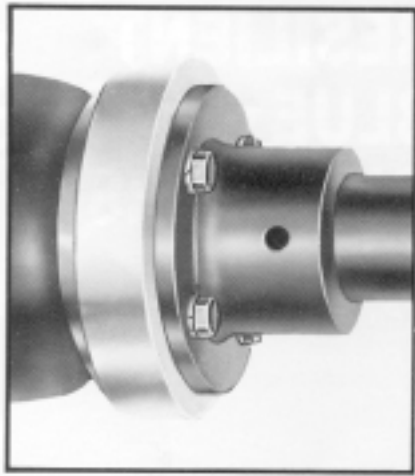


THE DRIVESAVER

Total Protection for your drive train.



Absorbs vibration, reducing noise.

THE DRIVESAVER provides a flexible, non-metallic barrier between your transmission and shaft. This barrier reduces not only drive train vibration, but the transmission of vibration and noise to you, your crew and the water. Both you and your vessel are more efficient in this quieter environment.

Absorbs shock.

THE DRIVESAVER effectively absorbs thrust and torque from the propeller shaft, as well as excessive shock from changing gears and high speed planing. It also helps control damage and misalignment from torsional engine movement. And it keeps on working, under normal conditions, for the life of the drive train, with no lubrication or maintenance.

Prevents electrolysis.

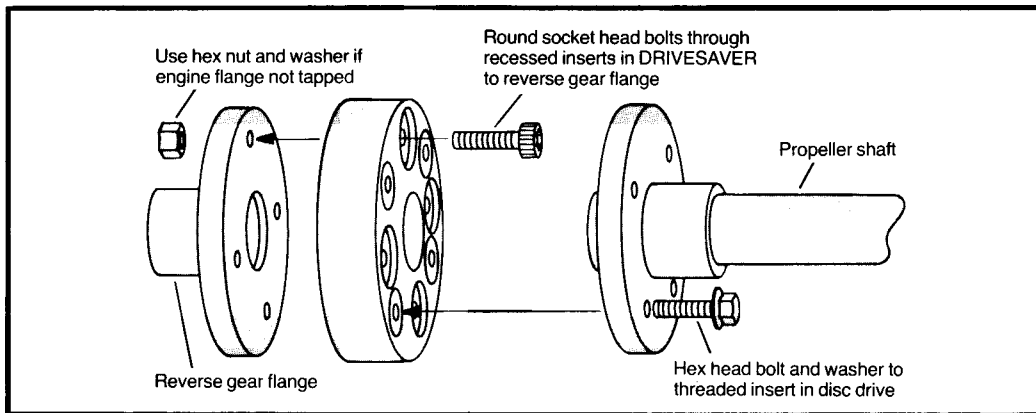
THE DRIVESAVER provides an impervious barrier that blocks electrical currents from the water. Your engine and transmission are protected from damaging corrosion.

Acts as a circuit breaker.

Repeat users of THE DRIVESAVER install new ones not because an old one wore out, but because of a hidden log, line, or rock that destroyed the coupling. That's right, THE DRIVESAVER was destroyed, not the costly transmission and engine. By acting like a circuit breaker, THE DRIVESAVER absorbs the extreme shock and torque of collision, breaks apart, and leaves your transmission and engine intact. You're back in operation faster, at a minimum cost. That's the kind of total protection you can't afford to be without!

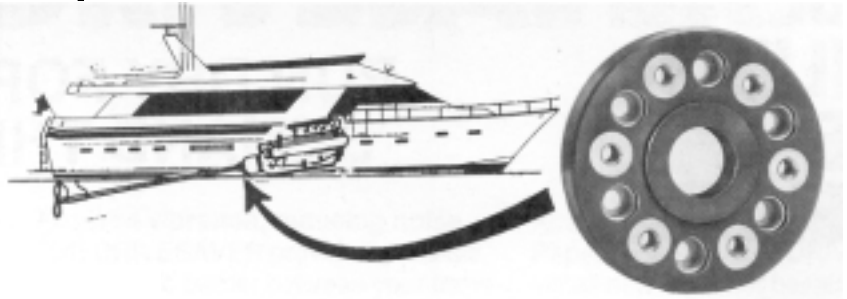
Installs easily.

THE DRIVESAVER installs simply and quickly. Without cutting or machining the shaft. And without hauling your boat out of the water. Just separate the drive flanges, insert the coupling, align and bolt.



THE DRIVESAVER

To determine torque rating use this formula:
 Engine Horsepower x 5252 x Reduction Ratio
 Engine R.P.M.



