

GB840 - Twin Disc

STATUS	På lager
REF. NR.	GB840
MANUFACTURE	Twin Disc
TYPE	MG 509
RED.	4,50:1
HP IND	450
RPM IND	3000
FABRIKS NR.	Bom no. 37285 ser. No. 5R6009
REMARKS	Factory overhauled. Oil press 165-200 PSI @1800 rpm

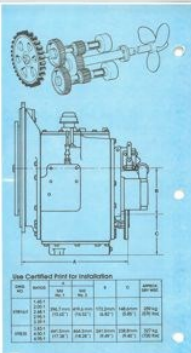




Model MG-509 Marine Transmission



- 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 ratio forward or reverse
- Hydraulically-actuated and oil-cooled clutches shift with smooth, fast, fingertip response



Use Certified Print for Installation

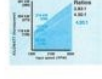
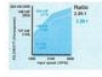
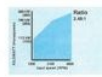
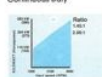
SAE No.	SAE No. 1	SAE No. 2	SAE No. 3	SAE No. 4	SAE No. 5	SAE No. 6	SAE No. 7	SAE No. 8	SAE No. 9	SAE No. 10
1.45:1	2.00:1	2.48:1	2.95:1	3.39:1	3.83:1	4.50:1	4.95:1			

Rolling valve is applicable to both right-hand and left-hand propellers. 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 perfect in design except for the size of the pinions and the counter-shaft 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 available in either forward or reverse position. When ordering, specify if raw or fresh water to be used in the heat exchanger. Heat exchanger shall be remotely mounted if a top PTO is used.

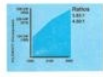
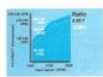
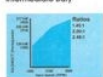
Heat Exchanger

Rolling valve is applicable to both right-hand and left-hand propellers. 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 perfect in design except for the size of the pinions and the counter-shaft 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 available in either forward or reverse position. When ordering, specify if raw or fresh water to be used in the heat exchanger. Heat exchanger shall be remotely mounted if a top PTO is used.

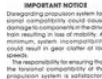
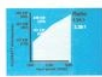
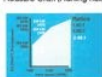
Continuous Duty



Intermediate Duty



Flare-out (Planing Hull)



IMPORTANT NOTICE

Overloading propellers causes torsional compatibility which causes damage to components and the drive train resulting in loss of mobility. At maximum output, torsional compatibility could result in gear noise or oil leaks. The responsibility for ensuring that the torsional compatibility of the propeller system is satisfactory rests with the customer of the drive and drive equipment.

For Service Classification Definitions see back cover

Model MG-509 Marine Transmission



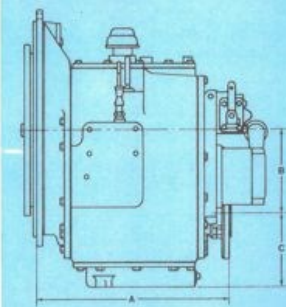
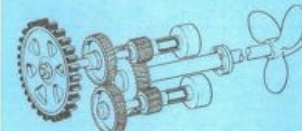
- Oil controlled clutch engagement
- Carburized and hardened gears
- Emergency come-home feature
- Built with rig-bore accuracy
- Rubber block drive
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The MG-509 Marine Transmission is the most popular marine transmission in its horsepower range.

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 counter-shaft 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 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



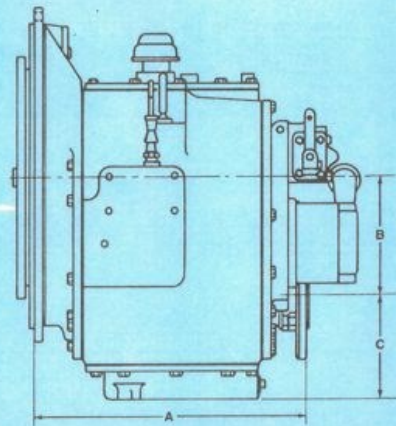
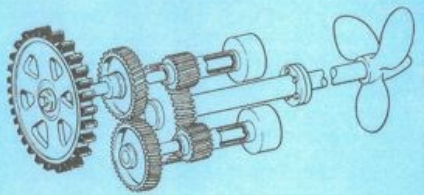
Use Certified Print for Installation

EMV NO.	SAE NO.	SAE No. 1	SAE No. 2	A	B	C	APPROX. DRY WT.
K98164	1.45:1						
	2.00:1						
	2.48:1	395.7 mm (15.62")	419.6 mm (16.52")	173.2 mm (6.82")	148.6 mm (5.85")	259 kg (570 lbs)	
	3.39:1						
K9836	3.83:1	441.6 mm (17.38")	464.3 mm (18.28")	241.0 mm (9.49")	238.8 mm (9.40")	327 kg (720 lbs)	
	4.50:1						
	4.95:1						

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.



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					