

www.reeldriveline.com

JEREEL DRIVELINE

WE SPECIALIZE IN
CUSTOM
DRIVESHAFTS
BEARINGS
FLANGES
YOKES
JOINTS

909-629-9002
contact@jereel.com

448 S Reservoir St Pomona, CA 91766

JEEP JK 1310 OE GEN II - REPLACEMENT DRIVELINES

Front Driveline
bolts directly to
O.E. Front Axle
Flange.



Transfer Case
Yoke Replaces
O.E. Transfer
Case Flange

Each Assembly Includes Transfer Case Yoke, and Retaining Hardware

Recommended for Stock to 2½" Lift & up to 33" Tires

2007-2011 A/T M/T

31JK-OE-24F • 31JK-OE-2R • 31JK-OE-4R

2012-2016 Auto Trans

3112JK-OE-24F • 3112JK-OE-2R • 3112JK-OE-4R

2012-2016 Manual Trans

3112JK-OE-24FM • 3112JK-OE-2RM • 3112JK-OE-4RM

JK 2007-2011 Powertrain is installed at 6°.

JK 2012-2016 Powertrain is installed at 9.25°.

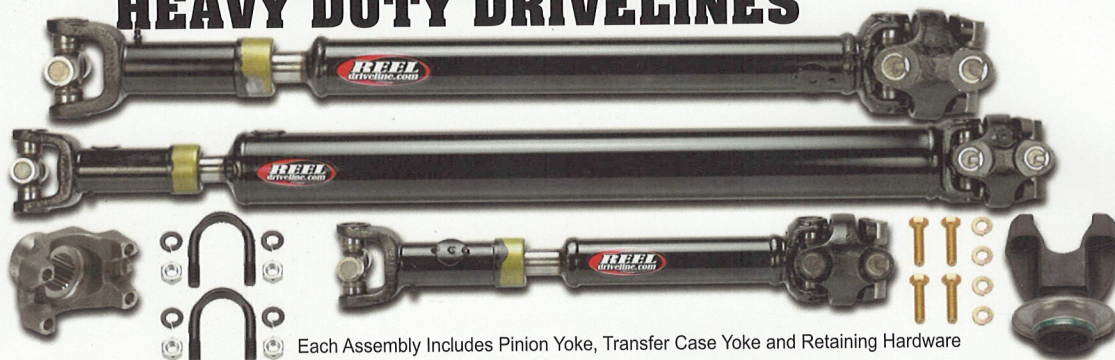
This means the Transfer Case rear output slopes down to rear axle.

This means Transfer Case front output slopes up away from front axle.

This is especially important to consider on the 2012-2016 model JK.

Maximum Angle
1310 C.V. Less than 26°
1350 C.V. Less than 32°

JEEP JK 1310 C.V. HEAVY DUTY DRIVELINES



Each Assembly Includes Pinion Yoke, Transfer Case Yoke and Retaining Hardware

Replacement Driveline. This System is stronger than O.E. type applications recommended for stock to 4½" lift & up to 35" tires for mild use. *2 door with 4½" lift are recommended to use 1350 rear driveline. J.E. Reel Drivelines are designed to work with 2½" & 4½" lifts from most lift manufacturers. Lifts higher than 4½" or long arm lifts must be measured for driveline length. It is best to measure all drivelines if possible. *The purchaser shall be responsible to determine all design and/or specification parameters and the suitability of any particular product for its intended use. For more details please see pages 3-6.

2007-2011 A/T M/T

31JK-24F • 31JK-2R • 31JK-4R

2012-2016 Auto Trans

3112JK-24F • 3112JK-2R • 3112JK-4R

2012-2016 Manual Trans

3112JK-24FM • 3112JK-2RM • 3112JK-4RM

JEEP JK 1350 C.V. HEAVY DUTY DRIVELINES



Front T/C
Flange

Rear T/C
Flange

Each Assembly Includes Pinion Yoke, Transfer Case Yoke and Retaining Hardware

Lifts higher than 4½" or long arm lifts must be measured for driveline length. It is best to measure all drivelines if possible. *The purchaser shall be responsible to determine all design and/or specification parameters and the suitability of any particular product for its intended use. For more details please see pages 3-6.

