



2005-2014 Mustang GT / GT500 / V6

1-Piece CV Driveshaft

Not checking this will void the warranty:



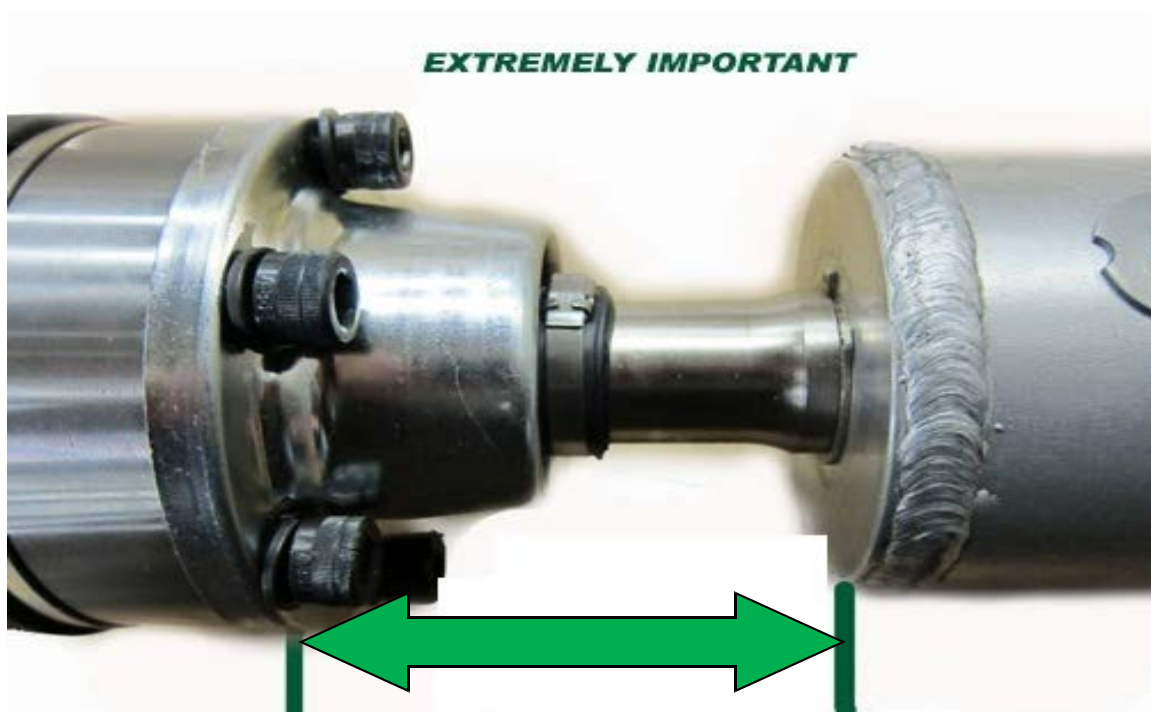
Please Note: Vehicles with a live rear axle (2005-2014 Mustang) must be checked with the rear suspension set at ride height. The included 6-bolt CV adapter plate **MUST** be installed onto the factory differential flange before the driveshaft can be installed. This is not an optional part, nor is it a spacer as the bolt pattern on the DSS CV and the factory differential flange are not the same. If you are using aftermarket adjustable control arms and/or relocation brackets, (not needed with a CV driveshaft) the CV clearance may be affected. You may need to adjust these if the CV gap is not within the above dimension.

Hardware Torque:

2005-2010 GT / 2007-2012 GT500: (6) M10 Bolts 57 ft-lbs / (6) M10 Short Bolts 45 ft-lbs / Re-use (4) factory bolts at trans- OE torque
2011-2014 GT: (4) M12 Bolts 70 ft-lbs / (6) M10 Long Bolts 57 ft-lbs / (6) M10 Short Bolts 45 ft-lbs
2005-2014 V6: (12) M10 Long Bolts 57 ft-lbs / (6) M10 Short Bolts 45 ft-lbs / Re-use (4) factory bolts at trans-torque OE spec
2013+ GT500: (12) M10 Long Bolts 57 ft-lbs / (12) M10 Short Bolts 45 ft-lbs

2006-2014 SRT8 Aluminum and Carbon Fiber

1-Piece CV Driveshaft



Driveshaft CV Clearance **MUST BE CHECKED** after installation.

