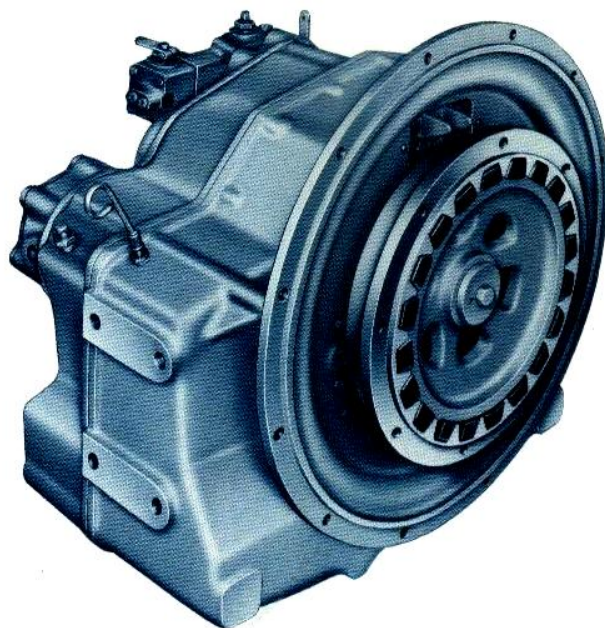
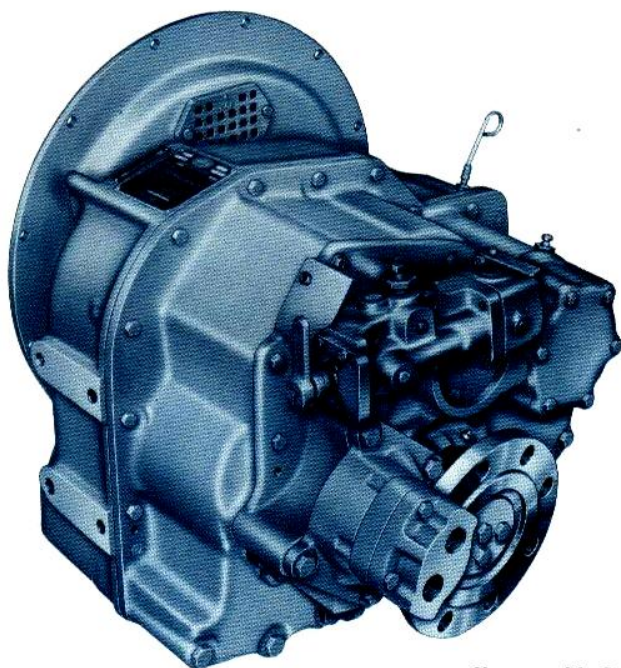


# Model MG-510A

## Marine Transmission for large yachts



Shown with Optional Trolling Valve

- Provides lower deck or cockpit and more usable room
- Permits use of two identical standard engine packages in twin engine installations—simplifies on-board parts requirements
- Near level engine installation
- Oil controlled clutch engagement
- Carbureted, hardened, conical helical gears
- No external plumbing (except to heat exchanger)
- Built with jig-bore accuracy
- Identical forward and reverse ratios: 1.48:1, 1.92:1 and 2.44:1
- SAE No. 1 or No. 2 housing
- Identical performance forward or reverse—provides either left or right-hand propeller rotation with identical engine
- Quiet operation
- Controlled rate of pressure rise for smoother shifts
- Rubber block drive
- Optional trolling valve for forward or reverse

The MG-510A offers conical involute gearing for quiet operation. A 7° down angle provides for near level installation. This feature eliminates the need for engine installation at severe high angles and provides easier installation and more on-board living space.

Identical performance and ratios in forward or reverse eliminate the need for opposite rotation engines.

This lightweight, high-capacity marine transmission permits the use of higher powered engines that are required for best vessel performance. This unit has all helical gears and its torque capacity accommodates popular high-speed diesels.

The 1.48:1, 1.92:1 and 2.44:1 ratio units are available in one configuration. Unlike most marine countershaft arrangements, this transmission with 7° down angle offers broad design flexibility for marine architects.

### Heat Exchanger

Heat exchangers are available from Twin Disc for the MG-510A. Customers who wish to furnish their own heat exchanger should contact the nearest Twin Disc or marine engine distributor for exchanger specifications. When ordering, specify if raw or fresh water is to be used in the heat exchanger.

### IMPORTANT NOTICE

Disregarding propulsion system torsional compatibility could cause damage to components in the drive train resulting in loss of mobility. At minimum, system incompatibility could result in gear clatter at low speeds.

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

Torsional vibration analysis can be made by the engine builder, marine survey societies, independent consultants and others. Twin Disc is prepared to assist in finding solutions to potential torsional problems that relate to the marine transmission.