2007-2011 A/T M/T

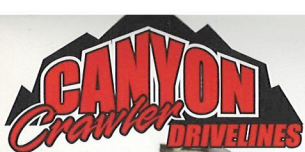
35JK-24F • 35JK-2R • 35JK-4R

2012-2016 Auto Trans

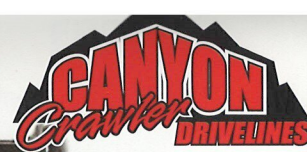
3512JK-24F • 3512JK-2R • 3512JK-4R

1 2012-2016 Manual Trans

3512JK-24FM • 3512JK-2RM • 3512JK-4RM



JEEP JK 1350 & 1410 C.V. CANYON CRAWLER DRIVELINES



Canyon Crawler Features:

- 1½" Full Length Spline
- Bigger Slip Yoke
- 1½" • Longer Slip Travel
- Bigg & • Front Tube is 2.125" Dia. & .188" Wall Thickness
- Rear Tube is 3" Dia. & .120" Wall Thickness

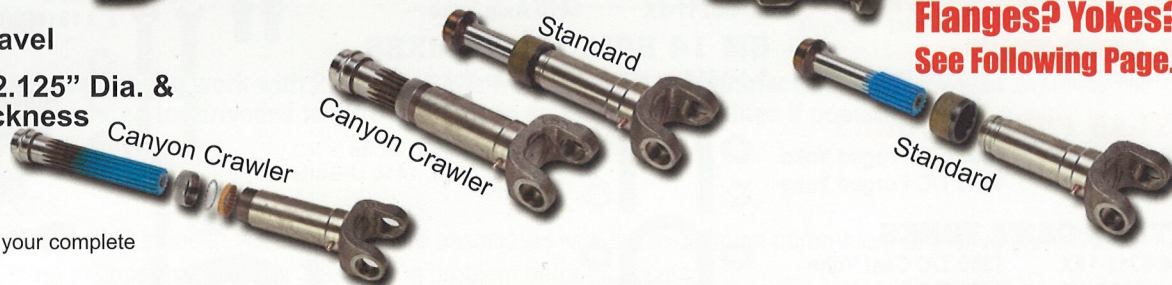
If your measurement was 44 5/8" your complete part number would be 44.625"

1350 35CCF- Ex. 37.75
Front length

35CCR- Ex. 44.625
Rear length

1410 41CCF- Ex. 37.75
Front length

41CCR- Ex. 44.625
Rear length



**Other Parts
You May Need
Flanges? Yokes?
See Following Page.**

Canyon Crawler Drivelines are Custom Built.
See the following page for tech information and proper measuring

1310-1350 TJ, LJ SERIES HEAVY DUTY REPLACEMENT DRIVELINES

1310 Rear Shaft

- 31TJ-1500 97 to 06 TJ 1310 C.V. #1
- 31TJ-1775 97 to 06 TJ 1310 C.V. 4cyl #1
- 31TJ-1450 03 to 06 Rubicon 1310 C.V. #2, #3
- 31TJ-2475 03 to 06 C.V. Rubicon Unlimited #1
- 31TJ-2500 03 to 06 C.V. Rubicon Unlimited #2, #3



1350 Rear Shaft

- 35TJ-1558 03 to 06 1350 C.V. Rubicon #2
- 35TJ-1558-1 03 to 06 1350 C.V. Rubicon #2, #4
- 35TJ-2575 03 to 06 1350 C.V. Rubicon Unlimited #2
- 35TJ-2575-1 03 to 06 1350 C.V. Rubicon Unlimited #2, #4



1310 Front C.V. Shaft

- 31TJ-3825 03 to 06 1310 C.V. W/1330 Stock Pinion Yoke
- 31TJ-4000 03 to 06 1310 C.V. W/1330 After Market Pinion Yoke



2-4-5341-10R

Not Always
Used



1310CVB



1-0089

NOTE:

#1 For use with advance adaptors /SYE Kit
#2 For use with 1330 U-Joint at Pinion Yoke

#3 For use with Yoke #2-4-5341-10R at T/C

#4 For use with long arm kit, Shaft needs to be 1" longer

Front Seal 1.845"
Rear Seal 1.875"



J.E. Reel is the only manufacturer to make JK pinion yokes to O.E. seal dimensions. Front Yoke seal Dia. 1.845" and Rear Yoke Seal Dia. is 1.875". Other manufacturers only make yokes in 1.875" to be used in both front and rear applications, causing premature seal wear and oil leaks on the front axle.