2006-2014 Charger / Challenger Automatic (CHSH1-xxx / CHSH7-xxx) Must be between 3.25" – 3.75"

2009-2014 Challenger Manual (CHSH5- xxx)

Must be between 5.25" – 5.75"

If dimension is not within the allowed range, do not run the driveshaft

Adapter plate Hardware Torque:

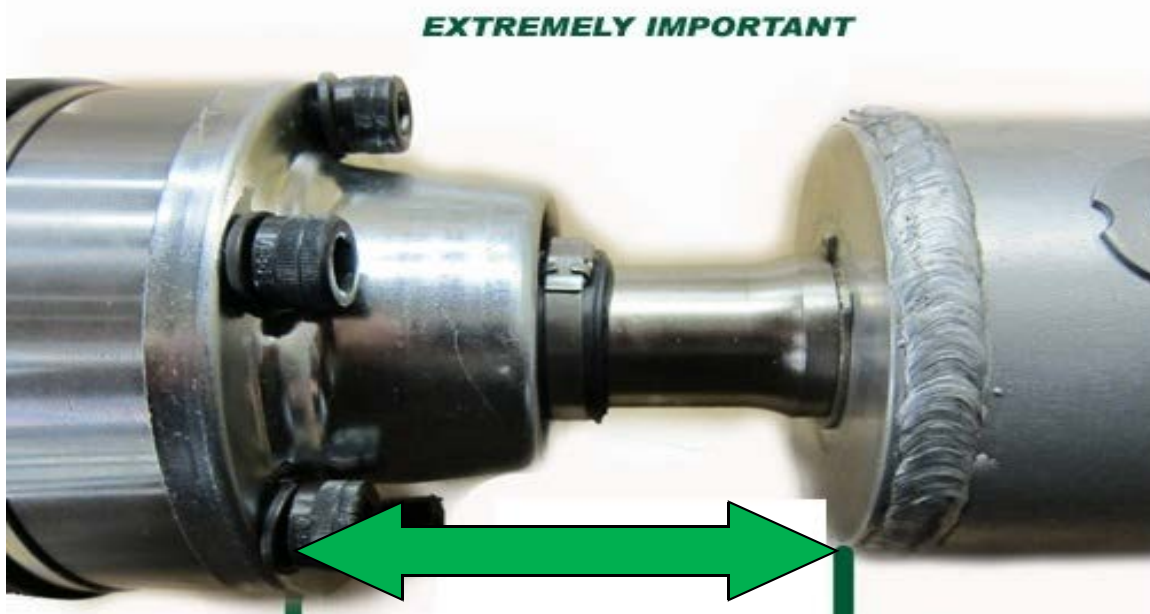
Front: (3 or 4) M12 Bolts 70 ft-lbs / (6) M10 Bolts 57 ft-lbs

Rear: (3 or 4) M12 Bolts 70 ft-lbs / (4) 3/8 Bolts 54 ft-lbs

INCLUDED DIFFERENTIAL AND TRANSMISSION SPACERS MUST BE INSTALLED FOR CLEARANCE

2010+ Camaro / G8/ CTS-V 1-Piece CV Driveshaft

Not checking this will void the warranty:



Driveshaft CV Clearance MUST BE CHECKED after installation.
This measurement must be between 3.25" – 3.75"
If dimension is not within the allowed range, do not run the driveshaft

Adapter plate Hardware Torque:
Front (All): (3) M12 Bolts 70 ft-lbs / (6) M10 Bolts 57 ft-lbs
Rear (Stock Differential): (3) M12 Bolts 70 ft-lbs / (4) 3/8 Bolts 54 ft-lbs

2015+ Mustang 1-Piece CV Driveshaft

Not checking this will void the warranty:



Please Note: The included 6-bolt CV adapter plate MUST be installed onto the factory differential flange before the driveshaft can be installed. This is not an optional part, nor is it a spacer as the bolt pattern on the DSS CV and the factory differential flange are not the same.

Hardware Torque:

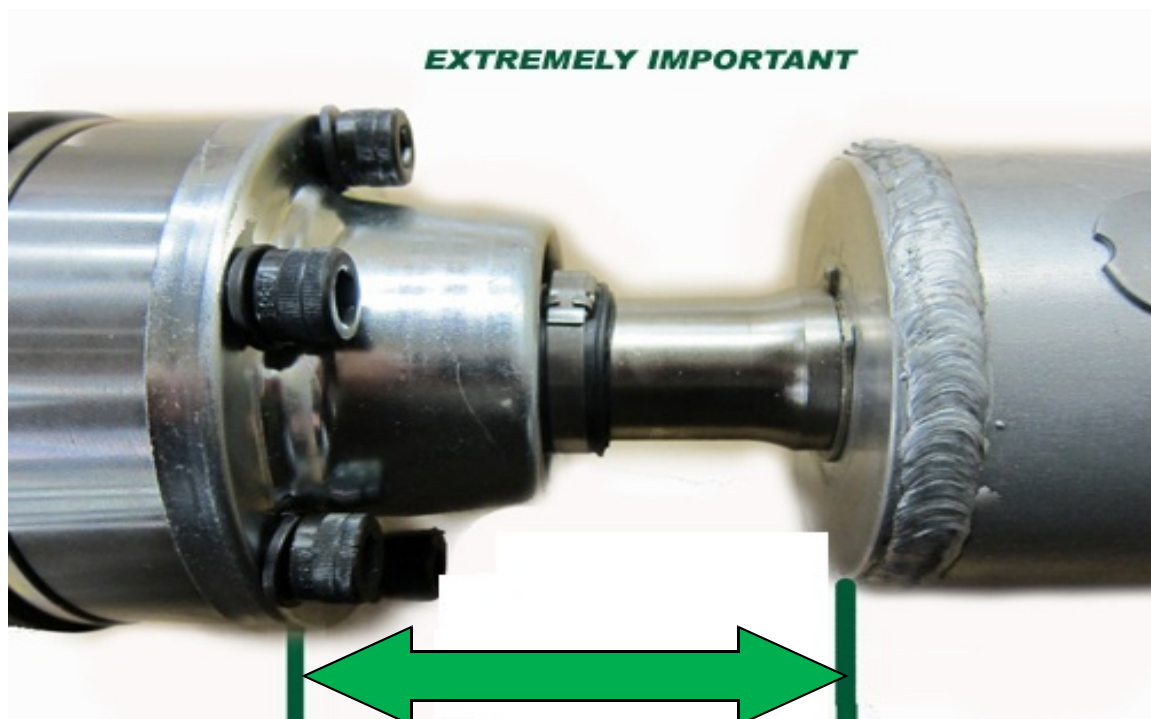
FDSH25 / FDSH27 / FDSH42 – Front: (3) M12 Bolts 70 ft-lbs (4) 3/8 Bolts to 54 ft-lbs

