

GB2144-M - Twin Disc

STATUS

På lager

REF. NR.

GB2144-M

MANUFACTURE

Twin Disc

TYPE

MG 509

RED.

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FABRIKS NR.

Spec. S-2730 Serie 59??07

VESSEL

Vos Tiree



Model MG-509 Marine Transmission

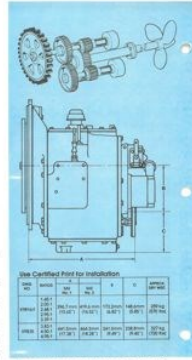


- Oil controlled clutch engagement
- Castored and hardened gears
- Emergency come-home brake
- Rub with light cone seal
- Rubber track drive
- Ratio: 3.83:1, 3.83:1, 2.48:1, 2.94:1, 3.28:1, 3.83:1, 4.83:1 and 4.83:1
- Equipped with either S4E No. 1 or No. 2 housing
- Dry flywheel housing
- Both clutches remove with transmission attached to engine
- Hydraulic clutch and roller forward or reverse
- Hydraulic clutch and roller forward or reverse

The MG-509 Marine Transmission is the most popular marine transmission in its horsepower range. The 3.83:1, 3.83:1, 2.48:1, 2.94:1 and 3.28:1 ratios are identical in design except for the size of the primary and the counter shaft gear. The 3.83:1, 4.83:1 and 4.83:1 ratios use a double cone on the counter shaft gear of the gear. The castored and hardened gears are available mounted on either shafting or shafting. The housing may be purchased with or without S4E No. 1 or No. 2 housing.

Forwarding may be enabled with the No. 2 housing and one driving ring with the No. 2 housing. Maximum shaft speed with No. 2 housing is 2000 rpm.

The MG-509 is designed to fit standard engine controls in either forward or reverse position. An emergency come-home brake is optional. The emergency come-home brake is optional. The emergency come-home brake is optional. The emergency come-home brake is optional.

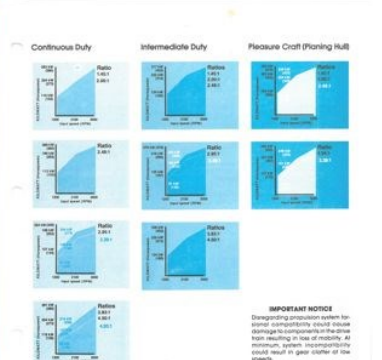


Use Certified Fluid for Installation

Ratio	Oil Capacity (Liters)	Oil Capacity (Gallons)
3.83:1	1.8	0.47
3.83:1	1.8	0.47
2.48:1	1.8	0.47
2.94:1	1.8	0.47
3.28:1	1.8	0.47
3.83:1	1.8	0.47
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Rolling valve is applicable to both right-hand and left-hand shafting.

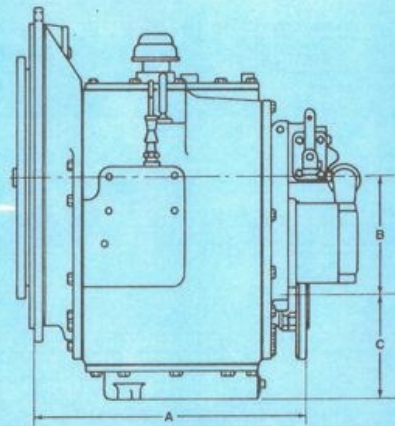
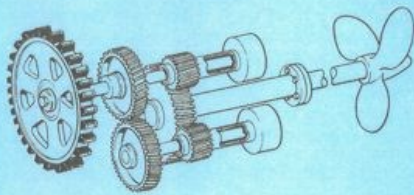
Heat Exchanger
The MG-509 Marine Transmission is available with a heat exchanger. The heat exchanger is optional. The heat exchanger is optional. The heat exchanger is optional.



IMPORTANT NOTICE
Downgrading propeller pitch for torque compatibility should cause change in propeller pitch. The change in propeller pitch should result in a gear ratio of the propeller. The responsibility for ensuring that the propeller pitch is satisfactory rests with the assembler of the drive and drive equipment.

Important notice: Downgrading propeller pitch can be made by the engine. The engine should be maintained as specified in the maintenance manual. The engine should be maintained as specified in the maintenance manual.

For Service Classification Definitions see book cover



Use Certified Print for Installation

DWG NO.	RATIOS	A		B	C	APPROX. DRY WGT.
		SAE No. 1	SAE No. 2			
X9816-F	1.45:1					
	2.00:1					
	2.48:1	396.7 mm (15.62")	419.6 mm (16.52")	173.2 mm (6.82")	148.6 mm (5.85")	259 kg (570 lbs)
	2.95:1					
	3.39:1					
X9835	3.83:1					
	4.50:1	441.5 mm (17.38")	464.3 mm (18.28")	241.0 mm (9.49")	238.8 mm (9.40")	327 kg (720 lbs)
	4.95:1					

**Model MG-509
Marine Transmission**

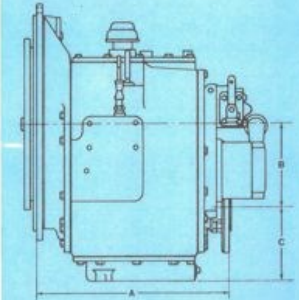
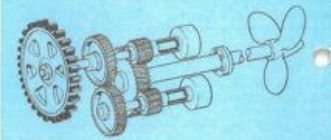


- Oil controlled clutch engagement
- Carbureted and hardened gears
- Emergency come-home feature
- Built with jig-bore accuracy
- Rubber block drive
- Ratios: 1.45:1, 2.00:1, 2.48:1, 2.95:1, 3.39:1, 3.83:1, 4.50:1 and 4.95:1
- Equipped with either SAE No. 1 or No. 2 housing
- Dry flywheel housing
- Both clutches removable with transmission attached to engine
- Identical performance and ratios forward or reverse
- Hydraulically-actuated and oil-cooled clutches shift with smooth, fast, fingertip response

The MG-509 Marine Transmission is the most popular marine transmission in its horsepower range. The 1.45:1, 2.00:1, 2.48:1, 2.95:1 and 3.39:1 ratio units are identical in design except for the size of the pinions and the countershaft gear. The 3.83:1, 4.50:1 and 4.95:1 ratio units use a deeper case as the center distance of the gears is greater. The carbureted and hardened gears are straddle-mounted on anti-friction bearings on short, rigid shafts. The transmission may be purchased with an SAE No. 1 or No. 2 housing.

Three driving rings are available with the No. 1 housing and one driving ring with the No. 2 housing. Maximum safe speed with Part No. A-6911 driving ring is 2300 rpm. The MG-509 is designed for full horsepower operation continuously in either forward or reverse position.

An externally-mounted heat exchanger, top-mounted power take-off, a mating propeller shaft coupling flange and a trolling valve assembly are available as optional equipment with the MG-509 Marine Transmission. The



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trolling valve is applicable to both right-hand and left-hand rotation engines turning either right-hand or left-hand propellers.

Heat Exchanger

Kits available from Twin Disc consist of a heat exchanger with flexible hoses and necessary fittings for installation on the top cover plate of the transmission. Customers who wish to furnish their own heat exchanger should contact the nearest Twin Disc or marine engine distributor. When ordering, specify if raw or fresh water is to be used in the heat exchanger. Heat exchanger can be remotely-mounted if a top PTO is used.