PROPELLER SHAFT COUPLINGS

**Part number prefix is given. The complete part number requires the bore size.*
Example: Prefix 50MC005 + bore size of 1 1/4" or 125. The complete part number = 50MC005125.

Transmission	Part Number			Flange Dia.	Shaft Range	# of Bolts	Bolt Dia.	Bolt* Circle	Pilot	Overall Length
	Solid	Split	Taper							
Allison	---	---	50TC575	5 3/4"	1 1/2"	6	1/2"	4 3/4"	3 X 1/4" F	5"
	----	---	50TC575	5 3/4"	1 3/4 - 2 1/4"	6	1/2"	4 3/4"	3 X 1/4" F	6 1/2"
	50MC573	---	---	5 3/4"	1 1/2 - 2"	6	1/2"	4 3/4"	3 X 1/4" F	4 1/2"
	---	50575I	---	5 3/4"	1 1/4 - 2"	6	1/2"	4 3/4"	3 X 1/4" F	4 3/16"
	---	---	50TC725	7 1/4"	1 3/4 - 2 1/2"	6	5/8"	6"	3 3/4 X 1/4" F	7 3/4"
	---	50725A	---	7 1/4"	1 1/4 - 1 3/4"	6	5/8"	6"	3 3/4 X 1/4" F	4 3/8"
	---	50725B	---	7 1/4"	2 - 2 1/2"	6	5/8"	6"	3 3/4 X 1/4" F	5 1/8"
	---	---	50TC900	9"	2 - 2 1/2"	8	3/4"	7 1/2"	6 X 1/4" F	7 3/4"
	---	50900I	---	9"	1 1/2 - 2 1/2"	8	3/4"	7 1/2"	6 X 1/4" F	5 1/2"
Borg Warner	50MC004	---	---	4"	3/4 - 1 1/2"	4	3/8"	3 1/4"	2 1/2 X 3/32" M	2 1/4"
	---	50401S	---	4"	1 - 1 1/4"	4	3/8"	3 1/4"	2 1/2 X 3/32" M	2"
	---	50400B	---	4"	1 - 1 1/2"	4	3/8"	3 1/4"	2 1/2 X 3/32" M	3 7/16"
	50MC005	---	---	5"	1 - 2"	4	7/16"	4 1/4"	2 1/2 X 3/32" M	2 5/8"
	---	50500A	---	5"	1 - 1 1/2"	4	7/16"	4 1/4"	2 1/2 X 3/32" M	3 7/16"
	---	50500C	---	5"	1 1/2 - 2"	4	7/16"	4 1/4"	2 1/2 X 3/32" M	4"
	---	50501S	---	5"	1 - 1 1/2"	4	7/16"	4 1/4"	2 1/2 X 3/32" M	2 1/2"
	---	---	50TC500	5"	1 1/4"	4	7/16"	4 1/4"	2 1/2 X 3/32" M	3 7/8"
	---	---	50TC500	5"	1 3/8"	4	7/16"	4 1/4"	2 1/2 X 3/32" M	4 1/4"
	---	---	50TC500	5"	1 1/2 - 1 3/4"	4	7/16"	4 1/4"	2 1/2 X 3/32" M	5"