FDSH44-V2 – Front: (4) M12 Bolts 70 ft-lbs

Rear (All): (6) M10 Long Bolts 57 ft-lbs/(6) M10 Short Bolts 45 ft-lbs

2015+ SRT8 / HELLCAT Aluminum and Carbon Fiber

1-Piece CV Driveshaft



Driveshaft CV Clearance Must BE CHECKED after installation.
If dimension is not within the allowed range, do not run the driveshaft

Charger SRT8 / Hellcat <u>Automatic</u>	(CHSH11-xxx / CHSH12-xxx)	Must be between <u>3.25" – 3.75"</u>
Challenger SRT8 / Hellcat <u>Automatic</u>	(CHSH17-xxx / CHSH18-xxx)	Must be between <u>3.25" – 3.75"</u>
Challenger SRT8 / Hellcat <u>Manual</u>	(CHSH15- xxx)	Must be between <u>5.25" – 5.75"</u>

Adapter plate Hardware Torque:

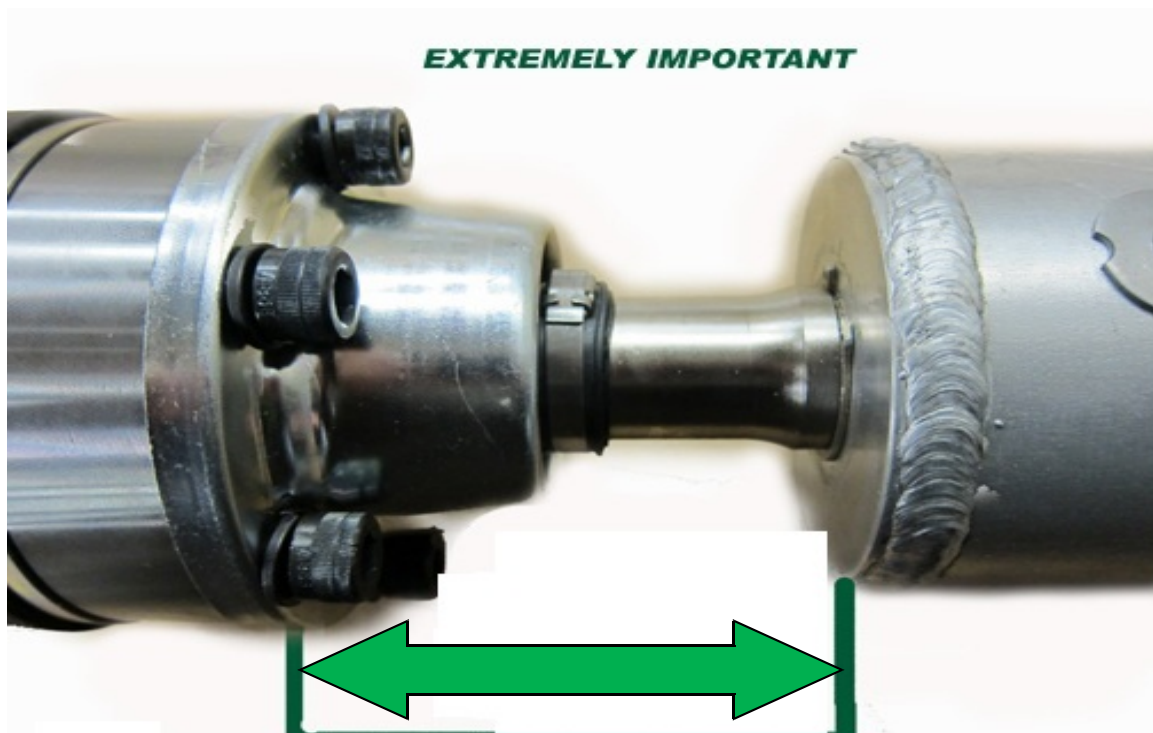
(4) M12 Bolts 70 ft-lbs torque / (20) M10 Bolts use 57 ft-lbs torque

