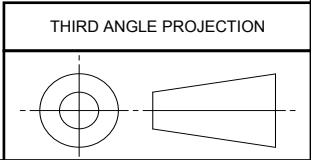


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REV. F	FEDERAL SUPPLY CLASS		RATIONALE THIS NONCURRENT STANDARD HAS BEEN STABILIZED.	
			STABILIZED NOTICE THIS DOCUMENT HAS BEEN DECLARED "STABILIZED" BY THE SAE E-25 GENERAL STANDARDS FOR AEROSPACE AND PROPULSION SYSTEMS AND WILL NO LONGER BE SUBJECTED TO PERIODIC REVIEWS FOR CURRENCY. USERS ARE RESPONSIBLE FOR VERIFYING REFERENCES AND CONTINUED SUITABILITY OF TECHNICAL REQUIREMENTS. NEWER TECHNOLOGY MAY EXIST.	
SAE AS41	SAENORM.COM : Click to view the full PDF of as41f			ISSUED 1941-11 REVISED 1957-11 NONCURRENT 1973-08 REAFFIRMED NONCURRENT 2006-05 STABILIZED 2013-01
CUSTODIAN: E-25				
SAE Aerospace An SAE International Group	AEROSPACE STANDARD PROPELLER SHAFT ENDS - SINGLE ROTATION		SAE AS41	REV. F

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SHAFT ROTATION-EITHER DIRECTION
(SAME REQUIREMENTS APPLY)