	---	---	50TC575	5 3/4"	1 1/2"	6	1/2"	4 3/4"	3 X 1/4" F	5"
	---	---	50TC575	5 3/4"	1 3/4 - 2 1/4"	6	1/2"	4 3/4"	3 X 1/4" F	6 1/2"
	50MC573	---	---	5 3/4"	1 1/2 - 2"	6	1/2"	4 3/4"	3 X 1/4" F	4 1/2"
	---	50575I	---	5 3/4"	1 1/4 - 2 1/4"	6	1/2"	4 3/4"	3 X 1/4" F	4 3/16"
Capitol	---	50475A	---	4 3/4"	1 - 1 1/2"	6	7/16"	3 7/8"	2 1/2 X 3/16" F	3 1/2"
	---	50475B	---	4 3/4"	1 1/2 - 2"	6	7/16"	3 7/8"	2 1/2 X 3/16" F	4"
	50MC472	---	---	4 3/4"	1 1/4 - 1 1/2"	6	7/16"	3 7/8"	2 1/2 X 3/16" F	3 5/8"
	---	---	50TC475	4 3/4"	1 3/8 - 1 3/4"	6	7/16"	3 7/8"	2 1/2 X 3/16" F	4 3/16"
	---	---	50TC575	5 3/4"	1 1/2"	6	1/2"	4 3/4"	3 X 1/4" F	5"
	---	---	50TC575	5 3/4"	1 3/4 - 2 1/4"	6	1/2"	4 3/4"	3 X 1/4" F	6 1/2"
	50MC573	---	---	5 3/4"	1 1/2 - 2"	6	1/2"	4 3/4"	3 X 1/4" F	4 1/2"
	---	50575I	---	5 3/4"	1 1/4 - 2 1/4"	6	1/2"	4 3/4"	3 X 1/4" F	4 5/16"
	---	---	50TC725	7 1/4"	1 3/4 - 2 1/2"	6	5/8"	6"	3 3/4 X 1/4" F	7 3/4"
	---	50725A	---	7 1/4"	1 1/4 - 1 3/4"	6	5/8"	6"	3 3/4 X 1/4" F	4 3/8"
	---	50725B	---	7 1/4"	2 - 2 1/2"	6	5/8"	6"	3 3/4 X 1/4" F	5 1/2"
Hurth	---	50401S	---	4"	1 - 1 1/4"	4	3/8"	3 1/4"	2 1/2 X 3/32" M	2"
	---	50400B	---	4"	1 - 1 1/2"	4	3/8"	3 1/4"	2 1/2 X 3/32" M	3 7/16"
	50MC004	---	---	4"	3/4 - 1 3/8"	4	3/8"	3 1/4"	2 1/2 X 3/32" M	2 1/4"
	50MC005	---	---	5"	1 - 1 3/4"	4	7/16"	4 1/4"	2 1/2 X 3/32" M	2 5/8"
	---	50500A	---	5"	1 - 1 1/2"	4	7/16"	4 1/4"	2 1/2 X 3/32" M	3 1/2"
	---	50500C	---	5"	1 -2"	4	7/16"	4 1/4"	2 1/2 X 3/32" M	4"
	---	---	50TC500	5"	1 1/4"	4	7/16"	4 1/4"	2 1/2 X 3/32" M	3 7/8"
	---	---	50TC500	5"	1 3/8"	4	7/16"	4 1/4"	2 1/2 X 3/32" M	4 1/4"
	---	---	50TC500	5"	1 1/2 - 1 3/4"	4	7/16"	4 1/4"	2 1/2 X 3/32" M	5"

