

# GB804 - Twin Disc

STATUS

På lager

REF. NR.

GB804

MANUFACTURE

Twin Disc

TYPE

MG 509

RED.

2,00:1

HP IND

325

RPM IND

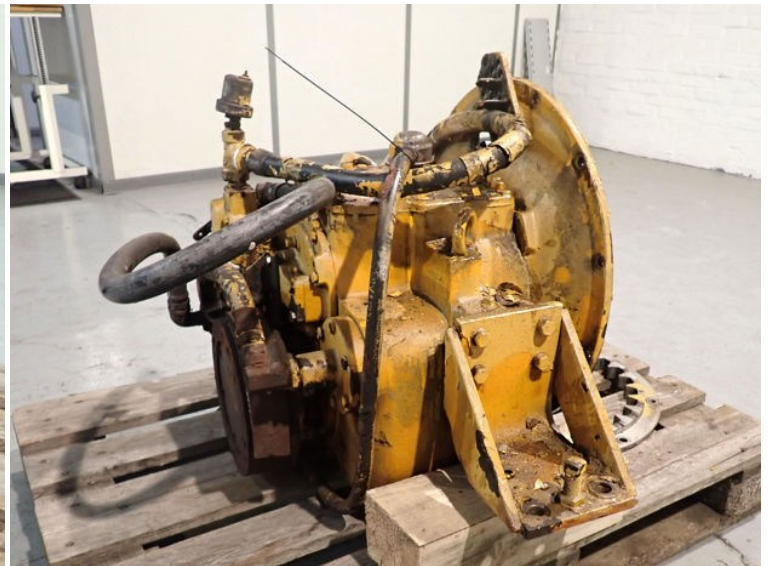
2100

FABRIKS NR.

Serie 5M9901 Spec. 34004

VESSEL

Vos siren

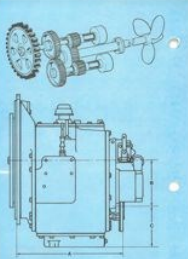




### Model MG-509 Marine Transmission



- Oil controlled clutch engagement
- Carburized and hardened gears
- Emergency come-home feature
- Built with rigging 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



Use Certified Print for Installation

SAE No.	SAE No. 1	SAE No. 2	APPROX. DRY WT.
1.45:1	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)
2.00:1	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)
2.48:1	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)
2.95:1	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)
3.39:1	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)
3.83:1	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)
4.50:1	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)
4.95:1	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)

Rolling valve is applicable to both right-hand and left-hand propellers.

#### Heat Exchanger

Kit 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 shall be remotely mounted if a top PTO is used.

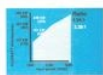
#### Continuous Duty



#### Intermediate Duty



#### Flexure Cruff (Planing Hull)



#### IMPORTANT NOTICE

Overpowering production engines beyond manufacturer's rated capacity could cause damage to components and drive train resulting in loss of mobility. All maximum ratings are based on the engine's rated output. Exceeding the rated output will result in gear failure or oil leaks. The responsibility for ensuring that the horsepower of the engine is compatible with the transmission is the responsibility of the purchaser. Exceeding the rated capacity of the engine and drive train is prohibited.

## Model MG-509 Marine Transmission

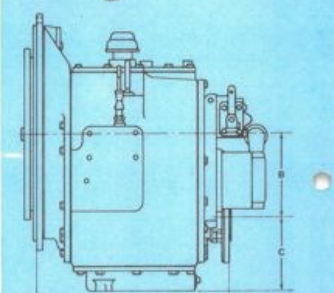
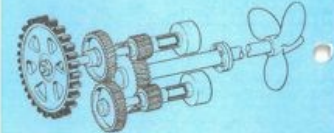


- Oil controlled clutch engagement
- Carburized and hardened gears
- Emergency come-home feature
- Built with rig-bore accuracy
- Rubber block drive
- Ratios: 1.45:1, 2.00:1, 2.48:1, 2.95:1, 3.39:1, 3.83:1, 4.50:1 and 4.95:1
- Equipped with either SAE No. 1 or No. 2 housing
- Dry flywheel housing
- Both 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 carburized and hardened gears are shrouded 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-4914 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



Use Certified Print for Installation

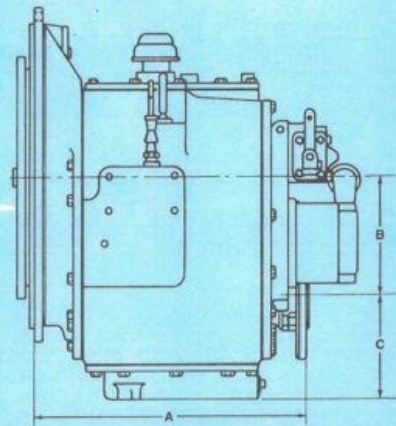
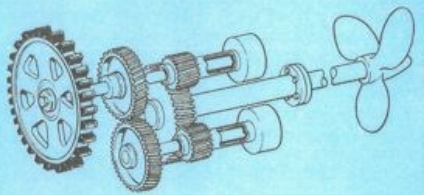
SAE NO.	SAE No. 1	SAE No. 2	A	B	C	APPROX. DRY WT.
1.45:1	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)
2.00:1	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)
2.48:1	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)
2.95:1	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)
3.39:1	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)
3.83:1	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)
4.50:1	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)
4.95:1	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	173.2mm (6.82")	259 kg (570 lbs)

rolling 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.

For Service Classification Definitions see back 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					
X9635	3.53:1					
	4.52:1	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					