APPLIES ONLY WHEN C DIA
IS LESS THAN G DIA

INCOMPLETE THREAD MUST NOT
GO BEYOND THIS SHOULDER

THREAD T NS
PITCH DIA S
SEE ALSO FIG. 2

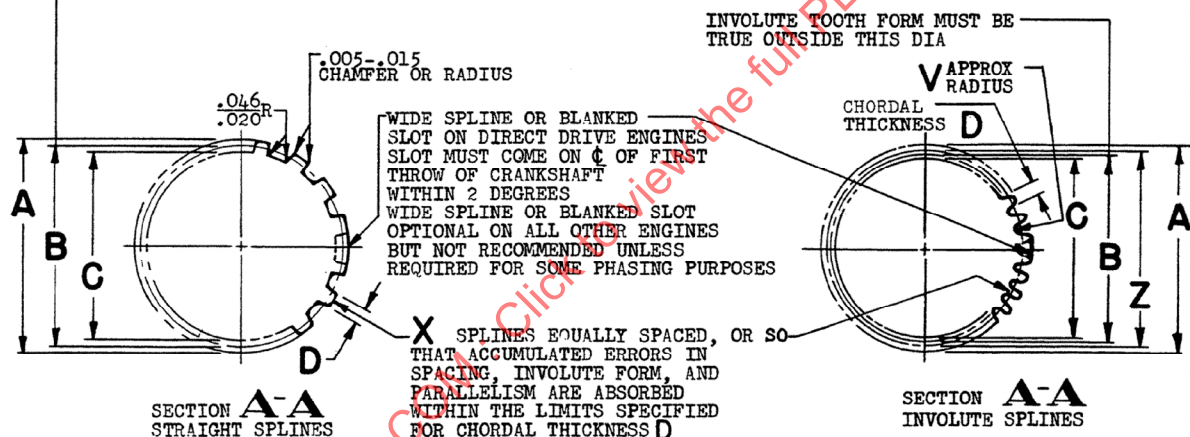
DRILL W THRU 8 HOLES
EQUALLY SPACED AND
LOCATED WITHIN .010 OF
TRUE POSITION

CENTER AND AMOUNT
OF CHAMFER OPTIONAL
WITH MFR

CHAMFER 45° X .062

TAPER NOTE:
SURFACES AT DIA G AND H
NOT TO TAPER MORE THAN
.0005 PER INCH OF LENGTH

POINT OF TANGENCY(RADIUS AND SIDE OF
SPLINE) MUST BE ON OR INSIDE THIS DIA



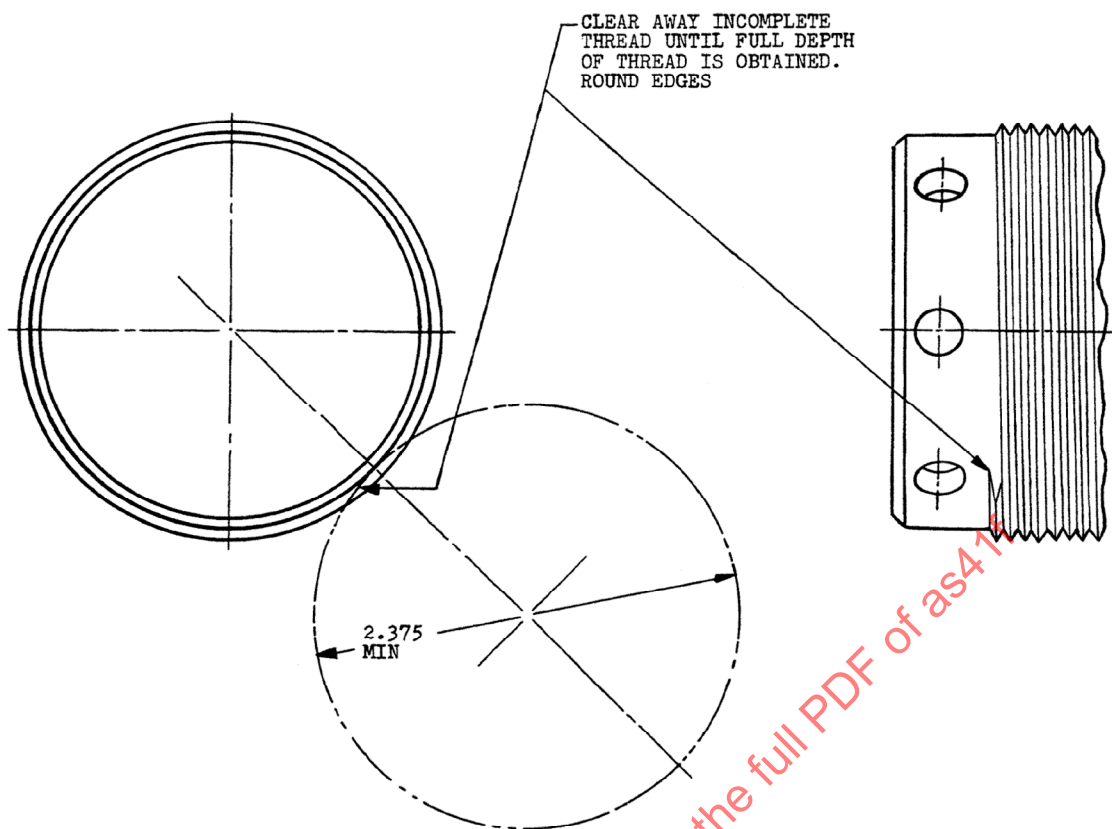
CONCENTRICITY:

WITH SHAFT MOUNTED ON DIA G AND REAR BEARING SURFACE,
DIA H, OTHER BEARING SURFACES AND DIA A ON STRAIGHT
SPLINES SHALL BE CONCENTRIC WITHIN .001 FIR., THREAD T -PITCH
DIA S SHALL BE CONCENTRIC WITHIN .005 FIR., AND DIA Z ON
INVOLUTE SPLINES SHALL BE CONCENTRIC WITHIN .002 FIR.
ANGULAR POSITION OF SPLINES MAY VARY FREELY WITH RESPECT
TO HOLES W
BREAK EDGES .016

SHAFT SPLINE DATA:

X NUMBER OF TEETH
Y DIAMETRAL PITCH
Z PITCH DIA (THEO)
30° PRESSURE ANGLE

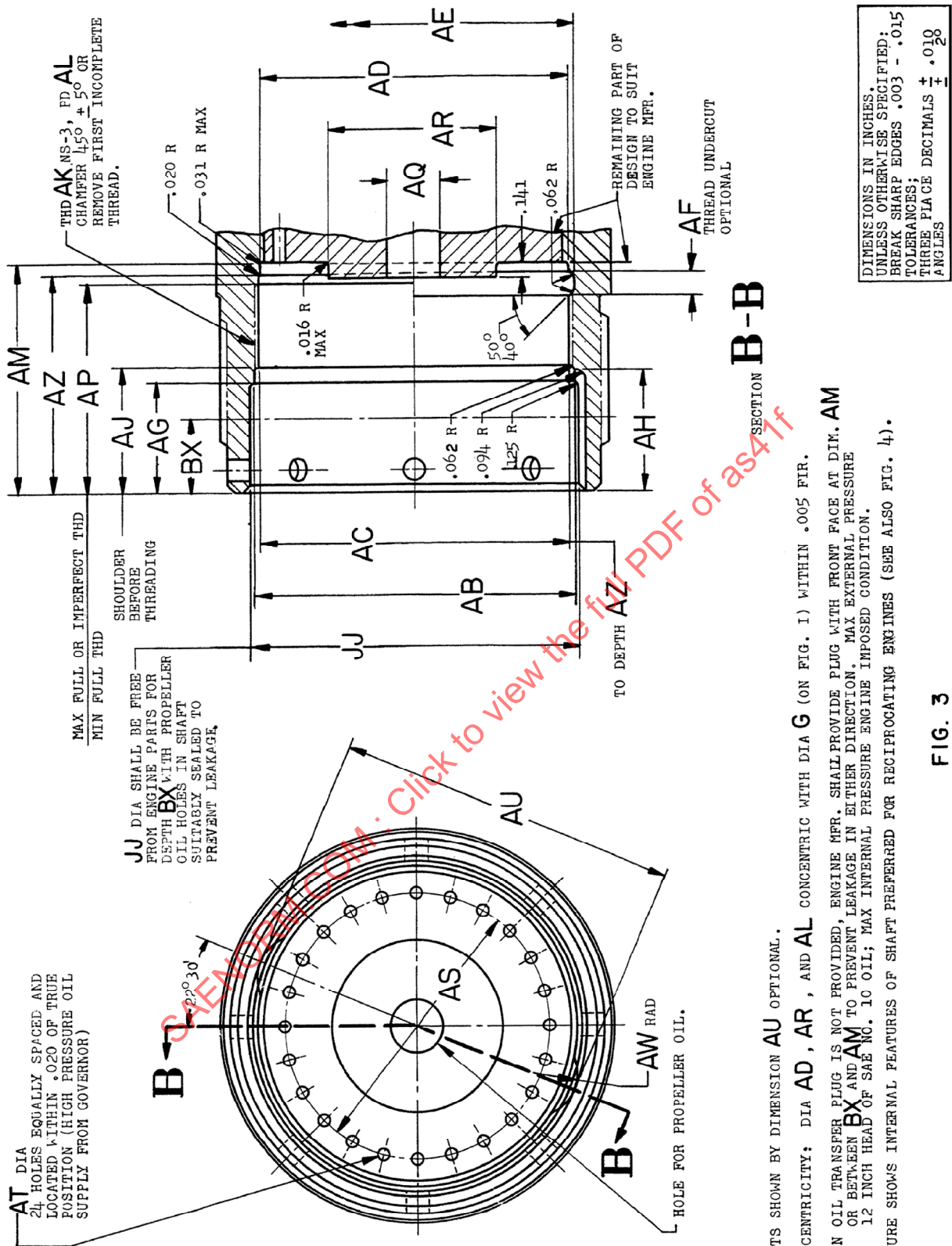
DIMENSIONS IN INCHES
UNLESS OTHERWISE SPECIFIED
TOLERANCES
THREE PLACE DECIMALS + .010
- .005
ANGLES 2°



REMOVAL OF INCOMPLETE THREAD
METHOD OF REMOVAL OPTIONAL

FIG. 2

DIMENSIONS IN INCHES
UNLESS OTHERWISE SPECIFIED
TOLERANCES
THREE PLACE DECIMALS $\pm .010$
ANGLES $\pm 2^\circ$



SLCTS SHOWN BY DIMENSION AU OPTIONAL.

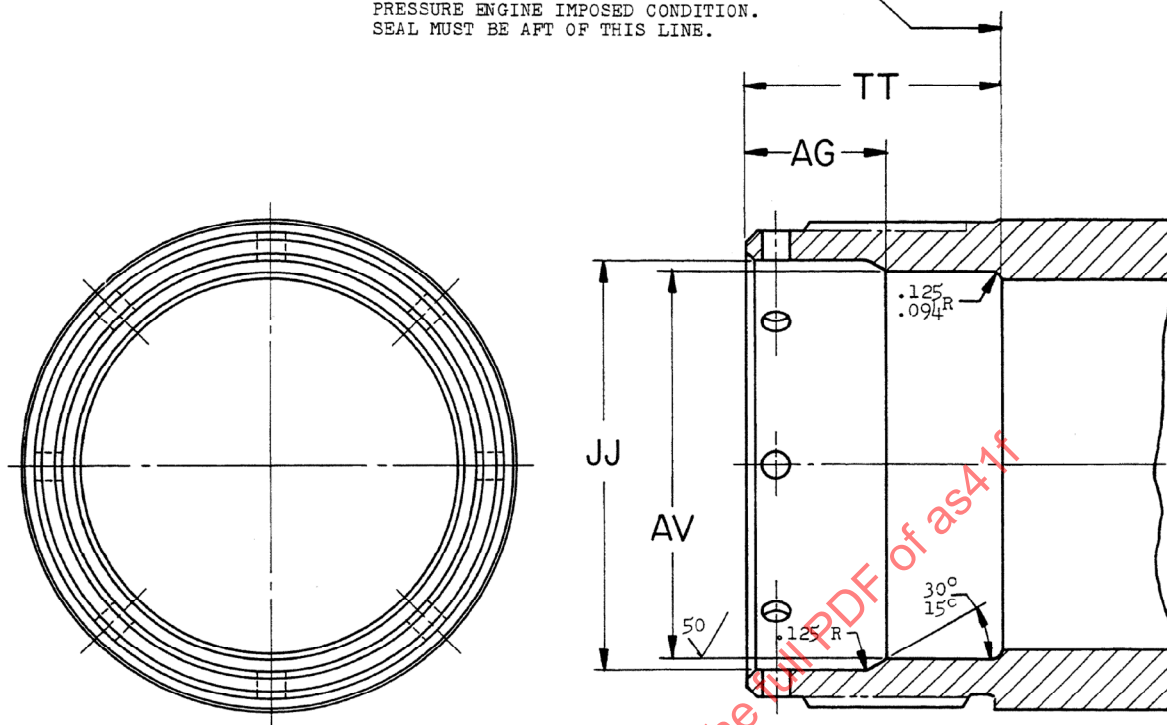
CONCENTRICITY: DIA AD, AR, AND AL CONCENTRIC WITH DIA G (ON FIG. 1) WITHIN .005 FIR.