PROPELLER SHAFT COUPLINGS

Transmission	Part Number			Flange Dia.	Shaft Range	# of Bolts	Bolt Dia.	Bolt Circle	Pilot	Overall Length
	Solid	Split	Taper							
Newage	50MC005	---	---	5"	1 - 1 3/4"	4	7/16"	4 1/4"	2 1/2 X 3/32"M	2 5/8"
	---	50500A	---	5"	1 - 1 1/2"	4	7/16"	4 1/4"	2 1/2 X 3/32"M	3 1/2"
	---	50500C	---	5"	1 1/2 - 2"	4	7/16"	4 1/4"	2 1/2 X 3/32"M	4"
	---	---	50TC500	5"	1 1/4"	4	7/16"	4 1/4"	2 1/2 X 3/32"M	3 7/8"
	---	---	50TC500	5"	1 3/8"	4	7/16"	4 1/4"	2 1/2 X 3/32"M	4 1/4"
	---	---	50TC500	5"	1 1/2 - 1 3/4"	4	7/16"	4 1/4"	2 1/2 X 3/32"M	5"
	---	---	50TC575	5 3/4"	1 1/2"	6	1/2"	4 3/4"	3 X 1/4"F	5"
	---	---	50TC575	5 3/4"	1 3/4 - 2 1/4"	6	1/2"	4 3/4"	3 X 1/4"F	6 1/2"
	50MC573	---	---	5 3/4"	1 1/2 - 2"	6	1/2"	4 3/4"	3 X 1/4"F	4 1/2"
	---	50575I	---	5 3/4"	1 1/4 - 2 1/4"	6	1/2"	4 3/4"	3 X 1/4"F	4 3/16"
	---	---	50TC725	7 1/4"	1 3/4 - 2 1/2"	6	5/8"	6"	3 3/4 X 1/4"F	7 3/4"
	---	50725A	---	7 1/4"	1 1/4 - 1 3/4"	6	5/8"	6"	3 3/4 X 1/4"F	4 3/8"
	---	50725B	---	7 1/4"	2 - 2 1/2"	6	5/8"	6"	3 3/4 X 1/4"F	5 1/8"
Paragon	---	50400A	---	4"	1 - 1 1/2"	4	3/8"	3 1/4"	2 X 3/32"M	3 7/16"
	---	50400S	---	4"	1 - 1 1/4"	4	3/8"	3 1/4"	2 X 3/32"M	2"
	50MC4020	---	---	4"	3/4 - 1 3/8"	4	3/8"	3 1/4"	2 X 3/32"M	2 1/4"
	---	50400C	---	4"	1 - 1 1/2"	4	3/8"	3 1/4"	2 5/8 X 3/32"M	3 7/16"
	---	50402S	---	4"	1 - 1 1/4"	4	3/8"	3 1/4"	2 5/8 X 3/32"M	2"
	50MC4026	---	---	4"	3/4 - 1 3/8"	4	3/8"	3 1/4"	2 5/8 X 3/32"M	2 1/4"
	50MC4526	---	---	4 1/2"	1 - 1 3/4"	4	3/8"	3 3/4"	2 5/8 X 3/32"M	2 5/8"