SPECIFICATIONS

DRIVESAVER Model	Flange Dia.	# of Bolts	Bolt Dia.	Bolt Circle	Pilot Dia.	Coupling Dia.	Coupling Thickness	Packaged Weight, Pounds	Torque Rating, Ft. Pounds	"Plus Rated", Ft. Pounds
303	3	3	3/8	2-1/2	1-3/4	4	11/16	1	225	
353	3-1/2	3	3/8	2-3/4	1-7/8	4-5/16	11/16	1-1/4	250	
354	3-1/2	4	8mm	2-15/16	1-9/16	4-1/4	1	1-1/2	300	
404	4	4	3/8	3-1/4	2	5	1	1-3/4	550	
404A	4	4	3/8	3-1/4	2-1/2	5	1	1-3/4	550	
404AC	4	4	3/8	3-1/4	2-5/8	5	1	1-3/4	550	
404V	4	4	10mm	8cm	6cm	5	1	1-3/4	550	
404S	4	4	3/8	9cm	6cm	5-1/4	1	2-1/4	550	
424Y	100mm	4	10mm	78mm	50mm	4-1/4	1	1-3/4	550	
454	4-1/2	4	3/8	3-3/4	2-5/8	5-3/8	1	2-1/4	570	
4756	4-3/4	6	7/16	3-7/8	2-1/2	5-3/8	1	2-3/4	675	1600
504	5	4	7/16	4-1/4	2-1/2	6	1	2-1/2	675	1600
504A	5	4	3/8	4-1/8	2-3/4	6	1	2-1/2	675	
504AC	5	4	7/16	4-1/8	2-7/8	6	1	2-1/2	675	
504H	5	4	7/16	4-1/4	2-1/2	5-1/8*	1	2-1/2	675	1600
524Y	120mm	4	10mm	100mm	65mm	5-1/4	1	2-1/4	675	
554	5-1/2	4	3/8	4-5/8	3-1/8	6-1/2	1	3	720	
5756	5-3/4	6	1/2	4-3/4	3	6-13/16	1-1/8	4-1/4	1800	3000
5756A	5-3/4	6	1/2	4-3/4	3	6-3/8	1-1/8	4	1800	3000
6256	6-1/4	6	7/17	5-3/8	3-1/4	7-1/4	1-1/16	4-1/4	1900	
7256	7-1/4	6	5/8	6	3-3/4	8-3/8	1-3/16	8	3200	4400
7306Z	7-1/4	6	5/8	6	3-3/4	7-1/4	1-3/16	8	2200	3200
7258Z	7-1/4	8	5/8	6	3-3/4	7-1/4	1-1/4	8		3200
8078Z	8-1/16	8	5/8	6-11/16	5-1/2	8-1/16	1-3/4	7-1/2	3300	4800
8010Z	205 mm	10	14 mm	170 mm	140 mm	8-5/16	1-1/2	9	3300	
8858Z	225 mm	8	14 mm	196 mm	140 mm	9-1/8	1-1/2	9-1/4	3500	
908	9	8	5/8	7-1/2	6	11	1-3/8	12-1/2	3000	4900
908A	9	8	5/8	7-3/4	5-1/8	11	1-3/8	12	3000	4900
908S	9	8	5/8	7-1/2	6	9-1/8	1-3/8	9	3000	4900
908AC	190mm	8	15mm	155mm	100mm	228mm	1	9	3000	4900
1058	10-1/2	8	3/4	8-3/4	5	12-1/2	1-3/4	22	4200	6500
1108	11	8	3/4	9-1/2	6	13-1/4	1-13/16	23-1/2	4200	6500
1108A	11	8	3/4	9	6	11-3/4	1-3/4	17-1/2	3000	4900
1308	13	8	7/8	11	7	14	2	18-1/2	4400	6700
BUSHING KITS										
5756	5/8" to 1/2"									
7256	3/4" to 5/8"									
908	3/4" to 5/8"									
908BB	7/8" to 5/8"									
1058	1" to 3/4"									
1108	1" to 3/4"									
8010	18.3mm to 14mm									
8858	17mm to 14mm									

*Outside diameter is machined at an angle, with the smaller side to the reverse gear flange to allow for clearance.

Elastomer, a stiff, yet resilient material, has excellent energy absorbing properties. It will remain its design characteristics over a long period of time and will return to original shape even after being under compression. It withstands oil, sludge, salt water and a temperature range of -65° to +225°F. All metal components and hardware are plated for corrosion resistance and long life. Model 5756, 7256, 908, 1058, 1108, 1308, 8010, and 8858 may be used between flanges with a bolt hole size larger than the bolts furnished with THE DRIVESAVER. Specify model number plus the suffix B. Bushing to fit the flange will be furnished with THE DRIVESAVER.