DIFFERENTIAL AND TRANSMISSION SPACERS are not required for 2015+

PLEASE NOTE: Exhaust system may need to be modified for adequate clearance (.75")

2016+ Camaro 1-Piece CV Driveshaft

Not checking this will void the warranty:



Driveshaft CV Clearance **MUST BE CHECKED** after installation.

This measurement must be between 3.25" – 3.75"

If dimension is not within the allowed range, do not run the driveshaft

ALUMINUM DRIVESHAFTS

Some cars have a fuel tank bolt that can contact the center of the driveshaft.

Check for ample clearance before installing driveshaft and driving car.

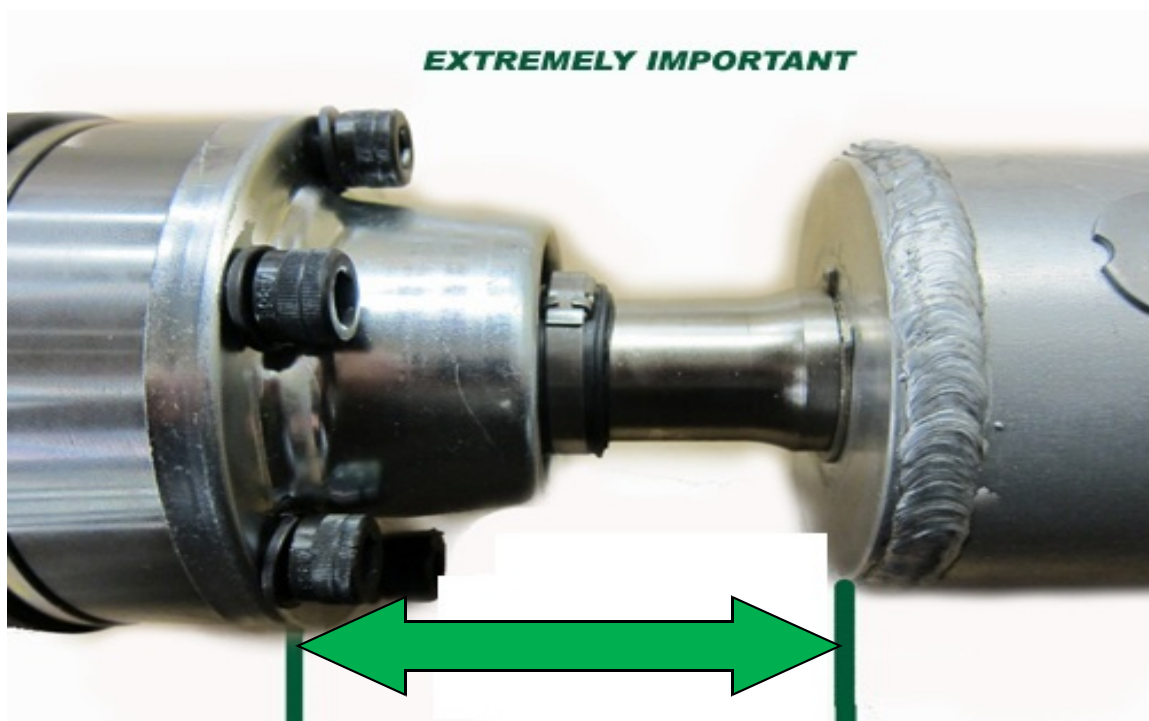
Adapter plate Hardware Torque:

