

Driveshaft Shop

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FORD 07-12 Mustang Shelby 6-Speed 1-Piece Carbon Fiber CV 900HP (no clearance issues)

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Regular Price: \$1,364.99

Special Price: \$1,249.99

Parts need to be assembled. Please call our office for build times.

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Quick Overview

The Driveshaft Shop proudly introduces the new Mustang 3.25" 1-Piece Carbon Fiber CV Shafts

1. 1350 front u-joint with flange to mount up to the transmission
2. 3.250 High Modulus Carbon fiber tube with New DSS bond method. The Tube is smaller than others offered so there will be no clearance or heat issues.
3. New version 300M Spline for the CV mount that is stronger than the rest of the shaft
4. Custom modified High Speed 108mm CV with special boot and grease.
5. Custom conversion plate (corrosion plated) to change from the stock Ford CV to our 108mm version
6. All Hardware included
7. 1 Year Warranty
8. 900HP Rated
9. Balanced on one of the most sophisticated balancing machines in the industry.

10. with the CV in the rear there is no need to change pinion angle on lowered cars.
11. Carbon shaft will be about 1-2lbs lighter than the Aluminum shafts but are much more torsional and will reduce noise in the cabin.
- 12, shafts are made to order and take about 7-14 days to ship

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For the last 6 years we have been chasing an elusive thing, we have been trying to make a driveshaft for the new Mustang (S197) that is not only the strongest shaft out there, but also the most stable shaft when it comes to dealing with the harmonic vibrations that these cars are plagued with. In our opinion these cars were rushed to market with a harmonic vibration in the drive train. This is very obvious as the stock 2-piece 43lb anchor of a driveshaft that came installed in the car to help cure the problem. For those who are not aware, the rear of the factory shaft has a 9lb steel dampener inside of the tube (see picture) helping to make it so tremendously heavy.

Over the last few years we have tried a few different types of shafts. First we tried a steel shaft and they had more of a harmonic vibration. We then moved onto the Explorer/Ranger style male and female aluminum slider shaft with decent results, but the success rate was not as high as we wanted. We then even went as far as making our own male/female slider that also allowed us to give you the stronger 1350 series u-joint on both ends with a supplied pinion yoke for the differential.

Just to bring you into our world a little bit, we here at DSS go about things a little different than most Drive shaft companies. Most shaft companies buy the separate Shaft parts, they put

them together and send them out the door. We are a full 22,000 sq. ft machine shop and manufacture a lot of the parts that we use, so when it comes to having trouble with a particular part we have not only the engineering in house to review the problem, but also have the machines to make the parts needed to correct these problems.

So going back to the slider, we went ahead and produced a female slider and it was considerably better than the Ford Explorer/Ranger type, but we still had some cars that had a stability problem, so we went even further. During this time we had taken delivery of a new type of balancing machine (show machine). This was a custom built machine that our owner Frank had spec'd out with the company's engineers, and were told the machine would take 3-4 months to make. Well, one and half years later we took delivery of the machine (3/2010) and a whole new world was opened up. Most are not aware that a balancing machine normally does not spin a shaft at the actual speed that the shaft will be spinning at, (click here for more about this) and to make a long story short, this new balancer has the ability to spin a shaft at any speed we want from 10RPM right up to 9500RPM (and everything in between). This balancer has enabled us to see the male/female slider type shaft become unstable at certain speeds and helped us to understand that we needed to take a different direction to make the shaft correctly.

What may come as a surprise to some is that we actually had the CV style driveshaft pictured in our 2009 Catalog, expecting the arrival of the new balancer. We wanted to wait to make sure that it was as stable as we had hoped by testing it in the new machine and that is why it was not used before now. Some time has passed and we were not only able to test the shaft in the new balancer, but we have given these shafts to a few chosen, well known shops for testing. The results are in, and every single car has been flawless. We were able to achieve exactly what we wanted, the best balanced shaft without the problems associated with the harmonics problems of a slider and strength without compare.

The Shaft will retain the factory 6-bolt CV mount, so we have eliminated the problems associated with changing out the pinion yoke, and we have supplied a plate to convert the stock rear CV flange to fit a modified version of a 108mm CV that will be able to move in and out with suspension movement. We didn't stop there though, the original spline going into the 108mm CV is still a small 28 spline, similar to a C4 transmission output, so we decided to make the stub section ourselves using a new 300M material that we have been getting out of Sweden. This material is the same used in our record setting axles on many 8 second drag/street cars. We are also using a special boot and grease combination to ensure longevity of the CV. This, along with the 325" Carbon fiber tube and 1350 front u-joint, makes this the strongest shaft available for the platform with no clearance issues.

So if you have been waiting for the best shaft available for your Mustang, the wait is over. This is what some of the people testing this shaft out had to say about them.

for more about our Bonding method please go to our blog, it will be worth the time to understand what we have done different.

[URL="<http://driveshaftshop.com/blog/?p=546>"]<http://driveshaftshop.com/blog/?p=546>[/URL]

Part Number: FDSH10-C-CV

Product Tags

Use spaces to separate tags. Use single quotes (') for phrases.