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**REV. D**  
**SAE ARP375**

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**RATIONALE**

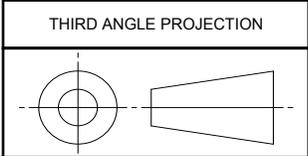
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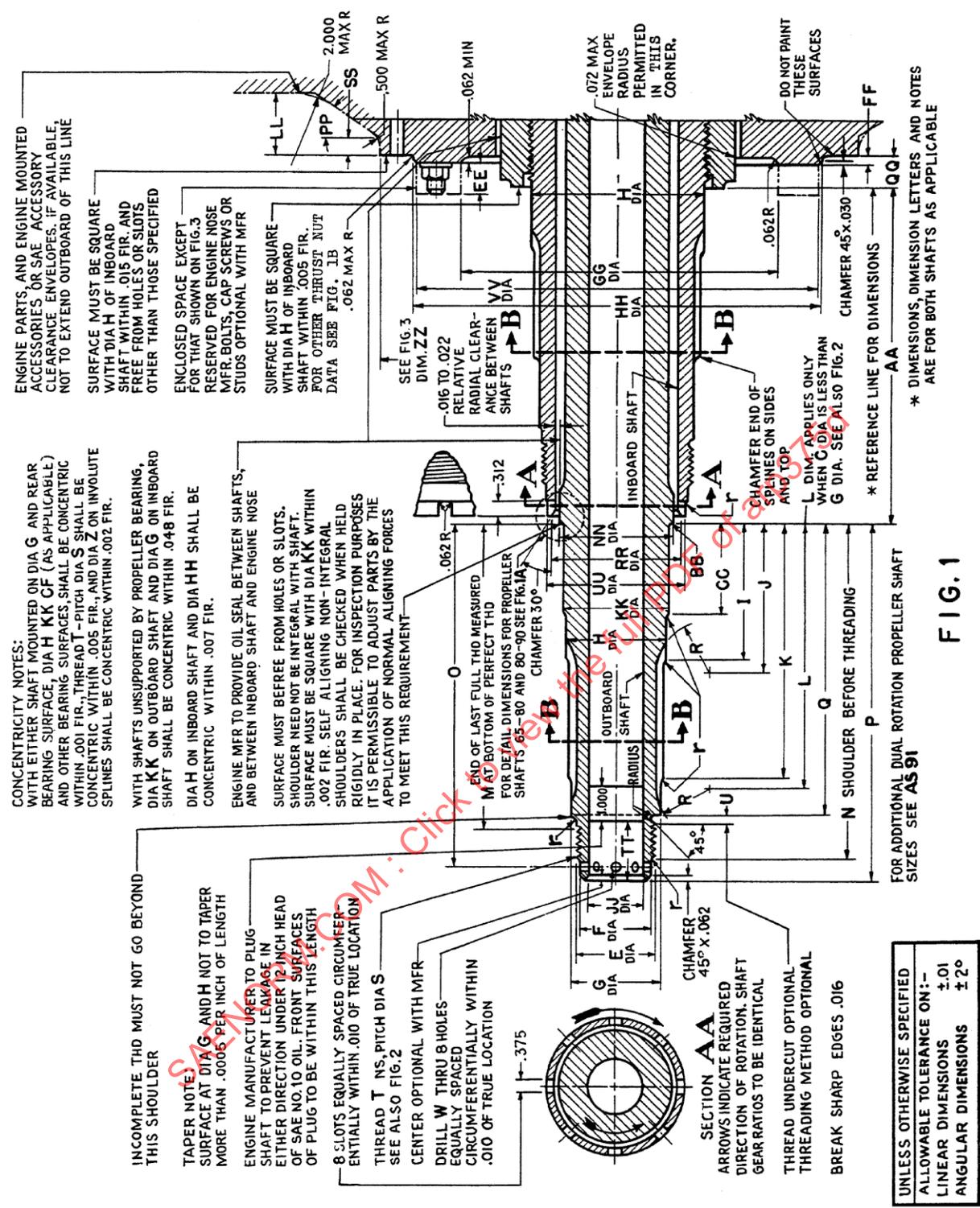