WHEN OIL TRANSFER PLUG IS NOT PROVIDED, ENGINE MFR. SHALL PROVIDE PLUG WITH FRONT FACE AT DIM. AM OR BETWEEN BX AND AM TO PREVENT LEAKAGE IN EITHER DIRECTION. MAX EXTERNAL PRESSURE 12 INCH HEAD OF SAE NO. 10 OIL; MAX INTERNAL PRESSURE ENGINE IMPOSED CONDITION.

FIGURE SHOWS INTERNAL FEATURES OF SHAFT PREFERRED FOR RECIPROCATING ENGINES (SEE ALSO FIG. 4).

DIMENSIONS IN INCHES.
UNLESS OTHERWISE SPECIFIED:
BREAK SHARP EDGES .003 - .015
TOLERANCES;
THREE PLACE DECIMALS $\pm .010$
ANGLES

ENGINE MFR SHALL SEAL SHAFT TO
PREVENT LEAKAGE IN EITHER DIRECTION.
MAX EXTERNAL PRESSURE 12 INCH HEAD
OF SAE NO. 10 OIL. MAX INTERNAL
PRESSURE ENGINE IMPOSED CONDITION.
SEAL MUST BE AFT OF THIS LINE.



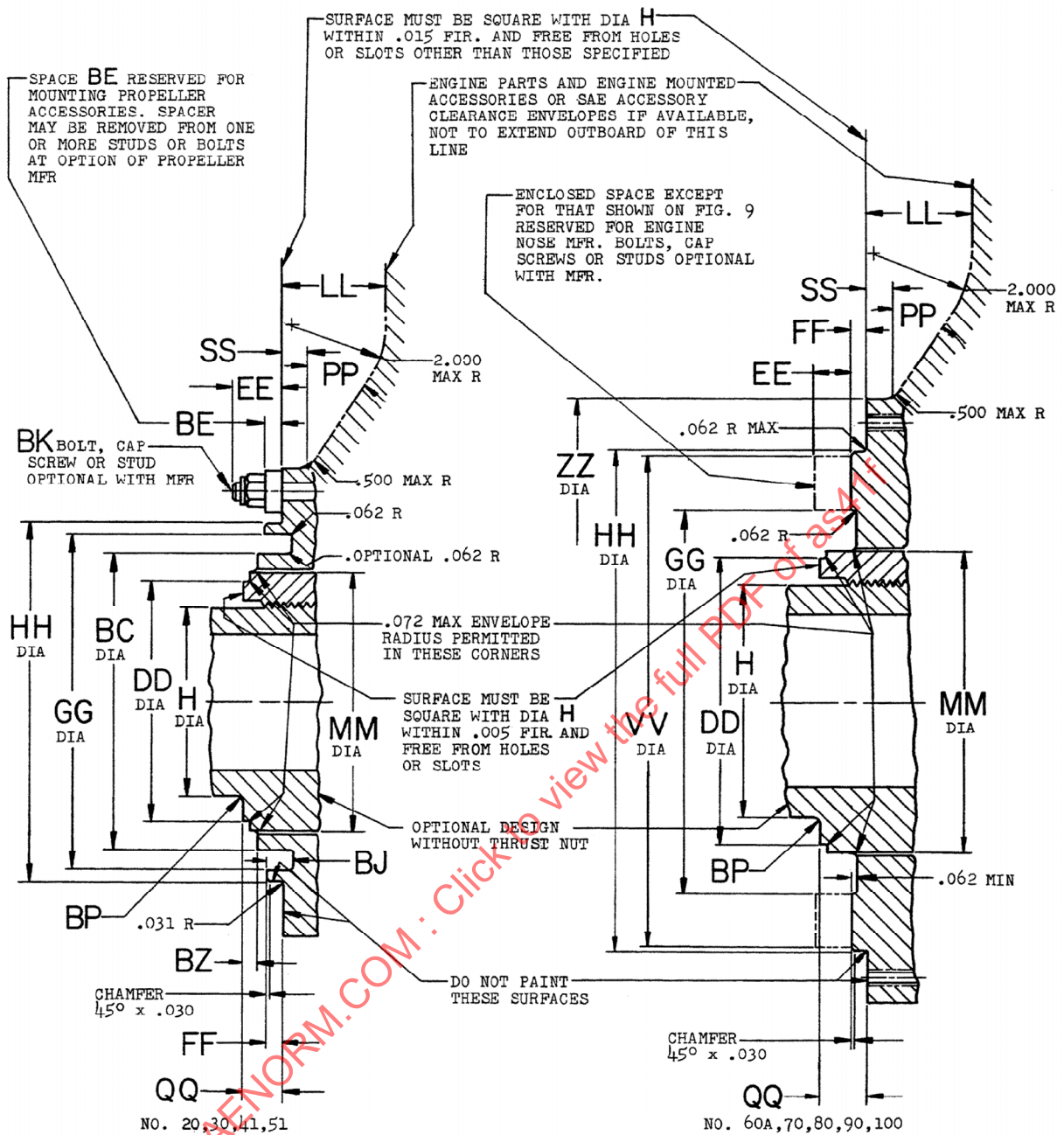
CONCENTRICITY: DIA AV CONCENTRIC WITH DIA G (ON FIG. 1) WITHIN .005 FIR.

