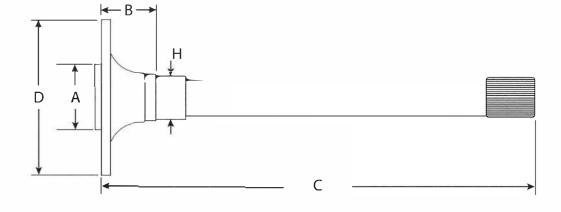
ORDERS@CRPFAB.COM 316.866.1244

Axle Measurement Worksheet



- A: Brake register that typically centers the OEM drum or rotor. Can be important with many aftermarket street disc brake kits. Most Drag race rotors have a large opening and center on the wheel studs.
- B: The shoulder machined on the axle that stops the inner bearing race. This along with bearing style and housing end type will determine brake offset.
- C: Overall axle length. In many applications, the two lengths will be different.
- D: Axle flange O.D. is 6.245" unless specified otherwise. Some applications may require a smaller diameter to fit inside a drum or rotor. Street disc brake applications may require an access hole to tighten housing end studs.
- F: Brake offset. Determined by brake manufacturer and based on housing end type.
 Measured from the outside face of the axle flange, to the outside face of the housing end.
 This is never the same as the B dimension which is the bearing stop machined on the axle.
 For Mopar applications with 2.875" housing ends, add the thickness of the backing plate & gasket.
- H: The diameter of the surface machined on axle that the bearing presses onto.
- Bolt circle: This can't be measured directly across with an odd number of studs. No two studs are 180° apart. The X chart can be used with 5 lug patterns to verify the bolt circle.

A:	_ B:	_ C:	/	D:	F:	_ H:
Bolt Circle(s)	:	<u> </u>	Flange Option:		_ Stud Choice:	
Housing Ends:						
Common Dimensions						
Dodge: A - 2.300" or 2.820" / B - 2.200", 2.3125", 2.5625" / F - 2.1375", 2.250", 2.5625" H - 1.5635" / B.C 5 on 4", 5 on 4 1/2"						
Ford: A - 2.430", 2.530", 2.750", 2.780", 2.875", 3.060" / B - 1.875", 2.0625", 2.125" 2.250", 2.4375", 2.625" F - 2.145", 2.332", 2.500" / H - 1.379", 1.400", 1.532", 1.5635", 1.626" B.C 4 on 4 1/4", 5 on 4 1/2", 5 on 5", 5 on 5 1/2"						

GM: A - 2.780", 2.812", 3.060" / F - 2.500", 2.585", 2.690", 2.740", 2.832" H - 1.379", 1.400", 1.532" / B.C. - 5 on 4 3/4", 5 on 5"

