STEP 2: En M To 17 F STEP 3: D Tr Hi N R R STEP 4: Se OFor vo Froi	ngine specifications: lake: orque: <sup>1</sup> The max rated power for a driveshaft with the power for a driveshaft with the 1350 U-joints la riveline information: ransmission: igh Gear Ratio: igh Gear Ratio: umber of Splines on Output Shaft: <sup>2</sup> ear Differential Gear Ratio: lax O.D. of Driveshaft:	Max RPM:	Horsepower: <sup>1</sup>
M To 17 F STEP 3: D Tr Hi N R R M 2 2 t STEP 4: S For vo Froi	lake: orque: <sup>1</sup> The max rated power for a driveshaft with the power for a driveshaft with the 1350 U-joints li <b>riveline information:</b> ransmission: igh Gear Ratio: umber of Splines on Output Shaft: <sup>2</sup> ear Differential Gear Ratio: lax 0.D. of Driveshaft: Some transmission yokes have missing spline the transmission output shaft, it will always ha <b>elect a U-joint series and slip yoke</b> <b>ehicles with up to 750 HP with a m</b> pt Dear	Max RPM:	D U-joints listed below is 750 HP with max torque of 500 lb*ft. The max rate     Model:      Current Driveshaft 0.D.:      t:      missing spline(s) to get the correct count. If counting     lines will be missing.
STEP 3: Di Tr Hi Ni Ri STEP 4: So For ve Froi	Drque:1 The max rated power for a driveshaft with the power for a driveshaft with the 1350 U-joints II riveline information: ransmission: igh Gear Ratio: umber of Splines on Output Shaft:2 ear Differential Gear Ratio: lax O.D. of Driveshaft: Some transmission yokes have missing spline the transmission output shaft, it will always ha elect a U-joint series and slip yoke ehicles with up to 750 HP with a m pt Dear	Max RPM:	D U-joints listed below is 750 HP with max torque of 500 lb*ft. The max rate     Model:      Current Driveshaft 0.D.:      t:      missing spline(s) to get the correct count. If counting     lines will be missing.
STEP 3: Di Tr Hi Ni Ri STEP 4: So Fror Vi Fror	brque:1 The max rated power for a driveshaft with the boower for a driveshaft with the 1350 U-joints li riveline information: ransmission: igh Gear Ratio: igh Gear Ratio: umber of Splines on Output Shaft:2 ear Differential Gear Ratio: lax O.D. of Driveshaft: Some transmission yokes have missing spline the transmission output shaft, it will always ha elect a U-joint series and slip yoke ehicles with up to 750 HP with a m pt Dear	1310, 1310-1330, or 1310-135 sted below is 2000 HP with ma Make: Low Gear Ratio: Rear Tire Size: Min. Distance to Exhaust s. If counting the yoke, add the ve the correct count and no spli based on anticipated h ax torque of 500 lb*ft	50 U-joints listed below is 750 HP with max torque of 500 lb*ft.The max rate xx torque of 1500 lb*ft.  Model:  Current Driveshaft 0.D.: t: missing spline(s) to get the correct count. If counting lines will be missing.
Fror Vertex	power for a driveshaft with the 1350 U-joints II riveline information: ransmission:	sted below is 2000 HP with ma Make: Low Gear Ratio: Rear Tire Size: Min. Distance to Exhaust s. If counting the yoke, add the ve the correct count and no spli based on anticipated h ax torque of 500 lb*ft	Ax torque of 1500 lb*ft. Model: Current Driveshaft 0.D.: t: missing spline(s) to get the correct count. If counting lines will be missing.
Tr Hi Nr Ri M 2 g t STEP 4: Se For vo Froi	ransmission: igh Gear Ratio: umber of Splines on Output Shaft: <sup>2</sup> ear Differential Gear Ratio: lax O.D. of Driveshaft: Some transmission yokes have missing spline the transmission output shaft, it will always ha elect a U-joint series and slip yoke ehicles with up to 750 HP with a m pt Deag	Low Gear Ratio: Rear Tire Size: Min. Distance to Exhaust s. If counting the yoke, add the ve the correct count and no split based on anticipated h ax torque of 500 lb*ft	t: missing spline(s) to get the correct count. If counting lines will be missing.
Hi Ni Re M 2 g t STEP 4: Se For ve Froi	igh Gear Ratio: umber of Splines on Output Shaft: <sup>2</sup> ear Differential Gear Ratio: lax O.D. of Driveshaft: Some transmission yokes have missing spline the transmission output shaft, it will always ha elect a U-joint series and slip yoke ehicles with up to 750 HP with a m st Dear Series Cap Dia Width	Low Gear Ratio: Rear Tire Size: Min. Distance to Exhaust s. If counting the yoke, add the ve the correct count and no split based on anticipated h ax torque of 500 lb*ft	t: missing spline(s) to get the correct count. If counting lines will be missing.