All Yokes are U-Bolt designed with the exception of *3-4-5711-1X and *3-4-1095-1X

JK 44 FORGED YOKES

3F-4-3524-10XF 1350 Axle Yoke Front
34-4-3524-10XR 1350 Axle Yoke Rear

JK 44 CAST YOKES

2-4-3124F 1310 Axle Yoke Front
2-4-3124R 1310 Axle Yoke Rear
3-4-3524F 1350 Axle Yoke Front
3-4-3524R 1350 Axle Yoke Rear

JK CAST YOKE

2-4-5341-10R 1310 CV T/C Yoke

ATLAS FORGED YOKES

3F-4-6211-10X 1350 T/C Forged Yoke
3F-4-1095-10X 1410 T/C Forged Yoke

ATLAS CAST YOKES

3-4-6211-10X 1350 T/C Cast Yoke
*3-4-1095-1X 1410 T/C Cast Yoke

DANA 44 FORGED YOKE

3F-4-13761-10X 1350 Axle Yoke

DANA 60, 70 FORGED YOKES

3F-4-5731-10X 1350 Axle Yoke
3F-4-5711-10X 1410 Axle Yoke

DANA 60, 70 CAST YOKES

3-4-5731-10X 1350 Axle Yoke
*3-4-5711-1X 1410 Axle Yoke

GM 14 BOLT CAST YOKES

3-4-1314 1350 Axle Yoke



1-0089 1310 U-Bolts
1-0099 1350, 1410 U-Bolts



JK Rear



JK Front

JK FORGED FLANGES

3-1-32JK 1350 JK Front T/C Flange
3-1-32R 1350 JK Rear T/C Flange

ATLAS 8 205 FORGED FLANGE

3-1-32 Forged T/C Flange (Seal Dia. 2.125)

DANA 60, 70 CAST FLANGE

3-2-29 1350 Axle Flange

12MMB 12mm 1350 CV Bolt Set

1310CVB 1310 CV Bolt Set



Adjustable Control Arm Kit

1-0022 1310 Strap Kit
1-0019 1350, 1410 Strap Kit



CE-9807FLA JK Front Lower Arms
CE-9807FUA JK Front Upper Arms
CE-9807RLA JK Rear Lower Arms
CE-9807RUA JK Rear Upper Arms

PART NUMBER LEGEND FOR DRIVELINE ASSEMBLYS

EXAMPLE 1	EXAMPLE 2	EXAMPLE 3
3112JK-OE-24F	3512JK-4RM	4112JK-4RMCC
31 - 1310 Series	35 - 1350 Series	41 - 1410 Series
12 - Years 2012-2016	12 - Years 2012-2016	12 - Years 2012-2016
OE - Original Equipment	4 - 4 Door Only	4 - 4 Door Only
24 - Both 2 & 4 Door	R - Rear	R - Rear
F - Front	M - Manual Trans.	M - Manual Trans.
		CC - Canyon Crawler

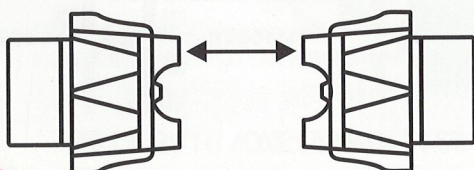
DRIVELINE TEC MODIFYING YOUR VEHICLE

The purchaser shall be responsible to determine all design and/or specification parameters and the suitability of any particular product for its intended use in accordance to Lift, Tire Size, Gear Ratio, Angle, Suspension, and all other Vehicle Modifications. All of these items contribute to high maintenance on drivelines. Please see recommendations.

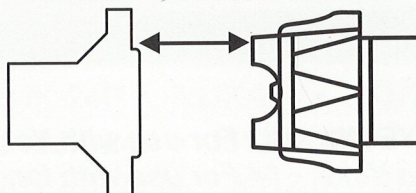
O.E. manufacturers spend millions of dollars and countless man hours in R&D to make sure their vehicles perform trouble free. Any changes to suspension, gear ratio, tire size, and/or other modifications add additional stress and wear to these vehicles, adversely affecting both reliability and ride comfort. Vehicles can have problems associated with these modifications. J.E. Reel Driveline Specialists is not responsible for any problems that occur due to installation or modifications to any vehicle.