	---	505008	---	5"	1 - 1 1/2"	4	3/8"	4 1/8"	2 3/4 X 3/32"M	3 7/16"
	---	50500D	---	5"	1 1/2 - 2"	4	3/8"	4 1/8"	2 3/4 X 3/32"M	4"
	---	50500S	---	5"	1 - 1 1/2"	4	3/8"	4 1/8"	2 3/4 X 3/32"M	2 1/2"
	50MC5022	---	---	5"	1 - 1 3/4"	4	3/8"	4 1/8"	2 1/4 X 3/32"M	2 5/8"
	50MC5027	---	---	5"	1 - 1 3/4"	4	3/8"	4 1/8"	2 3/4 X 3/32"M	2 5/8"
Twin Disc	---	50475A	---	4 3/4"	1 – 1 1/2"	6	7/16"	3 7/8"	2 1/2 x 3/16"F	3 7/16"
	---	50475B	---	4 3/4"	1 1/2 - 2"	6	7/16"	3 7/8"	2 1/2 x 3/16"F	4"
	50MC4725	---	---	4 3/4"	1 1/4 – 1 1/2"	6	7/16"	3 7/8"	2 1/2 x 3/16"F	3 5/8"
	---	---	50TC475	4 3/4"	1 3/8 – 1 1/2"	6	7/16"	3 7/8"	2 1/2 x 3/16"F	4 3/16"
	---	50501A	---	5"	1 – 1 1/2"	8	3/8"	4 1/8"	2 1/2 x 3/32"M	3 7/16"
	---	50501AS	---	5"	1 – 1 1/2"	8	3/8"	4 1/8"	2 1/2 x 3/32"M	2 1/2"
	---	---	50TC501	5"	1 /4 – 1 3/4"	8	3/8"	4 1/4"	2 1/2 x 3/32"M	5 3/32"
	---	505752	---	5 3/4"	1 1/4 – 2 1/4"	6	5/8"	4 3/4"	3 x 1/4"F	4 3/16"
	50MC574	---	---	5 3/4"	1 1/2 - 2"	6	5/8"	4 3/4"	3 x 1/4"F	4 1/2"
	---	---	50TC576	5 3/4"	1 1/2"	6	5/8"	4 3/4"	3 x 1/4"F	5"
	---	---	50TC576	5 3/4"	1 3/4 – 2 1/4"	6	5/8"	4 3/4"	3 x 1/4"F	6 1/2"
	---	50726A	---	7 1/4"	1 1/4 – 1 3/4"	6	3/4"	6"	3 3/4 x 1/4"F	4 3/8"
	---	50726B	---	7 1/4"	2 - 2 1/2"	6	3/4"	6"	3 3/4 x 1/4"F	5 1/2"
	---	---	50TC726	7 1/4"	1 3/4 – 2 1/2"	6	3/4"	6"	3 3/4 x 1/4"F	6 1/2"
	---	---	50TC901	9"	2 – 2 1/2"	8	7/8"	7 1/2"	6 x 1/4"F	7 3/4"
	---	509002	---	9"	1 1/2 - 3"	8	7/8"	7 1/2"	6 x 1/4"F	5 1/2"
	---	501050	---	10 1/2"	2 1/2 - 4"	8	1"	8 3/4"	5"F	6 1/2"
	---	---	50TC1050	10 1/2"	2 1/4 - 4"	8	1"	8 3/4"	5"F	6 1/2"