Hi Ni Re M 2 g t STEP 4: Se For ve Froi	igh Gear Ratio: umber of Splines on Output Shaft: <sup>2</sup> ear Differential Gear Ratio: lax O.D. of Driveshaft: Some transmission yokes have missing spline the transmission output shaft, it will always ha elect a U-joint series and slip yoke ehicles with up to 750 HP with a m st Dear Series Cap Dia Width	Low Gear Ratio: Rear Tire Size: Min. Distance to Exhaust s. If counting the yoke, add the ve the correct count and no split based on anticipated h ax torque of 500 lb*ft	Current Driveshaft O.D.: t: missing spline(s) to get the correct count. If counting lines will be missing.
STEP 4: Se Froi Froi	umber of Splines on Output Shaft: <sup>2</sup> ear Differential Gear Ratio: lax O.D. of Driveshaft: Some transmission yokes have missing spline the transmission output shaft, it will always ha elect a U-joint series and slip yoke ehicles with up to 750 HP with a m st page Series Cap Dia Width	Rear Tire Size: Min. Distance to Exhaust s. If counting the yoke, add the ve the correct count and no spli based on anticipated h ax torque of 500 lb*ft	t: Current Driveshaft O.D.: t: missing spline(s) to get the correct count. If counting lines will be missing.
STEP 4: So For vo Froi	lax O.D. of Driveshaft: Some transmission yokes have missing spline the transmission output shaft, it will always ha elect a U-joint series and slip yoke ehicles with up to 750 HP with a m st page Series Cap Dia Width	Min. Distance to Exhaust s. If counting the yoke, add the ve the correct count and no spli based on anticipated h ax torque of 500 lb*ft	t: missing spline(s) to get the correct count. If counting lines will be missing.
STEP 4: So For vo	Some transmission yokes have missing spline the transmission output shaft, it will always ha elect a U-joint series and slip yoke ehicles with up to 750 HP with a m st page Series Cap Dia Width	s. If counting the yoke, add the ve the correct count and no spli based on anticipated h ax torque of 500 lb*ft	missing spline(s) to get the correct count. If counting lines will be missing.
t STEP 4: Se For ve	the transmission output shaft, it will always ha elect a U-joint series and slip yoke ehicles with up to 750 HP with a m pt Dear Series Cap Dia Width	ve the correct count and no spli based on anticipated h ax torque of 500 lb*ft	lines will be missing.
STEP 4: Se	elect a U-joint series and slip yoke ehicles with up to 750 HP with a m	based on anticipated h ax torque of 500 lb*ft	
For vertices	ehicles with up to 750 HP with a m	ax torque of 500 lb*ft	norsepower and torque.
For vertices	ehicles with up to 750 HP with a m	ax torque of 500 lb*ft	
Froi	nt Door Series Cap Dia Width		
	nt Door Series .		
	nt Rear (D) (E)	Cap Dia Width	• 3.2" Diameter
		(F) (G)	Starting at \$1095 MSRP
Ç			
	1310-1330 1.063" 3.219' 1310-1350 1.063" 3.219'		<u>↓</u>
C	· · · · · · · · · · · · · · · · · · ·		
	hoose a full spline slip yoke option:		
	GM 27 - 1.500" O.D., 5.5" Long		500" O.D., 6.0" Long
C	GM 32 - 1.885" O.D., 5.5" Long	🔘 Ford 31 - 1.6	684" O.D., 7.0" Long
$\sim$			
<b>For v</b>	ehicles with up to 2000 HP with a	nax torque of 1500 lb*f	<u>t</u>
Fri	ont Carias Cap Dia Width	Cap Dia Width	• 3.7" Diameter G
& F	Rear Series (D) (E)	(F) (G)	Starting at \$1595 MSRP
C	1350 1.188" 3.622"	1.188" 3.622"	
C	hoose a full spline or counter bored	slin voke ontion:	
	<i>ull Spline</i>	Silp yoke option.	Counter Bored
	GM 27 - 1.499" O.D., 5.5" Long, Har	dened <sup>3</sup>	O GM 27 - 1.503" O.D., 6.9" Long
	GM 27 - 1.503" O.D., 5.5" Long		O GM 32 - 1.886" O.D., 7.9" Long
	GM 32 - 1.886" O.D., 5.5" Long		O GM 32 - 1.888" O.D., 5.5" Long, Hardened <sup>3</sup>
			O Mopar 30 - 1.680" O.D., 6.1" Long
	GM 32 - 1.886" O.D., 6.9" Long		Vilupai 30 - 1.000 0.D., 0.1 Lulig
	Ford 28 - 1.598" O.D., 6.6" Long		<sup>3</sup> For roller bearing transmission. Additional charges apply.
C	Ford 31 - 1.685" O.D., 6.4" Long		For roller bearing transmission. Auditional charges apply.
STEP 5: C	urrent driveshaft measurements: (	Must be to within 1/16" o	of actual dimension at ride height. Available in lengths up to $\epsilon$
D	istance from center of front U-joint to	center of rear U-joint (A)	):
D	istance from end of transmission tail	housing to center of rear	<sup>-</sup> U-joint (B):
D	istance from end of output shaft to e	nd of transmission tail ho	using (C):
	istance from end of slip yoke to center		Detailed view
			Transmission Tail Rear D
	Driv	eshaft Assembly	Housing Housing Y
	-	——A———	
— D —			
ſ			