Front (All): (3) M12 Bolts 70 ft-lbs / (6) M10 Bolts 57 ft-lbs

Rear (Stock Differential): (3) M12 Bolts 70 ft-lbs / (4) 3/8 Bolts 54 ft-lbs

BMW E36 / E46 Chromoly and Carbon Fiber

1-Piece CV Driveshaft

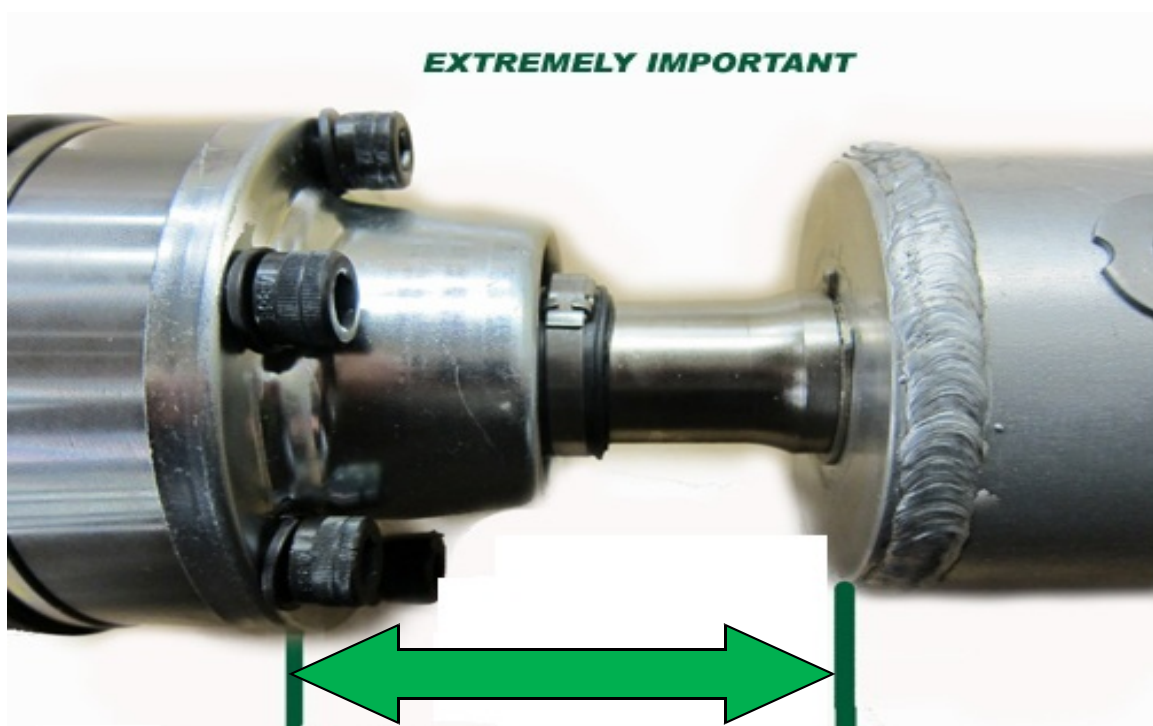


Driveshaft CV Clearance MUST BE CHECKED after installation.
BMW E36 / E46 M3 must be between 3.25" – 3.75"
If dimension is not within the allowed range, do not run the driveshaft

Adapter plate Hardware Torque:
Front: (3) M12 Bolts 70 ft-lbs / (4) 3/8 Bolts 54 ft-lbs
Rear: (10 or 12) M10 Bolts 57 ft-lbs

93+ Supra 1-Piece CV Driveshaft

Not checking this will void the warranty:



Driveshaft CV Clearance MUST BE CHECKED after installation.
1993-1998 Supra (Auto / Manual) must be between 3.25" – 3.75"
If dimension is not within the allowed range, do not run the driveshaft

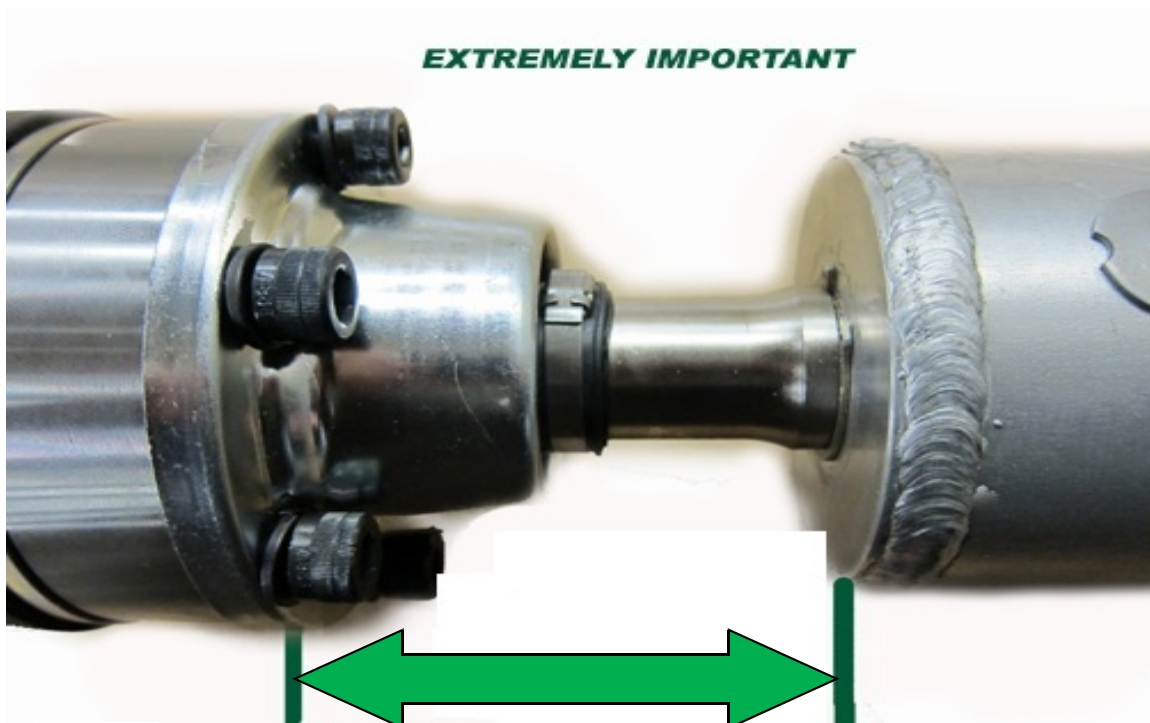
Adapter plate Hardware Torque:

Front: (4) 7/16" Bolts 70 ft-lbs / (4) M10 Bolts 57 ft-lbs

Rear: (3) 7/16" Bolts 70 ft-lbs / (4) 3/8 Bolts 54 ft-lbs

Camaro ZL1 1-Piece CV Driveshaft

Not checking this will void the warranty:



Driveshaft CV Clearance MUST BE CHECKED after installation.

Camaro ZL1 (Auto / Manual) must be between 3.25" – 3.75"

If dimension is not within the allowed range, do not run the driveshaft

Adapter plate Hardware Torque:

Front (All): (3) M14 Bolts 101 ft-lbs / (6) M10 Bolts 57 ft-lbs

Rear (Stock Differential): (3) M14 Bolts 101 ft-lbs / (4) 3/8 Bolts 54 ft-lbs



SRT8 and R/T DRIVESHAFT SPACERS

When installing a DSS 4" Aluminum or 3.8" Carbon driveshaft in an R/T or SRT8 the included spacers MUST BE USED OR WARRANTY WILL BE VOID

There is 1 included Differential spacer and 2 Transmission crossmember spacers:





SRT8 Direct Bolt-In 9" Rear Conversion

Thank you for purchasing The Driveshaft Shop SRT8 9" Rear Conversion Kit. We have created this system as a direct bolt in kit with all the necessary hardware included. Please follow the guidelines below to make the installation as straightforward as possible.

- Must use the supplied Fel-Pro gasket and RTV both sides, also RTV the aluminum axle side plates prior to install.
- The front pinion support bracket will mount to the chassis with (1) M10x 90mm socket head bolt that will locate the existing chassis mounting hole. The rear of the housing will locate the existing subframe holes. The rear bolts are not equal length and must be installed on the same side they are on when shipped. It is recommended to use blue loctite for these bolts.
- The housing is designed for use with a Strange Aluminum Bolt-Thru case with 5-bolt pinion, different cases may require modifications to fit correctly and we cannot guarantee fitment.
- Use no more than 2 quarts of gear oil in the housing. Be sure to install the supplied barb into the threaded vent hole in the housing and route the supplied hose to connect with the factory differential vent line. We recommend Lucas 85W-140 (NON-SYNTHETIC ONLY)
- Be sure to transfer the ABS Tone Rings from the OEM axles to the new DSS axles supplied with the kit. The axles are machined to accept them, carefully tap them off of the existing axles and tap them onto the new DSS Axles. If not, the car will be in limp mode.
- Break-in Procedure for Street Gears
 - 1) No harsh acceleration!
 - 2) Drive vehicle 50 miles
 - 3) Allow 1/2 hour for cool down
 - 4) Repeat for total of 250 miles
 - 5) At 500 miles, drain oil, remove the center section, fully clean, use a fresh gasket and reinstall

The SRT8 9" Rear Conversion kit is designed as a direct bolt-in. We strongly recommend professional installation of this system and will not be responsible for damaged parts due to improper installation. If you have any questions or concerns about the kit or the installation, feel free to call or email us and we will be glad to assist you.

Hardware and Torque Specs:

- (5) 7/16-14 x 2-1/4" Hex Head Pinion Support Bolts -57 lb-ft
- (1) M10x1.5x90mm Hex Head Bolt for Pinion Support to Chassis
- (1) 9/16-18 x 2-3/4" and (1) 9/16-18 x 2-1/2" Bolts / Flat Washers for Rear Bracket mounting to Diff housing -172 lb-ft
- (8) 3/8-24 x 3/4" Socket Head Bolts for Diff Stub Retaining Plates -54 lb-ft
- (12) 10mm 12-Point Axle to Diff Stub Bolts and split lockwashers- 57 lb-ft
- (10) 3/8-24 Hex Nuts with SS flat washers for Center Section to Housing- 50 lb-ft



Supra 9" Rear Conversion

Thank you for purchasing The Driveshaft Shop Supra 9" Rear Conversion Kit. We have created this system as a direct bolt in kit with all the necessary hardware included. Please follow the guidelines below to make the installation as straightforward as possible.