PROPELLER SHAFT COUPLINGS

Transmission	Part Number			Flange Diameter	Shaft Range	# of Bolts	Bolt Diameter	Bolt Circle	Pilot	Overall Length
	Solid	Split	Taper							
Volo Penta	50MVP400	---	---	3.945"	3/4 - 1 1/4"	4	10mm	3.142"	2.366 x 3/32"F	2 17/32"
Yanmar	---	50400YS	---	4"	3/4 - 1 1/4"	4	10mm	3.070"	1.966 x 5/32"M	2"
	50MCY004	---	---	4"	3/4 - 1 1/4"	4	10mm	3.070"	1.966 x 5/32"M	2 1/4"
	---	50500YS	---	4 3/4"	1 - 1 1/2"	4	10mm	3.937"	2.556 x 1/8"M	3 7/16"
	50MCY005	---	---	4 3/4"	1 - 1 3/4"	4	10mm	3.937"	2.556 x 1/8"M	2 3/8"
	50MCY4LH	---	---	5.120"	1 – 1 1/2"	4	7/16"	4 1/4"	2.499 x 3/16"M	3 29/32"
ZF	---	50476A	---	4 3/4"	1 - 1 1/2"	6	12mm	3 7/8"	2 1/2 x 3/16" F	3 7/16"
	---	50476B	---	4 3/4"	1 1/2 - 2"	6	12mm	3 7/8"	2 1/2 x 3/16" F	4"
	50MC4726	---	---	4 3/4"	1 1/4 - 1 1/2"	6	12mm	3 7/8"	2 1/2 x 3/16" F	3 5/8"
	---	---	50TC476	4 3/4"	1 3/8 - 1 3/4"	6	12mm	3 7/8"	2 1/2 x 3/16" F	4 3/16"
	50MC574	---	---	5 3/4"	1 1/2 - 2"	6	16mm	4 3/4"	3 x 1/4"F	4 1/2"
	---	505752	---	5 3/4"	1 1/4 - 2 1/4"	6	16mm	4 3/4"	3 x 1/4"F	4 3/16"
	---	---	50TC576	5 3/4"	1 1/2"	6	16mm	4 3/4"	3 x 1/4"F	5"
	---	---	50TC576	5 3/4"	1 3/4 - 2 1/4"	6	16mm	4 3/4"	3 x 1/4"F	6 1/2"
	---	50725BZF	----	7 1/4"	2 - 2 1/2"	8	16mm	6"	3 3/4 x 1/4"F	5 1/8"
	---	---	50TC72ZF	7 1/4"	1 3/4 - 2 1/2"	8	16mm	6"	3 3/4 x 1/4"F	7 3/4"
	---	50787ZF	---	7 7/8"	1 1/2 - 2 3/4"	8	16mm	6.693"	5.512 x 9/32"F	5 1/2"
	---	50807ZF	---	8.07"	1 1/2 - 2 3/4"	10	18mm	6.693"	5.512 x 9/32"F	5 1/2"
	---	---	50TC807	8.07"	2 - 2 1/2"	10	18mm	6.693"	5.512 x 9/32"F	7 3/4"
	---	50699	50TC669	6.69"	2"	12	16mm	5.512"	4.530 x 9/32"F	6 1/2"
	---	---	50TC669	6.69"	2 1/4 - 2 3/4"	12	16mm	5.512"	4.530 x 9/32"F	7 1/2"
	---	---	50TC725G	7.283"	2 - 2 1/4"	12	18mm	6.122"	4.725 x 9/32"F	6 1/2"
	---	---	50TC725G	7.283"	2 1/2 - 3"	12	18mm	6.122"	4.725 x 9/32"F	7 1/2"
	---	501025	---	10 1/4"	2 1/2 - 4"	10	20mm	8.582"	5.511 x F	6 1/2"
	---	501050	---	10 1/2"	2 1/2 - 4"	8	1"	8 3/4"	5 x F	6 1/2"
	---	---	50TC1025	10 1/4"	2 1/2 - 4"	8	1"	8 3/4"	5 x F	6 1/2"
	---	---	50TC1050	10 1/2"	2 1/4 – 4"	8	7/8"	9"	6 x F	6 3/8"
BPM	---	50590A	---	5.906"	1 1/2"	8	0.47"	5.118"	3.544 x 1/8"	4 3/16"
Spicer	---	50587SD	---	5 7/8"	1 1/2 – 1 3/4"	4	1/2"	4 3/4"	3 3/4 x 1/8"F	4"
Other V-Drives	---	504000	---	4"	1 1/2"	8	3/8"	3 1/4"	2 x 3/16"F	3 3/8"
Borg Warner	---	---	50TC005*	5"	1 1/4 – 1 3/4"	4	7/16"	4 1/4"	2 1/2 x 3/32"M	2 3/4"
	50MCF004	---	---	4"	3/4 – 1 1/2"	4	3/8"	3 1/4"	2 1/2 x 3/16"F	2 1/4"
	50MCF005	---	---	5"	1 – 1 1/2"	4	7/16"	4 1/4"	2 1/2 x 1/4"F	2 5/8"
Universal	---	---	50TC725R	7 1/4"	2"	8	5/8"	6"	3 3/4 x 1/16"M	4 1/2"
Atomic Four	50MC3500	----	---	3.410"	NB – 1 1/8"	3	3/8"	2 3/4"	1 7/8 x 1/4"F	2.437"
	---	50350A	---	3.410"	NB – 1 1/8"	3	3/8"	2 3/4"	1 7/8 x 1/4"F	2 13/32"

