

GB790 - Twin Disc

STATUS

På lager

REF. NR.

GB790

MANUFACTURE

Twin Disc

TYPE

MG 509

RED.

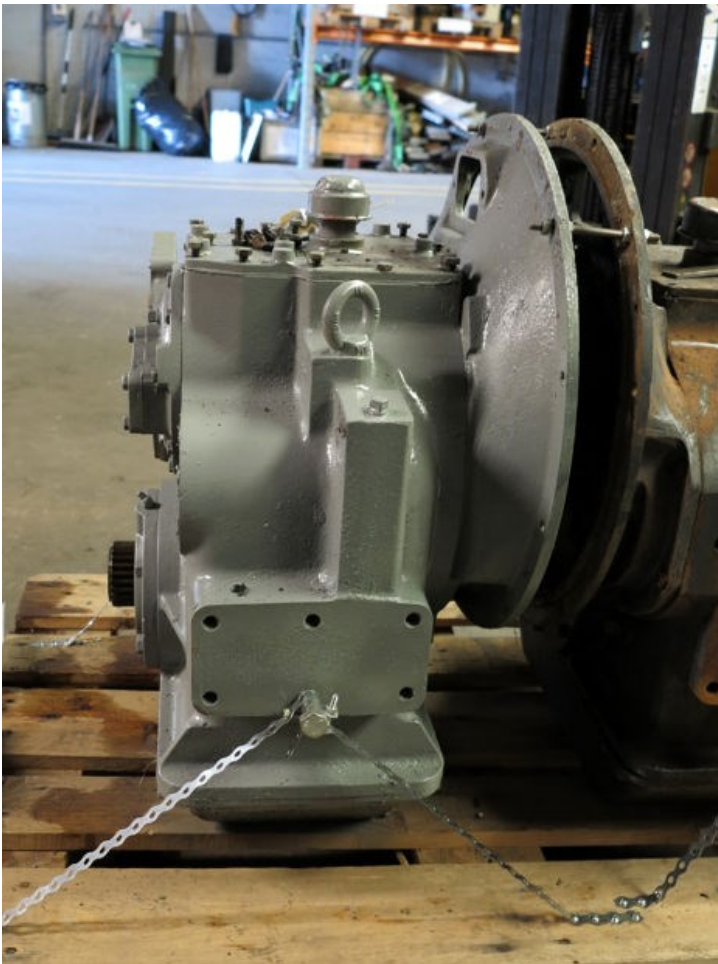
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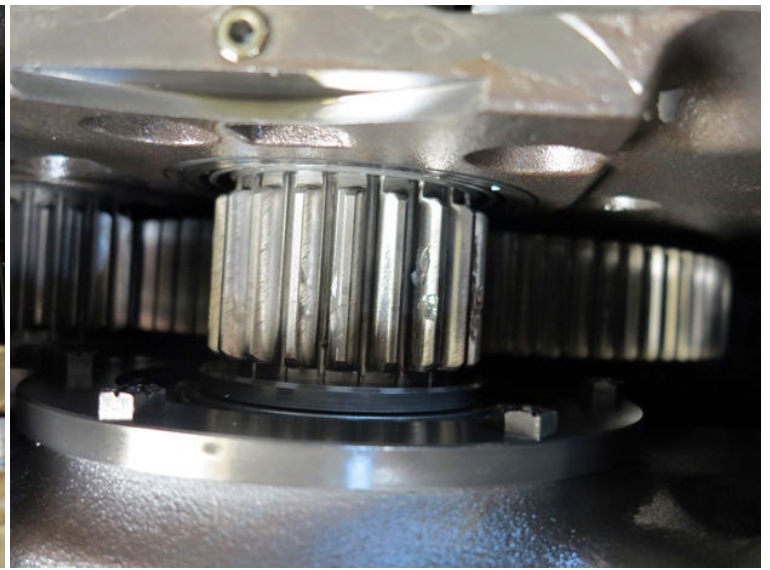
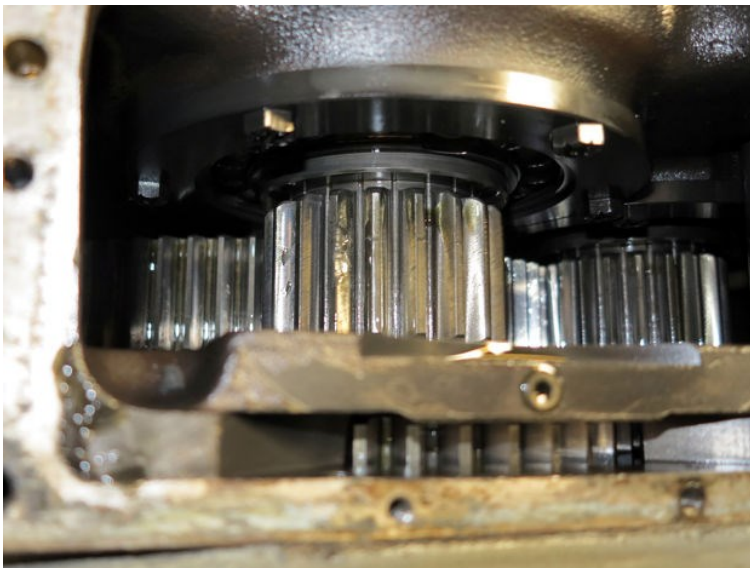
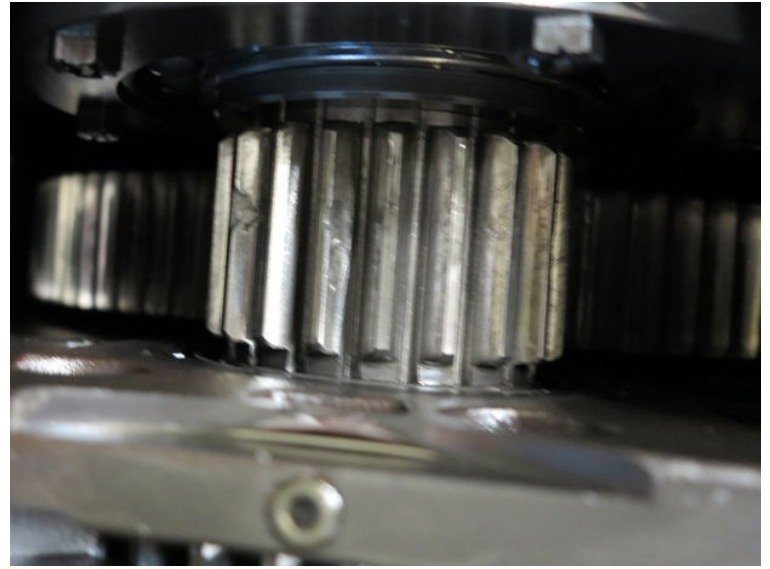
FABRIKS NR.