- Must use the supplied Fel-Pro gasket and RTV both sides, also RTV the aluminum axle side plates prior to install.
- Use the (2) supplied 12mm bolts for the front pinion support mount (2 bolts) into the chassis. The rear of the 9" housing will mount to the existing differential mounting points with studs in the housing.
- The housing is designed for use with the Strange S-Series and Pro cases. Different center section cases may require modifications to fit correctly.
- Be sure to remove the OE ABS rings from the stock axles and install them on the DSS axles. The outer flange is machined to accept the factory ABS ring as they are not included.
- Use no more than 2 quarts of gear oil in the housing. We recommend Lucas 85W-140 (NON-SYNTHETIC ONLY) And be sure to install the supplied barb into the threaded vent hole in the housing and route the supplied hose to connect with the factory differential vent line.
- The supplied housing, brackets (and center section if purchased from DSS) are fully powdercoated, but if you purchased your own center section it may not be. If you are using a steel center section, it is recommended that you paint the case before installation or it will rust.
- Break-in Procedure for Street Gears
 - 1) No harsh acceleration!
 - 2) Drive vehicle 50 miles
 - 3) Allow 1/2 hour for cool down
 - 4) Repeat for total of 250 miles
 - 5) At 500 miles, drain oil, remove the center section, fully clean, use a fresh gasket and reinstall
- The Supra 9" Rear Conversion kit is designed as a direct bolt-in, however, we strongly recommend professional installation of this system and will not be responsible for damaged parts due to improper installation. If you have any questions or concerns about the kit, or the installation, feel free to call or email us and we will be glad to assist you.

Hardware and Torque Specs:

- (5) 3/8-16 x 2" Socket Head Pinion Support Bolts -49 lb-ft
- (2) M12x1.5x50 Bolts for Brackets Mounting to Chassis -76 lb-ft
- (8) 3/8-24 x 3/4" Socket Head Bolts for Diff Stub Retaining Plates -54 lb-ft
- (12) 10mm Socket Head Axle to Diff Stub Bolts - 57 lb-ft
- (10) 3/8-24 Hex Nuts for Center Section to Housing- 50 lb-ft



Camaro 9" Rear Conversion

Thank you for purchasing The Driveshaft Shop Camaro 9" Rear Conversion Kit. We have created this system as a direct bolt in kit with all the necessary hardware included. Please follow the guidelines below to make the installation as straightforward as possible.

- Must use the supplied Fel-Pro gasket and RTV both sides, also RTV the aluminum axle side plates prior to install.
- Use the (3) supplied 9/16"x3-1/2" bolts for the front mount (2 bolts) and for the rear mount (1 bolt) The factory mounting holes will need to be drilled or filed slightly to fit the larger bolts.
- The wire harness that runs underneath the car near the differential can be moved to the other side of the frame using the same mounting holes to prevent the harness from contacting the differential housing.
- The housing is designed for use with a Strange aluminum bolt-through case with a 4-1/16" long 1350 series pinion yoke. Different cases may require modifications to fit correctly (only at the top of the cradle). If you are using a larger case than the S-series, there is no need to notch or cut the frame, just bend it upward slightly where the housing will contact the chassis so as not to weaken the frame.
- Use no more than 2 quarts of gear oil in the housing. We recommend Lucas 85W-140 (NON-SYNTHETIC ONLY). And be sure to install the supplied barb into the threaded vent hole in the housing and route the supplied hose to connect with the factory differential vent line.
- Break-in Procedure for Street Gears
 - 1) No harsh acceleration!
 - 2) Drive vehicle 50 miles
 - 3) Allow 1/2 hour for cool down
 - 4) Repeat for total of 250 miles
 - 5) At 500 miles, drain oil, remove the center section, fully clean, use a fresh gasket and reinstall

The Camaro 9" Rear Conversion kit is designed as a direct bolt-in, however, we strongly recommend professional installation of this system and will not be responsible for damaged parts due to improper installation. If you have any questions or concerns about the kit or the installation, feel free to call or email us and we will be glad to assist you.

Hardware and Torque Specs:

- (5) 3/8-16 x 2" Socket Head Pinion Support Bolts -49 lb-ft
- (3) 9/16-12 x 3-1/2" Nuts / Bolts / Lockwashers for Brackets Mounting to Chassis -150 lb-ft
- (8) 3/8-24 x 3/4" Socket Head Bolts for Diff Stub Retaining Plates -54 lb-ft
- (12) 10mm Socket Head Axle to Diff Stub Bolts - 57 lb-ft
- (10) 3/8-24 Hex Nuts for Center Section to Housing- 50 lb-ft



GTO 9" Rear Conversion

Thank you for purchasing The Driveshaft Shop GTO 9" Rear Conversion Kit. We have created this system as a direct bolt in kit with all the necessary hardware included. Please follow the guidelines below to make the installation as straightforward as possible.