Most couplings available with Pilot Bores. Order by Part Number and Shaft Size.

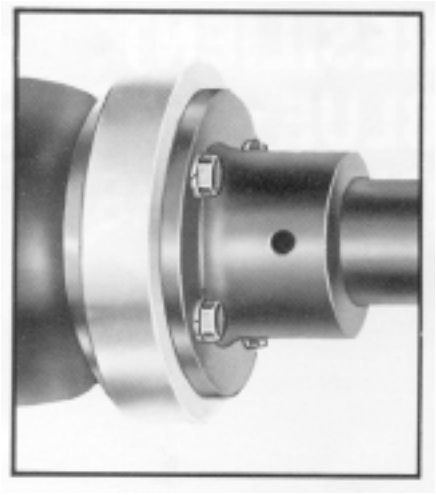
*The 50TC005 coupling has a reverse taper bore.

Phone: 800-225-0004 ☎ Fax: 908-486-1056

e-mail: sales@sealandpower.com

THE DRIVESAVER

Total Protection for your drive train.



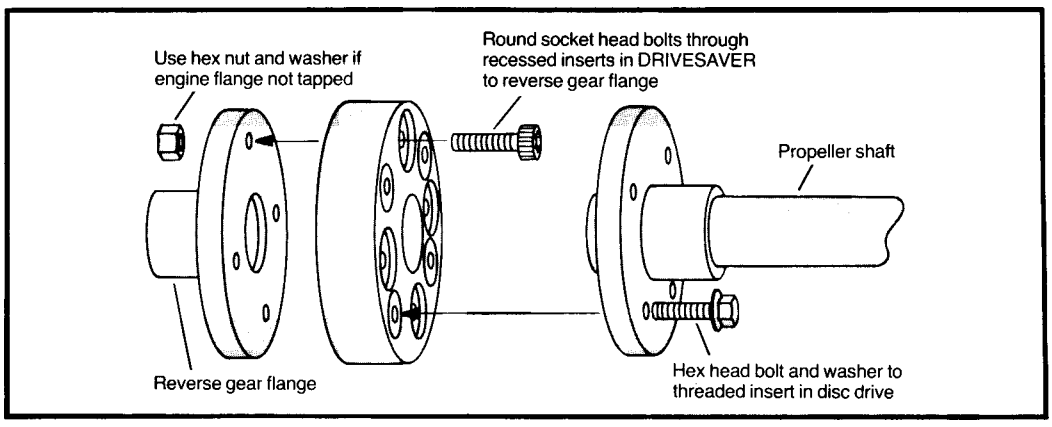
Absorbs vibration, reducing noise.
THE DRIVESAVER provides a flexible, non-metallic barrier between your transmission and shaft. This barrier reduces not only drive train vibration, but the transmission of vibration and noise to you, your crew and the water. Both you and your vessel are more efficient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



Phone: 800-225-0004 ☎ Fax: 908-486-1056
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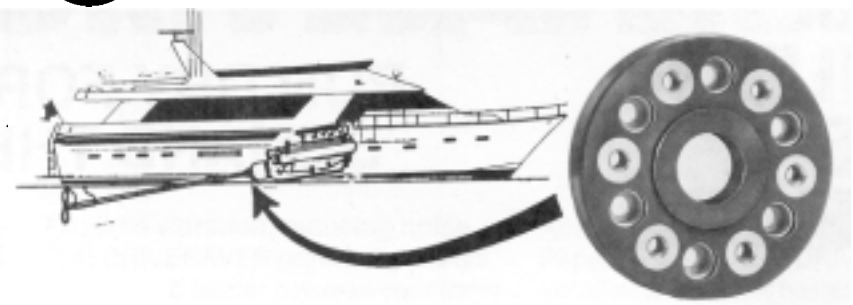
THE DRIVESAVER

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
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
CRUSADER		
4500 SERIES		404A
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
NEWAGE		
PRM DELTA		404A
PRM210/160		504
PRM60, PRM601, 601A		7256
PRM401, 601, 602	1.19 , 1.5, 2, 2.8	5756
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
SAAB		
G, H		354
HG, 2HG, GG, 2H, 2GRG		404S
LOHMANN/STALTER		
GVV200A		908AC
SPICER (call for details)		
1310/1350 (U-JOINT)		MRD504PR

Model	Reduction Ratio	DRIVESAVER Model
TWIN DISC		
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
UNIVERSAL		
ATOMIC 4		353
VOLVO		
MB10A, MD7A, MD11C		404V
MD38, MS2B, 2000 SERIES		404V
MS3, MS4A		504
WARNER		
1004, 1005, 1013, 1014		504
1017, 1018, 2001, 2002		504
72C		504
1006, 1026, 73C		5756
1017, 1023, 70C, 71C		404A
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
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

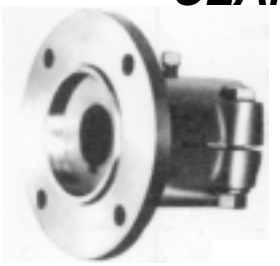
ZF Installations: Please check # of bolts and pilot configurations.

STANDARD PROPELLER SHAFT COUPLINGS

A propeller shaft coupling to match the transmission output flange is normally provided with each complete transmission assembly or complete marine engine. Such couplings are a standard "flange" type, held to engine drive flange by a series of bolts and centralized by a center pilot. These couplings are designed to be a "press fit" to propeller shaft, drive through use of a shaft "key" and are held in place on shaft by set screws.

Although quite adaquate for pleasure boat or standard duty applications, these flange flange couplings do not have the ruggedness of the clamp-fit type described below. They are referenced on the accompanying chart by the word "flange".

CLAMP-FIT PROPELLER SHAFT COUPLINGS



If a really rugged coupling is required, the "clamp-fit" type as pictured herewith is recommended. This is the type used in heavy duty commercial installations, Coast Guard, etc.

