

GB810 - Twin Disc

STATUS

På lager

REF. NR.

GB810

MANUFACTURE

Twin Disc

TYPE

MG 509

RED.

1,45:1

FABRIKS NR.

Serial 594559 Spec. S-2595

REMARKS

oil capacity 2,8. 165 PSI





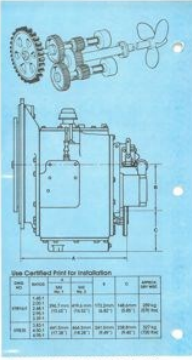


Model MG-509 Marine Transmission



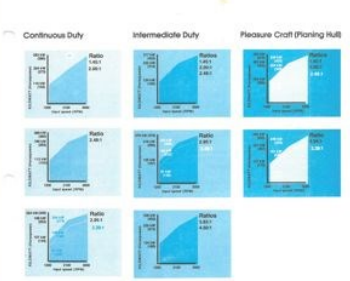
Oil controlled clutch engagement
 Carbureted and hardened gears
 Emergency come-home feature
 Built with jig-bore accuracy
 Rubber block drive
 Ratios: 1.45:1, 2.00:1, 2.48:1, 2.95:1, 3.39:1, 3.83:1, 4.50:1 and 4.95:1
 Equipped with either SAE No. 1 or No. 2 housing
 Dry flywheel housing
 Both clutches 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 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 sole speed with Full 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, or mating propeller shaft coupling flange and a trolling valve assembly are available as optional equipment with the MG-509 Marine Transmission. The



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 distributor for details. 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.



IMPORTANT NOTICE
 Engaging propellers under load conditions could cause damage to components of the drive train resulting in loss of mobility. At maximum speed, inappropriate clutching could result in gear chatter or the break.

The responsibility for ensuring that the torsional compatibility of the propulsion system is satisfactory rests with the assembler of the drive and drive equipment.

Torsional vibration analysis can be made in the engine distributor's marine engine controls, independent consultants and others. Twin Disc's responsibility is to provide solutions to customer torsional problems that relate to the marine transmission.

For Service Classification Definitions see book cover

Use Certified Print for Installation

DWG NO.	RATIOS	A	B	C	APPROX. DRY WT.
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")
	2.00:1				
	2.48:1				
	2.95:1, 3.39:1				
X9835	3.83:1	441.5 mm (17.38")	464.3 mm (18.28")	241.0 mm (9.49")	238.8 mm (9.40")
	4.50:1				
	4.95:1				

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