

**What is the difference between your Extreme Duty and Top Gun driveshafts? What are the HP ratings? Which slip yoke do you recommend?**

- Both our Extreme Duty and our Top Gun driveshafts are made with 3.00" x .083" wall 4130N chrome moly tubing. The Extreme Duty driveshafts use Spicer 1350 weld yokes on each end of the driveshaft (what holds the u-joints). The Top Gun driveshafts use forged chrome moly 1350 weld yokes on each end of the driveshaft. That is the main difference between the two.

If you have less than 800 horsepower then the Extreme Duty driveshaft will hold up just fine for your application. For cars with more than 800 horsepower, especially high horsepower cars with power adders, transmission brakes or manual transmission cars launching with high RPM clutch dumps then the Top Gun driveshaft is what you're looking to get for bullet-proof strength and durability.

For cars with more than 800 horsepower, especially high horsepower cars with power adders, transmission brakes or manual transmission cars launching with high RPM clutch dumps then we recommend upgrading to the much stronger Strange billet stainless steel slip yoke. This will ensure you won't have any slip yoke spline twisting from initial shock loads.

Still confused? Here's a layman's summary:

If you have a daily driver or a street/strip car with less than 800 HP the Extreme Duty driveshaft with the standard Spicer 1350 slip yoke will last you a lifetime. 90% of the driveshafts we sell are this exact set-up (and we've never had anyone break one!).

- If you have a high horsepower race only beast, then get the Top Gun driveshaft with the Strange billet yoke.

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