The hi-strength, ductile iron coupling is bored, slitted (horozontally) and fitted with heat-treated clamping bolts. Propeller shaft is driven by the entire clamped-on coupling rather than key and set-screws only as with couplings described above. Further, should shaft be slightly undersized, this coupling will adapt because of the clamping action. Model numbers are shown in the accompanying chart, referenced by word "clampfit".

FEDERAL FLEXIBLE PROPELLER SHAFT COUPLINGS

A Federal Flexible Coupling should be used between the propeller shaft and the engine of your boat to absorb the misalignment caused by structural distortion of the hull in a seaway. Changes in the hull from water absorption and shifting of ballast also tend to cause misalignment between the propeller and motor. Even a small degree of misalignment with rigid couplings will cause shaft whip, excessive vibration, and impose extreme stress on the reverse gear and stuffing box. It is particularly important that flexible couplings be used with any motor that has rubber engine mountings to allow the engine to float freely and to prevent distortion of the shaft. Propeller vibration is substantially dampened by the use of the Federal Flexible Coupling. There is no metal to metal contact. This helps to reduce electrolysis by isolating the iron parts of the engine from the bronze shafting and propeller. Grounding straps are available for boats with bonded electrolytic systems.

The Federal Flexible Coupling consists of a metal hub and flange. The metal hub is accurately bored to receive the rubber bushings, and the face of the flange is machined to match the engine coupling. The neoprene rubber bushings have a bonded inner brass sleeve and the entire bushing is pressed into the flange at the proper compression. Alloy steel spider pins screw through the bushing into the hub and are locked into position. The rubber bushings are ample to absorb propeller vibration and to allow slight angular misalignment. Replacing the propeller half of the engine coupling, the Federal Coupling requires but a fraction of an inch additional space for installation. The Flexible Coupling is not designed to do the work of a universal joint. The engine should be aligned properly before installation in order that the flexibility of the coupling may be used entirely to compensate for misalignments caused by hull distortion and motor movement.

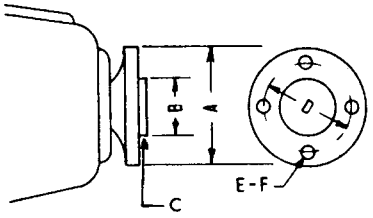
The Federal coupling may be easily installed at any time; no alterations are necessary to either the engine or the propeller shaft. Simply line up the engine, using the existing rigid couplings, then remove the rigid coupling from the propeller shaft and put the Federal flexible coupling on in its place. There need be no change in the position of the propeller.

The Federal Flexible Coupling will absorb both thrust and torsional loads. The pins and rubber bushings are replaceable in case of damage. Couplings with standard bore and keyways are available for most gasoline engines with ratings not exceeding 500 Horsepower, diesel engines to 900 foot pounds torque. All necessary bolts, nuts, and set screws are furnished. *They are referenced on the accompanying chart by the word "flexible".*

PROPELLER SHAFT COUPLINGS

In the chart below, locate the listing of your particular transmission in the column on the left. Dimensions shown in the second section of the chart refer to the diagram at the right. If not certain of which coupling is required, these measurements may be used for checking purposes.

Select the preferred type of coupling from the information shown on the preceding page.



A- FLANGE DIAMETER_____
B- PILOT DIAMETER_____
C- MALE OR FEMALE PILOT*___
D- BOLT CIRCLE DIAMETER_____
E- HOLES: QUAN_____ DIA____
PROPELLER SHAFT DIA._____

