbit - Diesel	3/4"-36	.750	36



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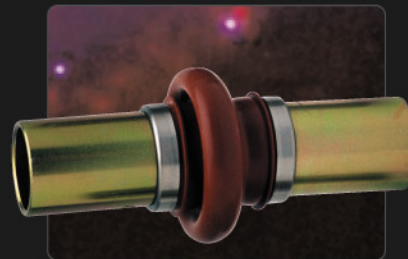
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