Determine how your driveline will attach to vehicle

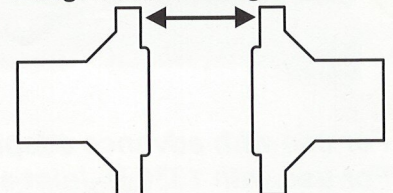
Example #1
Fixed Yoke to Fixed Yoke



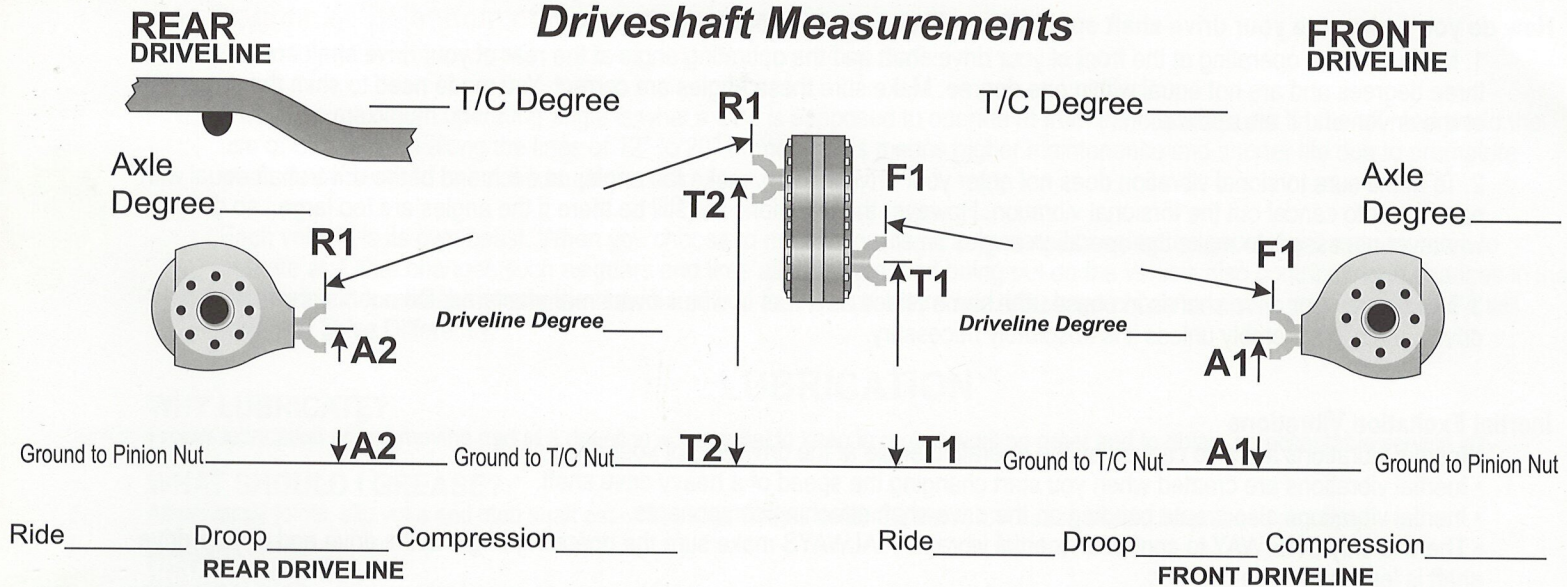
Example #2
Flanged Yoke to Fixed Yoke



Example #3
Flanged Yoke to Flanged Yoke



Driveshaft Measurements



J.E. Reel Drivelines are designed to work with 2½" & 4½" lifts from most lift kit manufacturers. Lifts higher than 4½" or long arm lifts must be measured for driveline length. It is best to measure all drivelines if possible.

VIBRATION ISSUES

Drive Shaft Vibrations

There are five types of drive shaft induced vibrations that are associated with the installation parameters of a drive shaft. We're going to explain all of them in hope that you can "head-off" a problem before it occurs.

They are:

- Transverse Vibrations
- Torsional Vibrations
- Inertial Excitation Vibrations
- Secondary Couple Vibrations
- Critical Speed Vibrations

Transverse Vibrations

Are caused by imbalance. All drive shafts should be balanced at their application speeds.

- Think about this...when was the last time you DID NOT have your tires balanced
- Drive shafts are heavy.
- Drive shafts rotate much faster than a tire

Common sense says that we should not hesitate to balance an object that rotates faster than our tires...especially if there is a possibility that it can lead to a serious failure. All drive shafts should be inspected for missing balance weights at every service interval. A transverse vibration ALWAYS occurs at drive shaft speed, and occurs once per revolution. If you experience a vibration that is speed sensitive, have your drive shaft balance checked.

