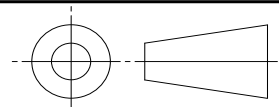


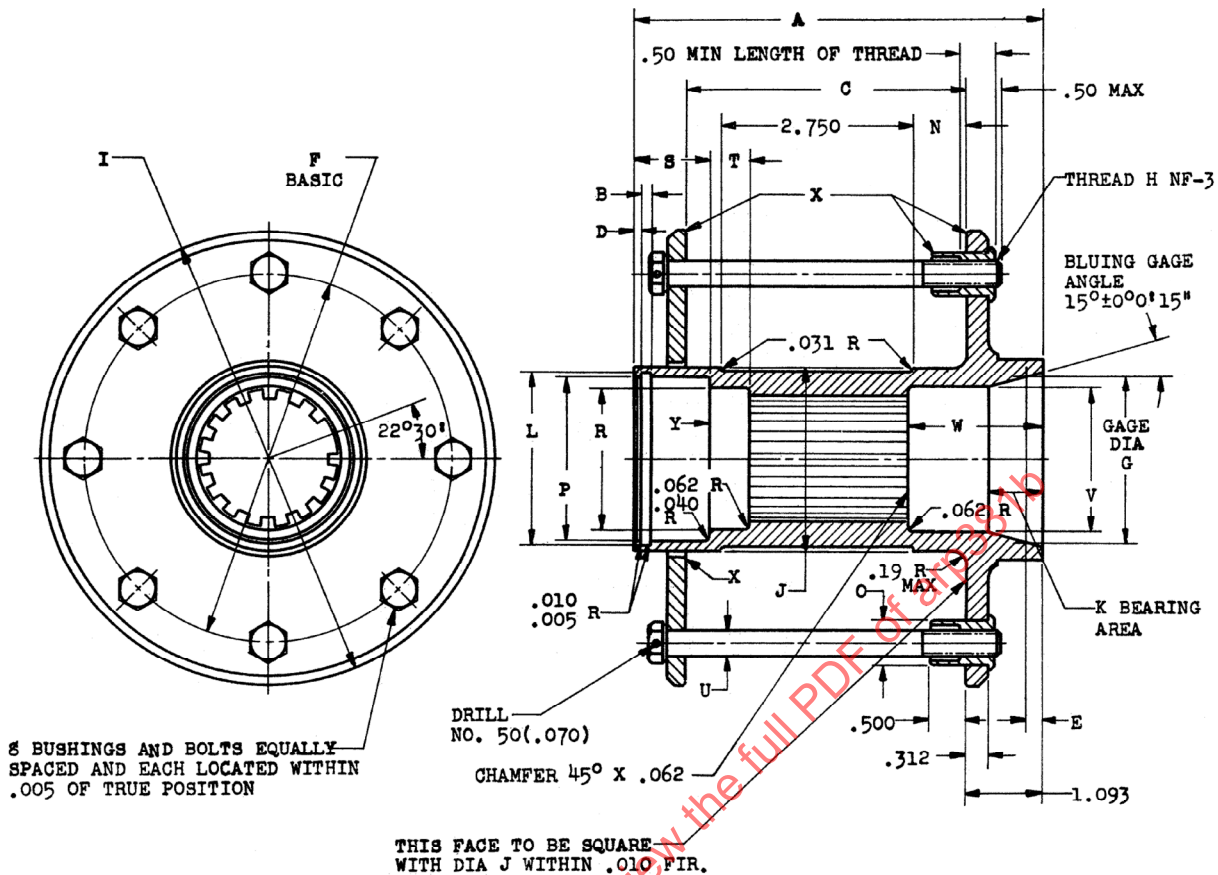
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REV. B	FEDERAL SUPPLY CLASS		
	RATIONALE THIS NONCURRENT STANDARD HAS BEEN STABILIZED.		
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CUSTODIAN: E-25			
	AEROSPACE RECOMMENDED PRACTICE		SAE ARP381
	HUB, FLANGED - SPLINE TYPE WOOD PROPELLER - #10, #20		
		REV. B	

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ISSUED 1949-02 NONCURRENT 1973-08 REAFFIRMED NONCURRENT 2006-05 STABILIZED 2013-02



ALL EDGES MARKED X TO BE ROUNDED .030-.060 APPROX R.

DIA F AND J TO BE CONCENTRIC WITH EACH OTHER WITHIN .010 FIR.

THE BEARING CONTACT ON THE TAPER CONE SEAT SHALL BE EVENLY DISTRIBUTED AND SHALL COVER NOT LESS THAN 75 PER CENT OF THE DESIGNATED BEARING AREA WHEN CHECKED WITH A COMBINATION SPLINE AND TAPER GAGE BY MINUTE BLUING. Y SURFACE, P DIA AND J DIA TO BE CHECKED SIMULTANEOUSLY WITH HUB MOUNTED ON COMBINATION SPLINE AND TAPER GAGE. RUNOUT ON THESE SURFACES NOT TO EXCEED .002 FIR. EXCEPT RUNOUT ON J DIA NOT TO EXCEED .003 FIR.

A SHRINK FIT OF .0005-.0020 IS RECOMMENDED FOR THE THREADED BUSHINGS IN THE CRANKSHAFT FLANGE.

STRAIGHT SPLINES SHALL CONFORM TO AS 180.

PHYSICAL PROPERTIES, FINISHES AND FITS SHOULD MEET THE REQUIREMENTS FOR RECOMMENDED TORQUE RATINGS OF ARP 373.

BREAK SHARP EDGES .003 TO .015 UNLESS OTHERWISE SPECIFIED.

SPECIAL PARTS REQUIRED FOR USE WITH THIS HUB. SEE ARP 382, ARP 383, ARP 385.

UNLESS OTHERWISE SPECIFIED ALLOWABLE TOLERANCE ON:
LINEAR DIMENSION $\pm .01$, ANGULAR DIMENSION $\pm 2^{\circ}$.