FINISH: FOR INTERPRETATION OF SURFACE ROUGHNESS SYMBOL $\sqrt{\text{ }}$. SEE AS 291.

INTERNAL DETAILS FOR CONFIGURATION WITHOUT OIL TRANSFER PROVISIONS (SEE ALSO FIG. 3).

FIG. 4

DIMENSIONS IN INCHES
UNLESS OTHERWISE SPECIFIED:
BREAK SHARP EDGES .003 - .015
TOLERANCES;
THREE PLACE DECIMALS $\pm .010$



CONCENTRICITY NOTE: DIA H AND HH TO BE CONCENTRIC WITHIN .007 FIR.

BREAK EDGES .016

NOSE END CROSS SECTION

FIG 5

DIMENSIONS IN INCHES
UNLESS OTHERWISE SPECIFIED
TOLERANCES
THREE PLACE DECIMALS $\pm .010$
ANGLES $\pm 2^\circ$

ENGINE PARTS AND ENGINE MOUNTED ACCESSORIES
OR SAE ACCESSORY CLEARANCE ENVELOPES IF
AVAILABLE, NOT TO EXTEND OUTBOARD OF THIS
LINE.

.072 MAX ENVELOPE
RADIUS PERMITTED
IN THIS CORNER

BK BOLT, CAP SCREW, OR STUD
 OPTIONAL WITH MFR