**AEROSPACE RECOMMENDED PRACTICE**  
PROPELLER SHAFT ENDS, DUAL ROTATION  
(PROPELLER SUPPLIED BEARING)

**SAE ARP375**

**REV. D**

ISSUED 1948-11 REVISED 1954-12 NONCURRENT 1973-08 REAFFIRMED NONCURRENT 2006-07 STABILIZED 2013-02



**FIG. 1**

LET	TOLERANCE		41 — 60		51 — 70		65 — 80		80 — 90	
	OUT-BOARD SHAFT	IN-BOARD SHAFT	INVOLUTE SPLINES	INVOLUTE SPLINES	INVOLUTE SPLINES	INVOLUTE SPLINES	INVOLUTE SPLINES	INVOLUTE SPLINES	INVOLUTE SPLINES	INVOLUTE SPLINES
A	+0.000	-.005	3.083	4.680	3.750	5.539	5.250	6.411	6.411	7.554
B	MAX.		2.917	4.436	3.583	5.294	5.000	6.151	6.151	7.294
C	+0.000	-.020	2.850	—	3.517	—	4.900	—	—	—
D	+0.010	-.020	—	4.321	—	5.179	—	6.036	6.036	7.179
E	+0.0000	-.0030	.1299	.2233	.1299	.2233	.1953	.2233	.2233	.2234
F	+0.000	-.004	2.807	4.245	3.432	5.120	4.870	5.995	5.995	7.120
G	+0.000	-.005	2.688	4.062	3.312	4.938	4.688	5.812	5.812	6.938
H	+0.000	-.002	2.812	4.296	3.500	5.156	4.875	6.011	6.011	7.156
I	+0.000	-.002	3.125	4.687	3.812	5.562	5.281	6.426	6.426	7.570
J	+0.020	±.025	4.438	1.812	7.375	1.812	11.250	3.250	15.125	3.312
K	±.030	±.040	4.938	2.312	7.875	2.312	11.750	3.750	15.625	3.812
L	±.020	—	8.250	5.375	11.188	5.375	16.125	7.400	20.750	8.000
M	+0.000*	+0.010*	9.475	8.360	12.412	8.360	18.297	10.360	23.735	11.610
N	+0.010	-.030	10.641	9.735	13.578	9.735	19.672	11.610	25.110	13.110
O	±.015	—	10.938	—	13.812	—	20.062	—	25.562	—
P	±.020	—	11.312	10.625	14.250	10.625	20.312	12.500	25.812	14.062
Q	±.010	±.020	9.375	8.250	12.312	8.250	18.188	10.250	23.625	11.500
R	MAX		1.530	2.030	1.530	2.030	2.030	2.030	2.030	3.030
	MIN		1.125	1.125	1.125	1.125	1.125	1.125	1.125	1.125
r	+0.030	-.000	.062	.062	.062	.062	.062	.062	.062	.062
S	+0.0000	-.0030	2.7560	—	3.3810	—	—	—	—	—
	+0.0000	-.0050	—	4.1668	—	5.0418	4.7918	5.9168	5.9168	—
	+0.0000	-.0080	—	—	—	—	—	—	—	7.0418
T	—	—	2.8125-12	4.250-8	3.4375-12	5.125-8	4.875-8	6.000-8	6.000-8	7.125-8
U	±.030	—	.170	.250	.170	.250	.250	.250	.250	.250
V	APPROX		.035	.068	.035	.068	.060	.068	.068	.068
W	±.0100	—	.2656	—	.2656	—	.2656	—	.2656	—
X	—	—	36	32	44	38	41	44	44	52
Y	—	—	12/24	7/16	12/24	7/16	8/16	7/16	7/16	7/16
Z	THEO		3.0000	4.5714	3.6667	5.4286	5.1250	6.2857	6.2857	7.4286
AA	±.040		10.688		10.688		16.062		17.625	
BB	MAX	—	.094	—	.094	—	.094	—	.094	—
CB	±.020	—	—	—	—	—	7.875	—	8.875	—
CC	±.020	—	2.375	—	2.375	—	3.875	—	4.875	—
CF	+0.0000	—	—	—	—	—	5.3149	—	6.4567	—
	-.0005	—	—	—	—	—	35MM BRG	—	164MM BRG	—
EE	MAX		.750	—	.750	—	.750	—	1.000	—
FF	±.010	—	.312	—	.312	—	.312	—	.312	—
GG	MIN		7.750	—	8.750	—	9.625	—	11.375	—
HH	±.001	—	10.123	—	11.123	—	12.625	—	14.373	—
JJ	+0.005	—	2.188	—	2.812	—	4.125	—	5.156	—
	-.0000	—	—	—	—	—	—	—	—	—
KK	+0.0000	—	3.1498 (80 MM BRG)	—	3.8191 (97 MM BRG)	—	5.3545	—	6.4980	—
	-.0000	—	—	—	—	—	36MM BRG	—	165MM BRG	—
LL	MIN		2.062**	—	2.062**	—	4.000	—	4.000	—
MM	***		***	—	***	—	***	—	***	—
NN	+0.000	—	3.604	—	4.354	—	5.812	—	6.938	—
	-.010	—	—	—	—	—	—	—	—	—
PP	MIN		35°**	—	35°**	—	45°	—	45°	—
QQ	±.035	—	.938	—	.938	—	.938	—	.938	—
RR	—	±.010	—	3.852	—	4.602	—	5.688	—	6.750
SS	MIN		.500	—	.500	—	.500	—	.500	—
TT	±.030	—	3.000	—	3.000	—	2.000	—	2.000	—
UU	—	+0.010	—	4.000	—	4.812	—	5.781	—	6.875
VV	MAX		10.102	—	11.072	—	12.574	—	14.250	—