Torsional Vibrations

Are caused by two things:

1. The U-Joint operating angle at the "drive" end of the drive shaft
2. The orientation (phasing) of the yokes at each end of the drive shaft

A torsional vibration occurs twice per revolution. Torsional vibration will cause the drive shaft, "downstream" of the front U-joint, to "speed up" or "slow down" twice per revolution. That means that a power supply producing a constant speed of 3,000 RPM can actually be attached to a drive shaft that is changing speed 6,000 times per minute. The amount of change in speed, called the magnitude, or size of change, is proportional to the size of the angle at the drive end of the drive shaft, or the amount of misalignment between the yokes at the drive and driven end of your drive shaft.

Torsional Vibrations are SERIOUS Vibrations

Why? Because when you vary the speed of a drive shaft, you not only vary the torque on all of its components, but you vary the torque on all of the components that are connected to the drive shaft. Torque is LOAD. When you vary the load, at twice per revolution, you start to bend components. You know what happens then.....the same thing that happens when you bend a can lid back and forth. IT BREAKS!

When a drive shaft is assembled, its inner components usually consist of a slip yoke on one end and a tube yoke on the other end, and they are usually assembled in relation to each other. This is called PHASING. Most drive shafts are assembled with their yokes in line, or "IN PHASE".

Phasing affects torsional vibrations

A drive shaft that is "in phase" and has the correct operating angles at the drive end of the shaft does not create a torsional vibration. Drive shafts that are NOT in phase will vibrate with the same twice per revolution as a drive shaft with incorrect operating angles. The easiest way to make sure your drive shaft is in its correct phase is to mark the tube and slip yoke every time you take it apart so you can put it back in its original orientation when you re-assemble it. **Re-assembling a drive shaft out of phase is the #1 cause of torsional vibration.**

Jeep Gladiator Drivelines

Now Available

CV Models (Rear):

3519JTR-4RCV (Gas, Auto)

3530JTR-4RCV (Diesel, Auto)

Recommended on 3 1/2" to 6 1/2" lift



Non CV Models (Rear):

3519JTR-4RNCV (Gas, Auto)

3530JTR-4RNCV (Diesel, Auto)

Recommended on OE to 2 1/2" lift



Front Driveshaft:

3518JLR-24F (Gas, Auto)

3530JTR-24F (Diesel, Auto)



J.E. Reel Driveline Specialists

448 S. Reservoir st

Pomona, CA 91766

tel: 909-629-9002 fax: 909-629-1908

contact@jereel.com



Ford Bronco Drivelines Now Available



1310 Rear Driveline FB3121-4R

1350 Rear Driveline FB3521-4R

Available in Automatic and Manual



J.E. Reel Driveline Specialists

448 S. Reservoir st

Pomona, CA 91766

tel: 909-629-9002 fax: 909-629-1908

contact@jereel.com



New Wrangler JL

Driveshafts Available

2020 – 2023 1350 Jeep Wrangler JL Rubicon 4 Dr 3.0L Diesel 241 Roctrac TC



2020 - 2023 1350 Jeep Wrangler JL Rubicon

2.0L Turbo 241 Roctrac T/C

3520JLR-4R (4 Door Rear)

3520JLR-2R (2 Door Rear)

3520JLR-24F (2 or 4 Door Front)



2020-2023 1350 Jeep Wrangler JL

Sport 2.0L Turbo

3520JL-4R (4 Door Rear)

3520JL-2R (2 Door Rear)

3520JL-24F (2 or 4 Door Front)

1310 Series:

3120JL-4R (4 Door Rear)

3120JL-2R (2 Door Rear)

3120JL-24F (2 or 4 Door Front)

2020-2023 1350 Jeep Wrangler JL Rubicon

Hybrid Electric 2.0L Turbo

3520JLRXE-4R (4 Door Rear)

3520JLRXE-2R (2 Door Rear)

3520JLRXE-24F (2 or 4 Door Front)



2020-2023 1350 Jeep Wrangler JL

Sport Hybrid Electric 2.0L Turbo

3520JLXE-4R (4 Door Rear)

3520JLXE-2R (2 Door Rear)

3520JLXE-24F (2 or 4 Door Front)

1310 Series:

3120JLXE-4R (4 Door Rear)

3120JLXE-2R (2 Door Rear)

3120JLXE-24F (2 or 4 Door Front)



REEL
driveline.com