.072 MAX ENVELOPE
 RADIUS PERMITTED
 IN THIS CORNER

LL
 2.000
 MAX R

SS
 PP
 FF
 EE
 BE
 .500
 MAX R

SURFACE MUST BE SQUARE WITH
 DIA H WITHIN .015 FIR. AND
 FREE FROM HOLES OR SLOTS
 OTHER THAN THOSE SPECIFIED

.062 R
 BZ
 SURFACE MUST BE SQUARE WITH
 DIA H WITHIN .005 FIR. AND
 FREE FROM HOLES OR SLOTS

.062 R OPTIONAL
 BP
 OPTIONAL DESIGN WITHOUT
 THRUST NUT

BJ
 .031 R
 .062 R
 MAX
 CHAMFER
 45° x .030
 BE
 QQ

ZZ
 BH
 GG
 MM
 BC
 DD
 H
 HH

DO NOT PAINT THESE SURFACES

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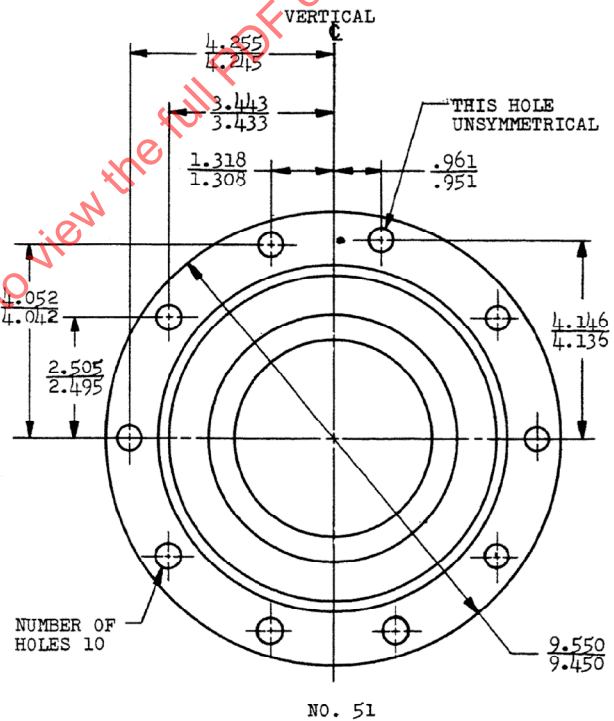
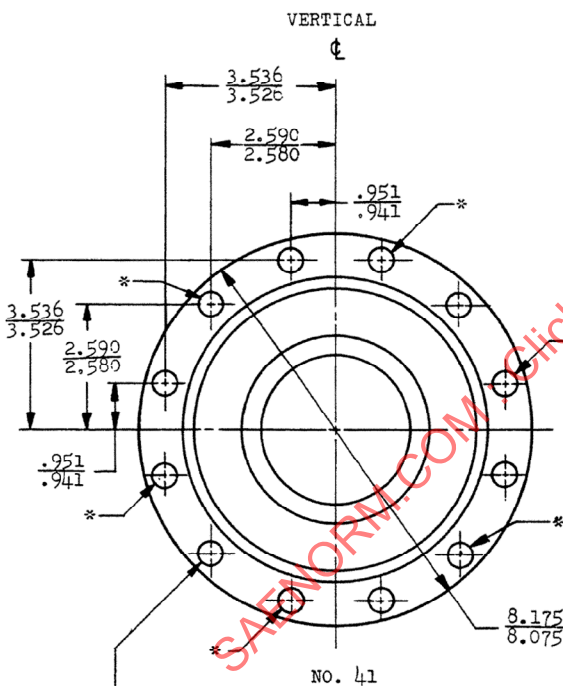
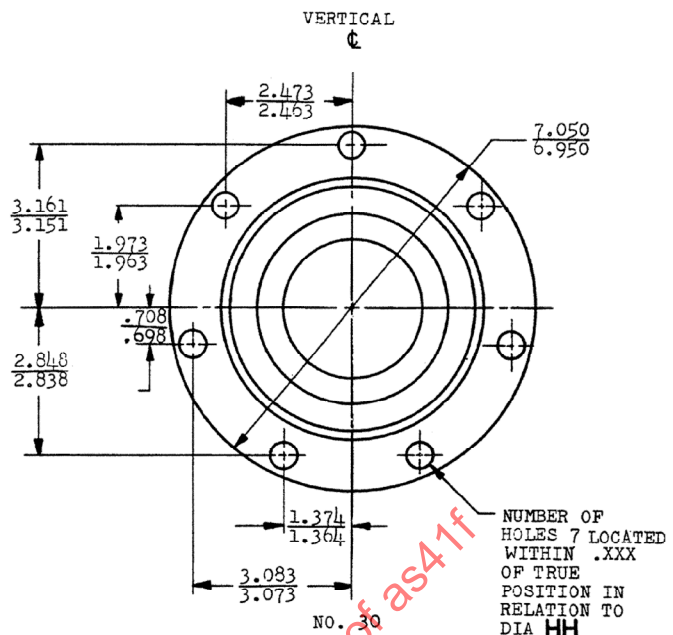
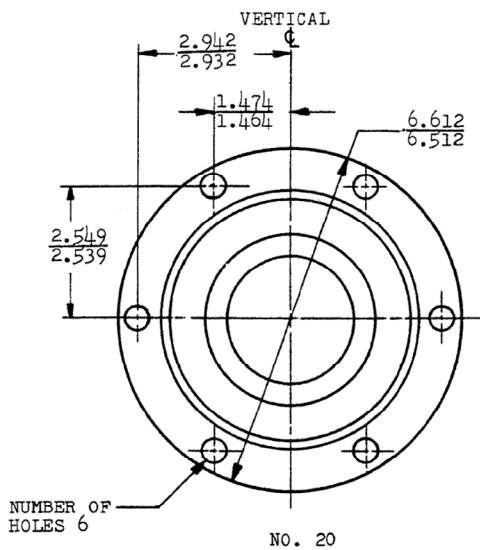
NO. 51A

DIA H AND HH TO BE
CONCENTRIC WITHIN .007 FIR.

