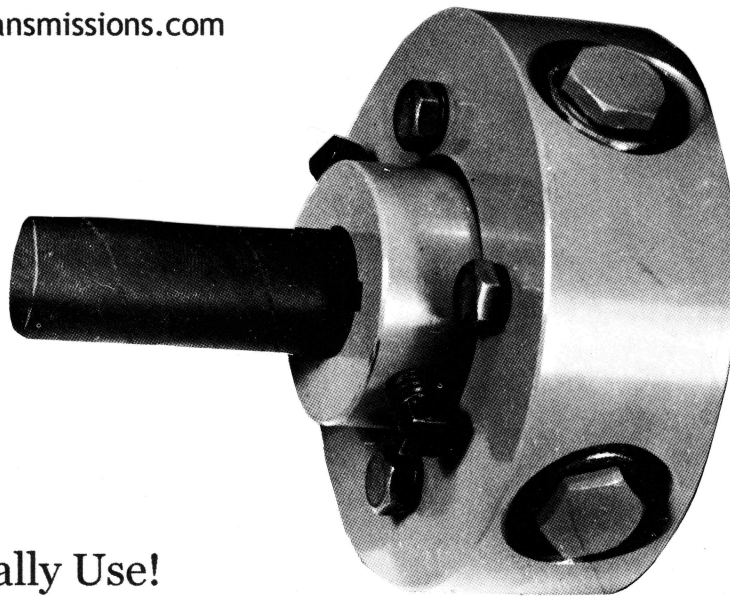


FEDERAL MARINE

Flexible Shaft Couplings

Federal Marine Transmissions Inc
5310 East Avenue
Countryside, IL 60525
708-352-2200 Fax 708-352-2205
www.federalmarinetransmissions.com



A Product
Your Boat can Really Use!

Absorbs Vibration- Protects Transmission- Prevents Electrolysis

Handles- both Parallel-and-angular- misalignment-
Dampens - oscillating shaft vibration - and rumble-
Rubbers absorb - both thrust- and- torsional loads-
Protects transmission- by relieving external stress-
Replaces shaft coupling - no need to shorten shaft-
Enjoy **smoother** ride while **protecting** transmission!
A True- Flexible Shaft Coupling- That Really Works-

A Quality Product - Proven - over 50 years-

A Federal Flexible Coupling - is a **true flexible shaft coupling** that absorbs vibration and helps protect transmission against damaging shaft whip and misalignment caused by structural distortions. Engines on rubber motor mounts move ahead and jackknife under thrust from prop shaft, causing extreme stress to transmission. The Federal Flexible Coupling absorbs this stress as well and provides greatly reduced vibrations from propeller and shaft, creating smoother quieter cruising, while protecting transmission.

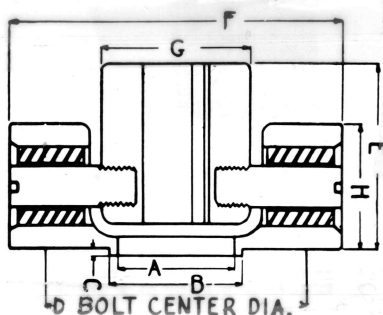
A Federal Flexible Coupling - replaces the old solid prop shaft flange and consists of a separate flange and hub. The flange - is accurately bored to receive special rubber bushings, and the face is machined to properly match the transmission coupling. The special - neoprene bushings with their bonded brass sleeves, are pressed- into the flange at the precise compression. Alloy spider pins slide through bushings threading into the independent center hub that accepts propeller shaft. Result- terrific flexibility & dampening, while protecting transmission.

The Federal Coupling will absorb both thrust and torsional loads, and greatly reduce vibration, but it is not designed to be a universal joint. The engine should be properly aligned before installation, in order to allow coupling to concentrate- on the misalignment and stress caused by hull distortions, motor and shaft movement, (while insuring long life of rubber bushings). Rubbers are replaceable incase of damage. Variety of models available for - gasoline, diesel, and shaft diameters.

All bolts, nuts, and set screws are furnished.



To Order: Call - Federal Marine Transmissions Inc 708-352-2200 Fax 708-352-2205
www.federalmarinetransmissions.com



2022 List Price

Price

Model 41A, 43A,	345.00
Model 31, 32, 41, 41B, 43B, 47, 48	390.00
Model 42B, 43K, 43A, 44, 46,	450.00
Model 436, 440, 441,	495.00
Model 41H, 42BH, 43H, 48H, 63 --	495.00
Model 65, 65B, 651, -----	645.00
Model 66 -----	769.00
Model 651E- 6 3/4" flange 1 3/4" max shaft	989.00
Model 72E, 721E, 75E-----	989.00
#6424 Rubber Trunnions ----- ea	35.00
#6426E Trunnions (E) Series---- ea	59.00
#3458 Spider Pins (7/8" across) ea	15.00
#3478E Spider Pins (E) series ea	28.00
Grounding Straps for bonding -----	36.00

Note: 651E- is a large 6 3/4" Diameter
 Check clearance on ZF and Twin Disc transmission
 651E- 1 3/4" is Maximum shaft diameter