*SHAFT COUPLING

BORE SIZE AND MODEL NUMBERS

TRANSMISSIONS MODELS AND MANUFACTURERS	DIMENSIONS A	B	C	D	E	F	COUPLING TYPE	¾"	⅞"	1"	1⅛"	1¼"	1⅜"	1½"	1¾"
BORG-WARNER "VELVET DRIVE"* WITH 4" FLANGE. 70 & 71 SERIES HURTH WITH 4" FLANGE HBW 50, 100, 150, 150V, 250	4	2½	F	3¼	4	⅜	FLANGE CLAMP-FIT			ED4865BB 2L702	ED4865CC 2L703	ED4865DD 2L704	ED4865EE 2L705	ED4865FF 2L706	
							FLEXIBLE	ED300	ED301	ED302	ED303	ED304	ED305		
							DRIVESAVER	EDX404A	EDX404A	EDX404A	EDX404A	EDX404A	EDX404A	EDX404A	EDX404A
BORG-WARNER "VELVET DRIVE" WITH 5" FLANGE. 71 & 72 SERIES HURTH WITH 5" FLANGE HBW 360 & 450	5	2½	F	4¼	4	7/16	FLANGE CLAMP-FIT			ED4886B 2L712	ED4886C 2L713	ED4886D 2L714	ED4886E 2L715	ED4886F 2L716	2L717
							FLEXIBLE			ED312	ED313	ED314	ED315	ED316	ED317
							DRIVESAVER			EDX504	EDX504	EDX504	EDX504	EDX504	EDX504
PARAGON SERIES G31, G33, PARAGON SERIES P31, P32, P33, PV300 AND PMV V-DRIVES WITH 4" FLANGE	4	2⅝	F	3¼	4	⅜	FLANGE CLAMP-FIT			ED12081B 2L722	ED12081C 2L723	ED12081D 2L724	ED12081E 2L725	ED12081F 2L726	
							FLEXIBLE		ED391	ED392	ED393	ED394	ED395		
							DRIVESAVER		EDX404AC	EDX404AC	EDX404AC	EDX404AC	EDX404AC	EDX404AC	EDX404AC
PARAGON SERIES P34, P35 P41 THRU P45, G33, P32, P33 WITH 5" FLANGE (PARAGON SERIES PM, PL, PLV NOTE)	5	2¾	F	4⅛	4	⅜	FLANGE CLAMP-FIT			ED12082B 2L732	ED12082C 2L733	ED12082D 2L734	ED12082E 2L735	ED12082F 2L736	2L737
							FLEXIBLE			ED1312	ED1313	ED1314	ED1315	ED1316	ED1317
							DRIVESAVER			EDX504A	EDX504A	EDX504A	EDX504A	EDX504A	EDX504A
								1"	1¼"	1⅜"	1½"	1¾"	2"	2¼"	2½"
S.A.E. No. 3. 5¾" FLANGE BORG-WARNER "VELVET DRIVE" 73 SERIES TWIN DISC, CAPITOL, ALLISON (SPECIFY MAKE & MODEL)	5¾	3	F	4¾	6	½	FLANGE CLAMP-FIT		ED4904D 2L744	ED4904E 2L745	ED4904F 2L746	ED4904H 2L747	2L748	2L749	2L750
							FLEXIBLE	2L742		ED1305	ED1306	ED1307	ED1308		
							DRIVESAVER	EDX5756	EDX5756	EDX5756	EDX5756	EDX5756	EDX5756	EDX5756	EDX5756
								1¼"	1½"	1¾"	2"	2¼"	2½"	2¾"	3"
S.A.E. No. 4. 7¼" FLANGE TWIN DISC, CAPITOL, ALLISON (SPECIFY MAKE, MODEL & SHAFT DIA.)	7¼	3¾	F	6	6	⅝	CLAMP-FIT	2L800	2L801	2L802	2L803	2L804	2L805	2L806	2L807
							FLEXIBLE			MODELS QUOTED UPON REQUEST					
							DRIVESAVER	EDX7256B	EDX7256B	EDX7256B	EDX7256B	EDX7256B	EDX7256B	EDX7256B	EDX7256B
9" FLANGE TWIN DISC, CAPITOL, ALLISON (SPECIFY MAKE, MODEL & SHAFT DIA.)	9	4¾	F	7½	6	¾	CLAMP-FIT DRIVESAVER	⟵ STANDARD BORE SIZES 1½" TO 4" ⟶ MODELS QUOTED UPON REQUEST							
	9	5⅛	F	7⅜	8	⅝									
	9	6	F	7½	8	¾									
10½" FLANGE TWIN DISC MODELS (SPECIFY MODEL & SHAFT DIA.)	10½	5	F	8¾	8	1	CLAMP-FIT DRIVESAVER	⟵ STANDARD BORE SIZES 2" TO 4" ⟶ MODELS QUOTED UPON REQUEST							