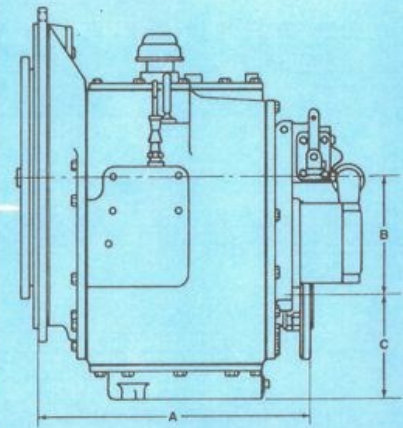
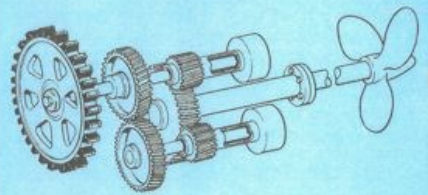
Serie 5N2199 Spec. 36769

REMARKS

For parts







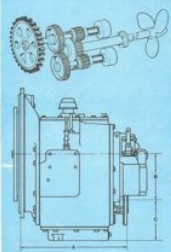
Use Certified Print for Installation

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

**Model MG-509
Marine Transmission**



- Oil controlled clutch engagement
- Carburized and hardened gears
- Emergency come-home feature
- Built with lifetime lubrication
- 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
- Equipped with either SAE No. 1 or No. 2 housing
- Dry flywheel housing
- Both clutches removable with transmission attached to engine
- Superior performance and ratios forward or reverse
- Hydraulically-actuated and oil-cooled clutches shift with smooth, fast, fingertip response



Use Certified Print for Installation

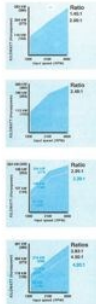
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Rolling valve is applicable to both right-hand and left-hand rotation engines turning either right-hand or left-hand propellers. The transmission may be purchased with an SAE No. 1 or No. 2 housing.

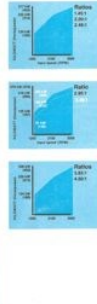
Heat Exchanger

Its location from the top cover 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 flow or heat water to be used in the heat exchanger. Heat exchanger can be remotely-mounted if a top FTD is used.

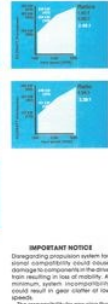
Continuous Duty



Intermediate Duty



Peakure Craft (Planing Hull)



IMPORTANT NOTICE

Downgrading provisions where torsional compatibility could cause damage to components or the shaft or result in the loss of efficiency, safety, or performance could result in gear failure or the shaft.

The responsibility for ensuring that the torsional compatibility of the propulsion system is sufficient will rest with the designer of the drive and driven equipment.

Torsional vibration increases can be made by the engine builder, marine surveyor, independent consultant and others. Twin Disc is prepared to assist in the design of a propulsion system to avoid torsional problems that relate to the marine transmission.

For Service Classification Definitions see back cover

**Model MG-509
Marine Transmission**

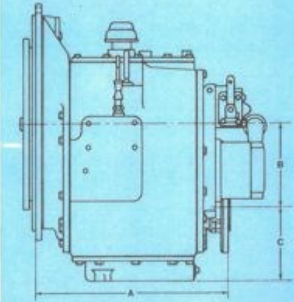
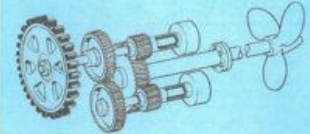


- Oil controlled clutch engagement
- Carburized and hardened gears
- Emergency come-home feature
- Built with lifetime lubrication
- Rubber block drive
- Ratios: 1.45-1, 2.00-1, 2.48-1, 2.95-1, 3.39-1, 3.83-1, 4.50-1 and 4.95-1
- Equipped with either SAE No. 1 or No. 2 housing
- Dry flywheel housing
- Both clutches removable with transmission attached to engine
- 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 carburized and hardened gears are shroud-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 shaft 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 rolling valve assembly are available as optional equipment with the MG-509 Marine Transmission. The



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

Heat Exchanger

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