**7**4 **6** 4



# PAYMENT & LEAD TIME

50% **non-refundable** deposit required on all custom driveshaft orders before production begins. The approximate lead time for a custom driveshaft is 2 weeks from receipt of completed order form, unless otherwise indicated in writing from QA1.

## **LEGAL DISCLAIMER NOTICE**

This composite driveshaft product and related components are sold as-is without any warranty whatsoever, expressed or implied, including but not limited to any implied warranties of merchantability or fitness for a particular purpose. QA1 assumes no responsibility or liability for the selection, installation or any use of the products. The end user acknowledges that the product will be used for vehicles with not more than 2000 HP with max torque of 1500 lb\*ft for driveshafts using 1350 Series U-joints and not more than 750 HP with max torque of 500 lb\*ft for driveshafts using all other U-joints and assumes any and all risks related to such activities. The end user and any person who installs this product and related components are solely responsible for determination of the suitability of the product and components selected. The end user installs and uses the products and components at their own risk and agrees to fully indemnify QA1 against any claims, damages or losses resulting from the selection, installation or use of the products or related components.

Only experienced and qualified persons should install the products and components. Failure to properly install the product or related components may result in vehicle damage, personal injury or death.

### QA1 IS NOT RESPONSIBLE FOR IMPROPER OR INCORRECT INFORMATION PROVIDED BY CUSTOMER.

#### ALL SALES FINAL.

**Warning:** Be sure to inspect all components regularly, especially following a crash. Do not use any components which may have been damaged.

Warning: If composite driveshaft is dropped or damaged, it should be taken out of service and replaced.

## **QUESTIONS?**

For any questions, please contact QA1 at 800.721.7761 or 952.985.5675 to speak to a support specialist. Our office hours are Monday - Friday, 8 am - 5 pm CST.

## SUBMITTING THE ORDER FORM

Please submit this completed order form to an authorized QA1 dealer or directly to QA1 via email at sales@qa1.net or via fax at 952.985.5679.

	By signing below, I agree to the above o	lisclaimer informati	on and confirm that a	l information I have provided is a	ccurate.
	Signature:			Date:	
	Print Name:				
	Address:				
	City:	State:		Zip:	
28	Email:		Phone:		
	QA1 Dealer Name:				
	Address:				
<b>7 W</b>	City:	State:		Zip:	
MP	City: Email:			Zip:	
SOMPI BY DE			Phone:		