BREAK EDGES .016

DIMENSIONS IN INCHES
UNLESS OTHERWISE SPECIFIED
TOLERANCES
THREE PLACE DECIMALS $\pm .010$
ANGLES $\pm 2^\circ$

FIG. 6



NUMBER OF HOLES 6 OR 12 WHEN 6 HOLES ARE USED, HOLES MARKED * ARE TO BE OMITTED

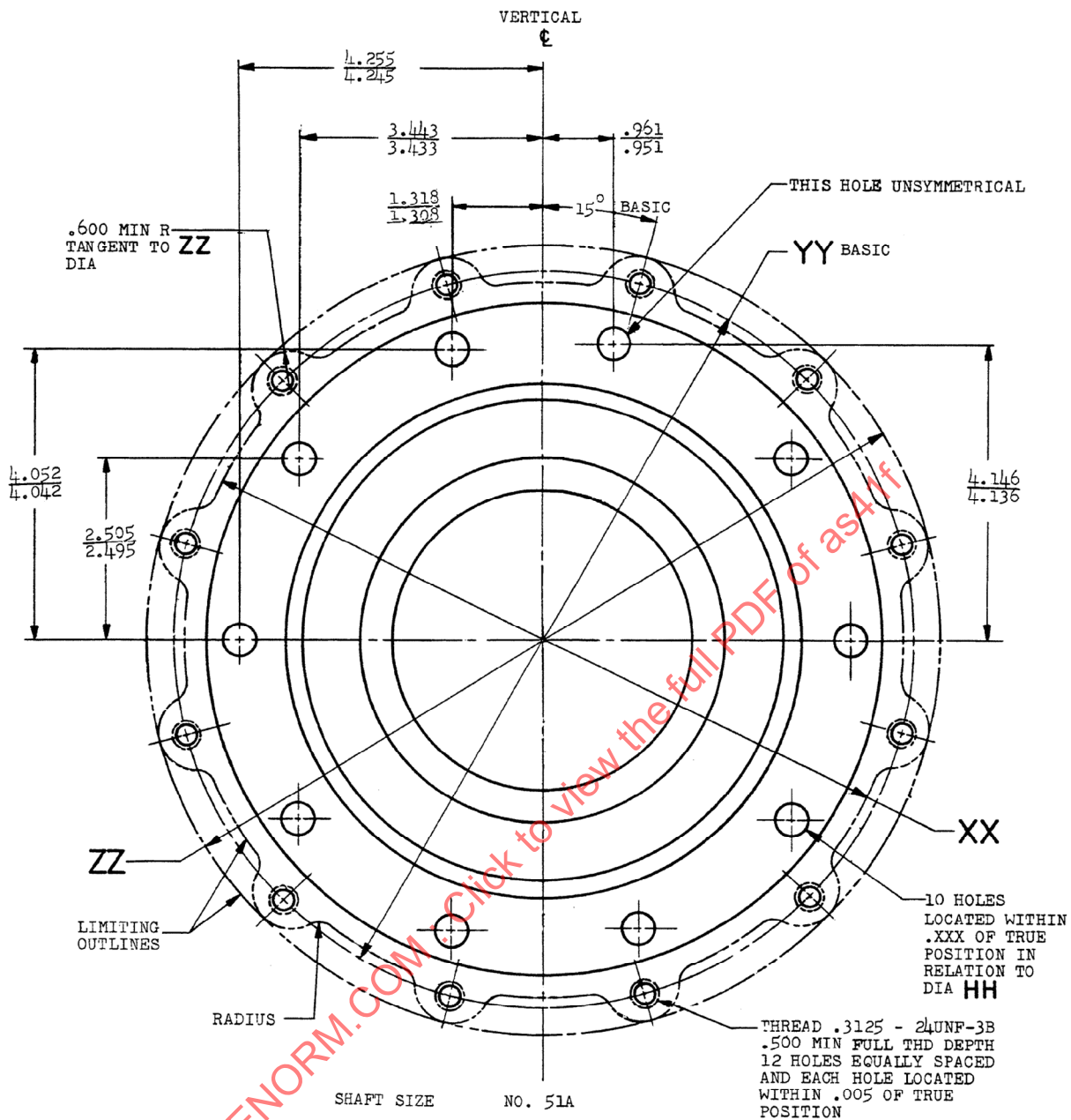
SEE FIGS 5 AND TABLES FOR OTHER APPLICABLE DIMENSIONS

BREAK EDGES .016

NOSE END PLAN VIEWS

FIG. 7

DIMENSIONS IN INCHES
 UNLESS OTHERWISE SPECIFIED
 TOLERANCES
 THREE PLACE DECIMALS $\pm .010$