THE DRIVESAVER

SELECTION GUIDE

Model	Reduction Ratio	DRIVESAVER Model
ALLISON		
M, M15L, M20L		7256
MH		908B
HYH/HP7700 (9.00)		908A

Model	Reduction Ratio	DRIVESAVER Model
CAPITOL		
2HD-200, 5HD-200		4756
HE10200, HE10250		5756A
HE10700, HE10750		7256
HE11200, HE12400		5756A
HE11700		7256
HP500, HP6900		7256
HY400, HY6900		7256
HY22000, HY24000		7256
HY25000, HY28000		7256
M-105, M-125		5756

Model	Reduction Ratio	DRIVESAVER Model
CRUSADER		
4500 SERIES		404A

Model	Reduction Ratio	DRIVESAVER Model
HURTH/ZF		
HBW5, 10, 15, 15V, 18, 20		404A
HBW30, 35, 50, 100, 125		404A
HBW150, 150A, 150V, 220		404A
HBW250		404A
HBW360, 360A, 400, 450		504
HBW600, 630		504
HBW710, 710A		5756
HBW710	4.35	7256
HSW150H, 450D		404A
HSW450A, 450H		504H
HSW630A, 630D, 630H		504
HSW630V		504
HSW800A, 800V, 1250A		5756

Model	Reduction Ratio	DRIVESAVER Model
NEWAGE		
PRM DELTA		404A
PRM210/160		504
PRM60, PRM601, 601A		7256
PRM401, 601, 602	1.19, 1.5, 2, 2.8	5756

Model	Reduction Ratio	DRIVESAVER Model
PARAGON		
HB, HF, RO		404
P13, P200, P300, PV300		404AC
RA, PV400		454
P400		504A
PL, P15, PM, PMB		504AC
RB		554
RC		6256
SAOD		303

Model	Reduction Ratio	DRIVESAVER Model
SAAB		
G, H		354
HG, 2HG, GG, 2H, 2GRG		404S

Model	Reduction Ratio	DRIVESAVER Model
LOHMANN/STALTER		
GVV200A		908AC

Model	Reduction Ratio	DRIVESAVER Model
SPICER (call for details)		
1310/1350 (U-JOINT)		MRD504PR

Model	Reduction Ratio	DRIVESAVER Model
TWIN DISC		

Model	Reduction Ratio	DRIVESAVER Model
MG502, 502-1		4756
MG506, 506-1, 506A	1.1, 1.5, 2, 2.5, 3	5756B
MG506, 506-1, 506A	4.0, 4.5	7256B
MG507-1, 507-2, 507A	1.1, 1.5, 2	5756B
MG507A-1	1.1, 1.5, 2	5756B
MG507-1, 507A	2.5, 3	7256B
MG509	1.5, 2, 3	7256B
MG510, 510A	1.5, 2, 2.5, 3	908B
MG509, 510	4, 4.5, 5.1	1058B
MG516		1108
MG518-1DC		1108A
MG527	2, 2.9, 3.8, 5	1308B
MG5050, 5050A, 5050V		5756B
MG5050, 5051A		5756AB
MG5061, 5061A, 5061V	1.1, 1.5, 2, 2.5, 3	5756B
MG5091SC		7256B
MG5101DC	4, 4.5, 5.1	1058B
MG5111DC, 5114CHP	4, 4.5, 5.1	1058B
MG5111 (9" FLANGE)		908BB
MG5111 (10-1/2" FLANGE)		1058B
MG5111SC	1.5, 2, 2.5, 3	908B
MG5114A		908SBB

Model	Reduction Ratio	DRIVESAVER Model
UNIVERSAL		
ATOMIC 4		353

Model	Reduction Ratio	DRIVESAVER Model
VOLVO		
MB10A, MD7A, MD11C		404V
MD38, MS2B, 2000 SERIES		404V
MS3, MS4A		504

Model	Reduction Ratio	DRIVESAVER Model
WARNER		
1004, 1005, 1013, 1014		504
1017, 1018, 2001, 2002		504
72C		504
1006, 1026, 73C		5756
1017, 1023, 70C, 71C		404A

Model	Reduction Ratio	DRIVESAVER Model
YANMAR		
20M, 20H/G, GM SERIES		424Y
KBW10, KM2 SERIES		424Y
KM3A SERIES, YP-7M		424Y
30M, 30H/G, KH18, KM4A		524Y
YP-10M		524Y
HMH6A		5756B

Model	Reduction Ratio	DRIVESAVER Model
ZF		
IRM41A2, 41A3, 50A3		504
IRM50A4, V2, V3		504
IRM220, 220A-1, 225A		4756
IRM301A-1, 301P2-2		5756A
IRM310		7306Z
IRM310A		7258Z
IRM320		1058B
IRM320AL/LAV		8858ZB
IRM350		8078Z
IRM350AL/PL		8010ZB

ZF Installations: Please check # of bolts and pilot configurations.