- Must use the supplied Fel-Pro gasket and RTV both sides, also RTV the aluminum axle side plates prior to install.
- The factory mounting locations and hardware will be used to mount the front bracket, rear bracket and pinion support to the chassis. Follow recommended factory torque settings for these bolts.
- Use the (2) supplied 1-3/4" long threaded spacers and (4) 1/2-20 x 1" socket head bolts between the front pinion support bracket and chassis mounting holes.
- The front pinion support bracket will mount to the pinion support on the center section using the supplied longer (4) 3/8-16 x 1-3/4" socket head bolts. Do not use the existing bolts the pinion support is mounted to the center section with at time of shipping.
- The housing is designed for use with a steel center section (like the Strange S-Series case), different cases may require modifications to fit correctly (only at the top of the cradle).
- Use a 4-1/16" long 1350 series pinion yoke (most standard aftermarket yokes are this length).
- Use no more than 2 quarts of gear oil in the housing. We recommend Lucas 85W-140 (NON-SYNTHETIC ONLY)
- Be sure to install the supplied barb into the threaded vent hole in the housing and route the supplied hose to connect with the factory differential vent line.
- The supplied housing, brackets (and center section if purchased from DSS) are fully powdercoated, but if you purchased your own center section it may not be. If you are using a steel center section, it is recommended that you paint the case before installation or it will rust.
- The housing has ABS sensor brackets integrated into the diff stub flanges, install your factory ABS sensors here.
- Break-in Procedure for Street Gears
 - 1) No harsh acceleration!
 - 2) Drive vehicle 50 miles
 - 3) Allow 1/2 hour for cool down
 - 4) Repeat for total of 250 miles
 - 5) At 500 miles, drain oil, remove the center section, fully clean, use a fresh gasket and reinstall

The GTO 9" Rear Conversion kit is designed as a direct bolt-in, however, we strongly recommend professional installation of this system and will not be responsible for damaged parts due to improper installation. If you have any questions or concerns about the kit or the installation, feel free to call or email us and we will be glad to assist you.

Hardware and Torque Specs:

- (4) 3/8-16 x 1-3/4" Socket Head Pinion Support Bolts -49 lb-ft
- (4) 1/2-20 x 1" Bolts for 1-3/4" Long Threaded Spacers -120 lb-ft
- (2) 5/8-18 x 3-1/2" Bolts / Flat Washers for Rear Bracket mounting to Diff housing
-250 lb-ft
- (8) 3/8-24 x 3/4" Socket Head Bolts for Diff Stub Retaining Plates -54 lb-ft
- (12) 10mm Socket Head Axle to Diff Stub Bolts- 57 lb-ft
- (10) 3/8-24 Hex Nuts for Center Section to Housing- 50 lb-ft



Hellcat 9" Rear Conversion

Thank you for purchasing The Driveshaft Shop Hellcat 9" Rear Conversion Kit. We have created this system as a direct bolt in kit with all the necessary hardware included. Please follow the guidelines below to make the installation as straightforward as possible.

- Must use the supplied Fel-Pro gasket and RTV both sides, also RTV the aluminum axle side plates prior to install.
- Use the (2) supplied M10X1.5X70 bolts for the front pinion support mount (2 bolts) into the chassis. The rear of the 9" housing will mount using existing differential mounting hardware.
- The housing is designed for use with the Strange Pro series cases and 4-1/16" long 1350 series pinion yoke (most standard aftermarket yokes are this length). Different center section cases may require modifications to fit correctly.
- Be sure to transfer the ABS Tone Rings from the OEM axles to the new DSS axles supplied with the kit. The axles are machined to accept them, carefully tap them off of the existing axles and tap them onto the new DSS Axles.
- Use no more than 2 quarts of gear oil in the housing. We recommend Lucas 85W-140 (NON-SYNTHETIC ONLY). And be sure to install the supplied barb into the threaded vent hole in the housing and route the supplied hose to connect with the factory differential vent line.
- Break-in Procedure for Street Gears
 - 1) No harsh acceleration!
 - 2) Drive vehicle 50 miles
 - 3) Allow 1/2 hour for cool down
 - 4) Repeat for total of 250 miles
 - 5) At 500 miles, drain oil, remove the center section, fully clean, use a fresh gasket and reinstall

The Hellcat 9" Rear Conversion kit is designed as a direct bolt-in, however, we strongly recommend professional installation of this system and will not be responsible for damaged parts due to improper installation. If you have any questions or concerns about the kit or the installation, feel free to call or email us and we will be glad to assist you.

Hardware and Torque Specs:

- (5) 7/16-14x2-1/4" hex Head Pinion Support Bolts -57 lb-ft
- (8) 3/8-24 x 3/4" Socket Head Bolts for Diff Stub Retaining Plates -54 lb-ft
- (12) 10mm Socket Head Axle to Diff Stub Bolts - 57 lb-ft
- (10) 3/8-24 Hex Nuts for Center Section to Housing- 50 lb-ft