 ANGLES $\pm 2^\circ$



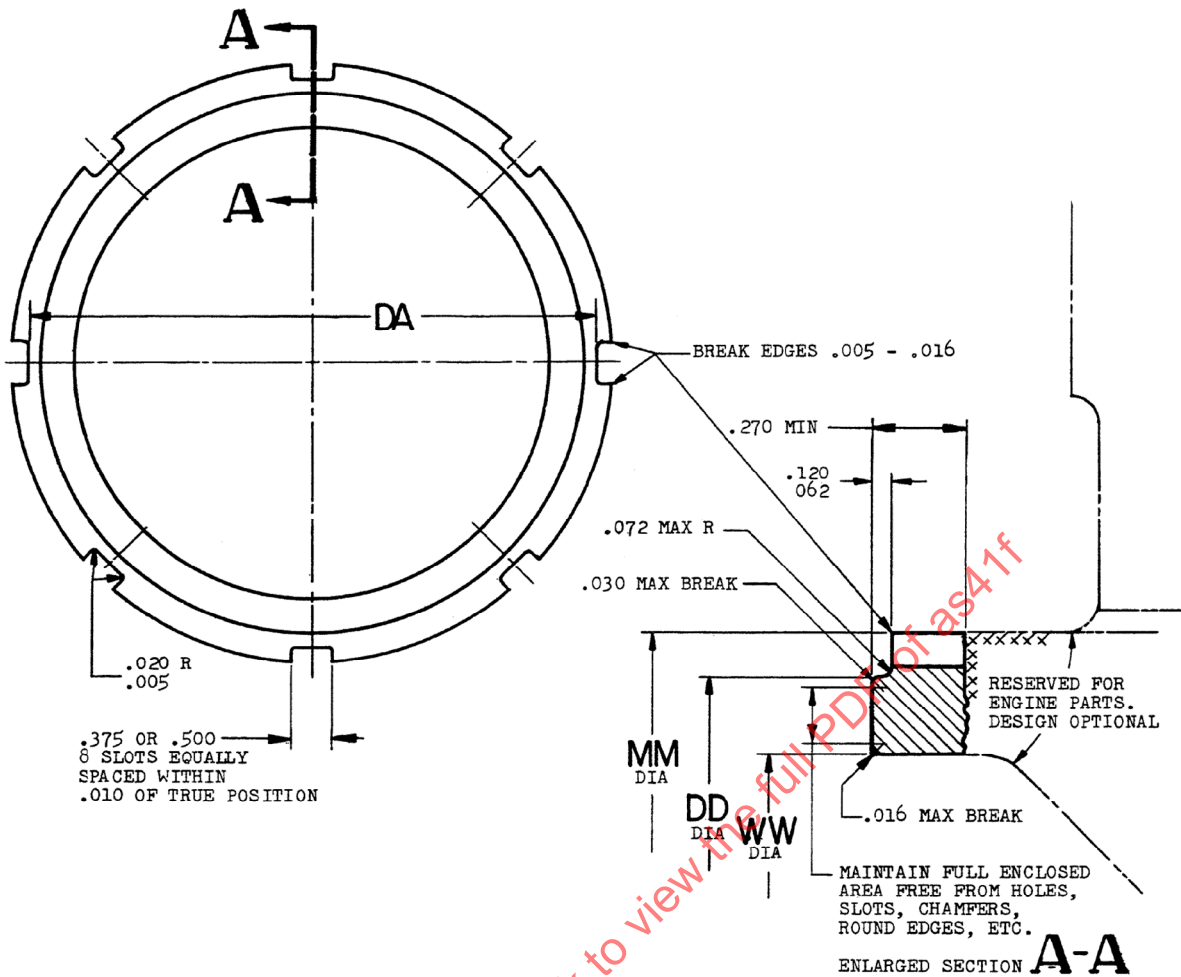
HOLES ARE DIMENSIONED IN RELATION TO CENTER OF DIA HH (FIG. 6)

BREAK EDGES .016

NOSE END PLAN VIEW

FIG. 8

DIMENSIONS IN INCHES
UNLESS OTHERWISE SPECIFIED
TOLERANCES
THREE PLACE DECIMALS $\pm .010$
ANGLES $\pm 2^\circ$



PROPELLER SHAFT THRUST NUT
WHEN APPLICABLE

FIG. 10

DIMENSIONS IN INCHES
UNLESS OTHERWISE SPECIFIED
TOLERANCES
THREE PLACE DECIMALS $\pm .010$
ANGLES $\pm 2^\circ$