

# Twin Disc - MG 509

STATUS

På lager

REF. NR.

GB844

MANUFACTURE

Twin Disc

TYPE

MG 509

RED.

2,00:1

HP IND

470

RPM IND

3000

FABRIKS NR.

Bom nr. 37213 Ser. No. 5BP438





### Model MG-509 Marine Transmission



- Oil controlled clutch engagement
- Carburized 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 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.

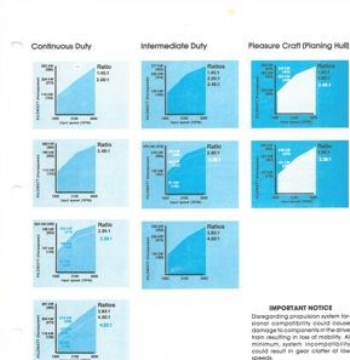
The driving ring is available with the No. 1 housing and one driving ring with the No. 2 housing. Maximum safe speed with Part No. A-4911 driving ring is 2300 rpm. The MG-509 is designed for full horsepower operation continuously in either forward or reverse position.

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



**Use Certified Print for Installation**

DWG NO.	RATIOS	A	SAE No. 1	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")	259 kg (570 lbs)
	2.00:1					
	2.48:1					
	2.95:1					
X9835	3.83:1	441.5 mm (17.38")	464.3 mm (18.28")	241.0 mm (9.49")	238.8 mm (9.42")	327 kg (720 lbs)
	4.50:1					
	4.95:1					



**IMPORTANT NOTICE**  
 Driveline propulsion system for speed compatibility could cause damage to components of the drive train resulting in loss of mobility. At minimum, correct compatibility could result in gear chatter or the shafts.

It is recommended to consult the torsional compatibility of the propulsion system is determined with the assembler of the drive and drive equipment.

Torsional vibration analysis can be made by the engine builder, marine engine contractor, independent consultants and others. Twin Disc's responsibility is to design solutions to potential torsional problems that relate to the marine transmission.

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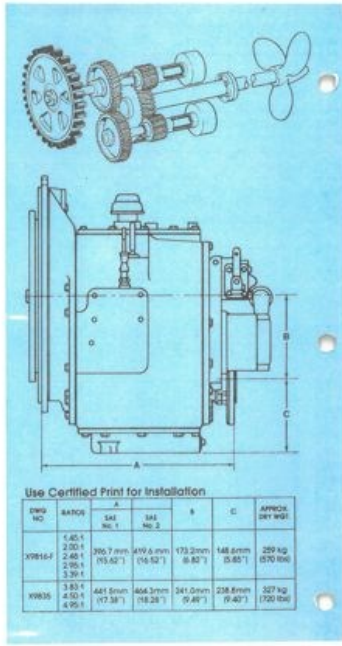


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Three driving rings are available with the No. 1 housing and one driving ring with the No. 2 housing. Maximum safe speed with Part No. A-4911 driving ring is 2300 rpm. The MG-509 is designed for full horsepower operation continuously in either forward 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

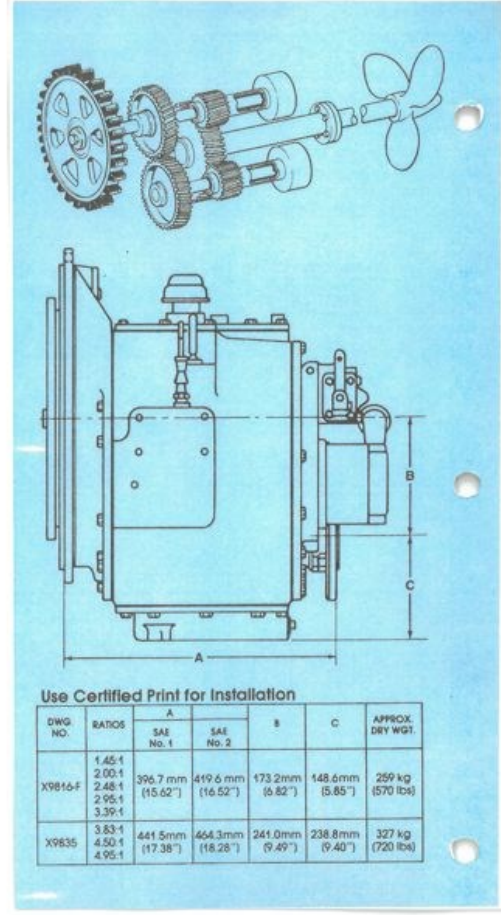


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trolling valve is applicable to both right-hand and left-hand rotation engines turning either right-hand or left-hand propellers.

**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.



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