MODEL	A	B	C	D	E	F	G	H	BOLT HOLES	SHAFT SIZE	SHPG. WT.
31	1-1/2"	1-3/4"	3/32"	2-1/2"	2-11/16"	4-3/4"	1-3/4"	1-7/8"	3 @ 25/64"	3/4" to 1-1/8"	10#
32	1-7/8"			2-3/4"	2-15/16"	4-3/4"	1-3/4"	2-1/8"	3 @ 25/64"	3/4" to 1-1/8"	12#
41	1-3/4"	2"	3/32"	3-1/4"	2-11/16"	5-1/4"	2-3/8"	1-7/8"	4 @ 25/64"	7/8" to 1-3/8"	12#
41A	2-1/4"	2-5/8"	3/32"	3-1/4"	2-11/16"	5-1/4"	2-3/8"	1-7/8"	4 @ 25/64"	7/8" to 1-3/8"	12#
41B	2-1/2"	2-3/4"	3/32"	4-1/8"	2-11/16"	5-3/4"	2-7/8"	1-7/8"	4 @ 25/64"	1" to 1-3/4"	15#
41H	2-1/2"	2-3/4"	3/32"	4-1/8"	3-13/16"	6"	3-1/8"	1-7/8"	4 @ 25/64"	1-1/2" to 2"	17#
42B	2-5/8"	2-7/8"	3/32"	4-1/8"	2-11/16"	5-3/4"	2-7/8"	1-7/8"	4 @ 15/32"	1" to 1-3/4"	15#
42BH	2-5/8"	2-7/8"	3/32"	4-1/8"	3-13/16"	6"	3-1/8"	1-7/8"	4 @ 15/32"	1-1/2" to 2"	17#
43A	2-1/4"	2-1/2"	3/32"	3-1/4"	2-11/16"	5-1/4"	2-3/8"	1-7/8"	4 @ 25/64"	7/8" to 1-3/8"	12#
434	60 mm.			80mm.	3-7/16"	5-1/4"	2-3/8"	2-3/8"	4 @ M10	7/8" to 1-3/8"	14#
435	54 mm.	60 mm.	3 mm.	90 mm.	3-7/16"	5-1/4"	2-3/8"	2-1/4"	4 @ M10	7/8" to 1-3/8"	12#
436	34 mm.	40 mm.	3 mm.	75 mm.	2-11/16"	4-3/4"	1-3/4"	2-1/4"	4 @ 11/32"	3/4" to 1-1/8"	12#
438	40 mm.	50 mm.	3/32"	3"	3-7/16"	4-3/4"	1-3/4"	2-5/8"	2 @ 25/64"	3/4" to 1-1/8"	12#
439	30 mm.	36 mm.	3 mm.	65 mm.	2-11/16"	4-3/4"	1-3/4"	1-7/8"	4 @ 13/32"	3/4" to 1-1/8"	10#
440	36 mm.	45 mm.	3 mm.	75 mm.	2-11/16"	4-3/4"	1-3/4"	1-7/8"	4 @ M-10	3/4" to 1-1/8"	10#
441	39 mm.	45 mm.	3 mm.	85 mm.	2-11/16"	4 3/4	1 3/4	1-7/8"	4 @ 15/32"	3/4" to 1-1/8"	12#
43B	2-1/4"	2-1/2"	3/32"	4-1/4"	2-11/16"	5-3/4"	2-7/8"	1-7/8"	4 @ 15/32"	1" to 1-3/4"	15#
43H	2-1/4"	2-1/2"	3/32"	4-1/4"	3-13/16"	6"	3-1/8"	1-7/8"	4 @ 15/32"	1-1/2" to 2"	19#
43K	2-1/4"	2-1/2"	3/32"	4-1/4"	2-13/16"	5-3/4"	2-7/8"	2"	4 @ 15/32"	1" to 1-3/4"	16#
44	2-3/8"	2-5/8"	3/32"	3-3/4"	2-11/16"	5-3/4"	2-7/8"	1-7/8"	4 @ 25/64"	1" to 1-3/4"	15#
46	2-7/8"	3-1/8"	3/32"	4-5/8"	2-11/16"	5-3/4"	2-7/8"	1-7/8"	4 @ 25/64"	1" to 1-3/4"	15#
47	44 mm.	50 mm.	3 mm.	78 mm.	2-8/4"	4-3/4"	1-3/4"	2"	4 @ 13/32"	3/4" to 1-1/8"	12#
48	56 mm.	65 mm.	3 mm.	100 mm.	2-3/4"	5-1/4"	2-3/8"	2"	4 @ 13/32"	7/8" to 1-3/8"	12#
61A	2"			4"	3-15/16"	5-3/4"	2-7/8"	2-5/8"	6 @ 15/32"	1" to 1-3/4"	18#
63	2-1/2"			3-7/8"	2-13/16"	5-3/4"	2-7/8"	2"	6 @ 15/32"	1" to 1-3/4"	15#
65	3"			4-3/4"	3-15/16"	6	3-1/8"	2"	6 @ 17/32"	1-3/8" to 2"	19#
65B	2-3/4"	3"	3/32"	4-3/4"	3-13/16"	6	3-1/8"	1-7/8"	6 @ 15/32"	1-3/8" to 2"	19#
66	3"	3-1/4"	3/32"	5-3/8"	3-13/16"	6	3-1/8"	1-7/8"	6 @ 15/32"	1-3/8" to 2"	19#
72E	3-3/4"			6"	4-15/16"	7-1/4"	3-3/4"	2"	6 @ 21/32"	1-1/2" to 2-1/2"	29#
75E	3"			4-3/4"	4-15/16"	7-1/4"	3-3/4"	2"	6 @ 17/32"	1-1/2" to 2-1/2"	29#