\*\*\* SEE FIG. 1B, PAGE 2A

INBOARD AXIAL DIMENSIONS ARE FROM THRUST NUT

M DIM. MAX LIMIT GIVES MIN FULL THREAD

\* MINUS VALUE DEPENDS ON METHOD OF THREADING AND THD RUNOUT RELATION TO SHOULDER Q

TO OBTAIN DIM. FOR FULL NUMBER OF PITCHES, WHEN DESIRED, DEDUCT BASIC M FROM BASIC N

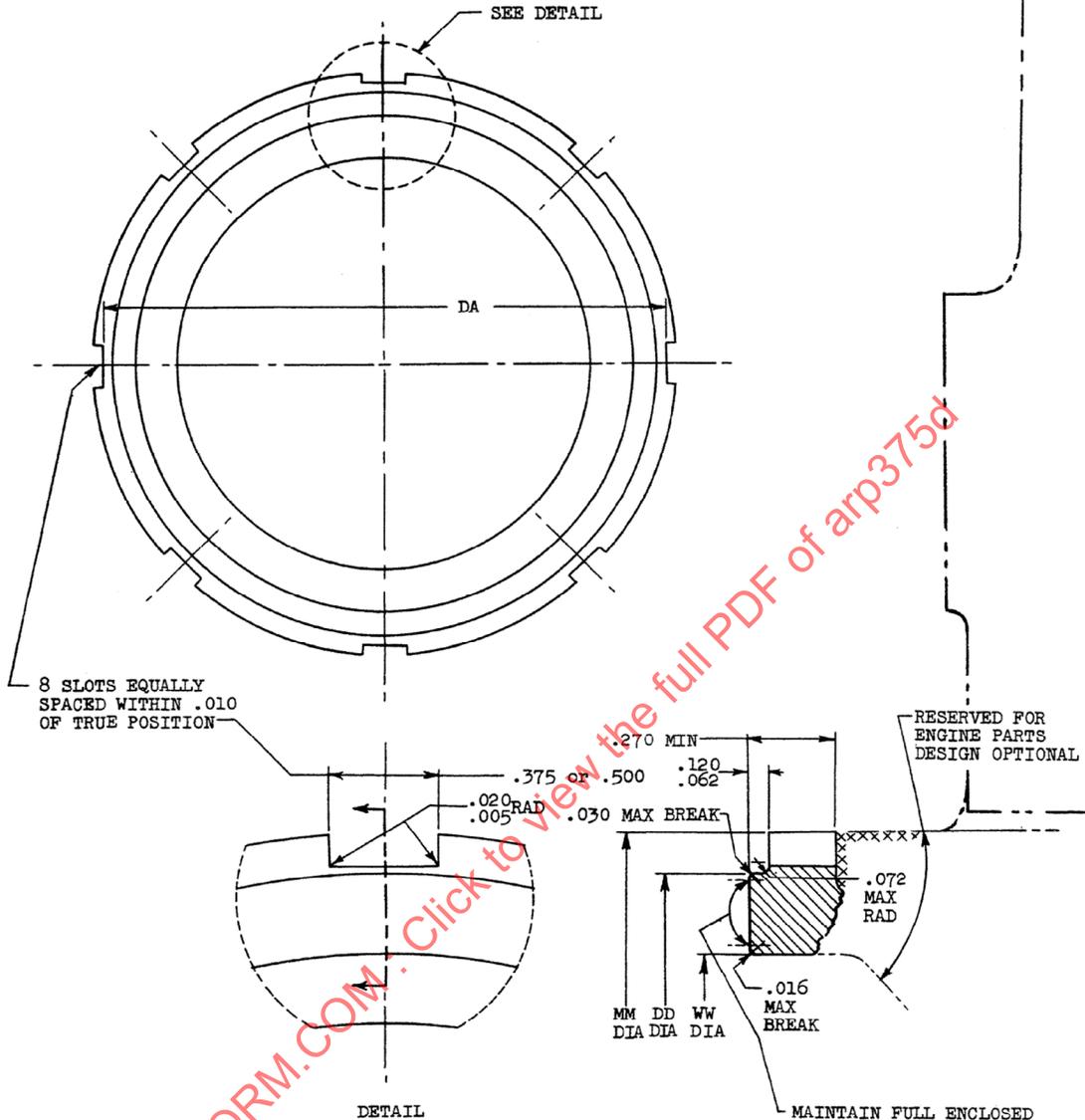
M DIM. DOES NOT APPLY WHEN UNDERCUT IS USED

\*\* LL TO BE 4.000 AND PP TO BE 45° WHEN PRACTICABLE

UNLESS OTHERWISE SPECIFIED	
ALLOWABLE TOLERANCE ON:-	
LINEAR DIMENSIONS	±.01
ANGULAR DIMENSIONS	± 2°

TABLE FOR FIG. 1, IA AND 2

PROPELLER SHAFT THRUST NUT



LET	TOLERANCE	41-60	51-70	65-80	80-90
DA	±.010	5.880	6.770	7.600	8.812
DD	±.010	5.812	6.688	7.562	8.750
MM	MAX	6.188	7.062	7.938	9.125
	***MIN	6.120	6.995	7.910	9.100
WW	MAX	5.010	5.885	6.760	7.948

\*\*\* MIN VALUE OF MM APPLIES OVER THE .270 MIN LENGTH, DETAILED ABOVE, BEYOND WHICH THE CONTOUR MAY VARY TO SUIT DESIGN OF THE ENGINE NOSE BUT SHALL NEVER EXCEED THE MAXIMUM VALUE OF MM.

FIG. 1B

UNLESS OTHERWISE SPECIFIED  
 BREAK ALL EDGES .005-.016  
 ALLOWABLE TOLERANCE ON:-  
 LINEAR DIMENSIONS ±.01  
 ANGULAR DIMENSIONS ±2°