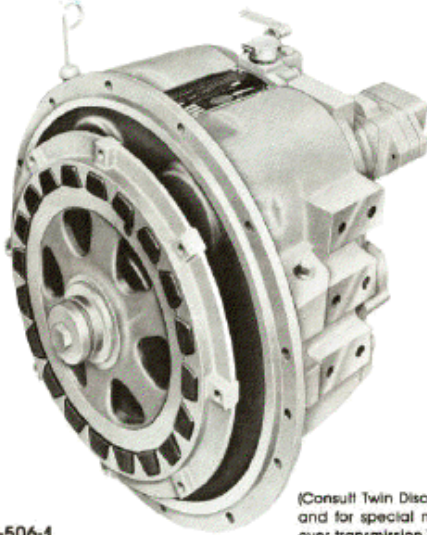
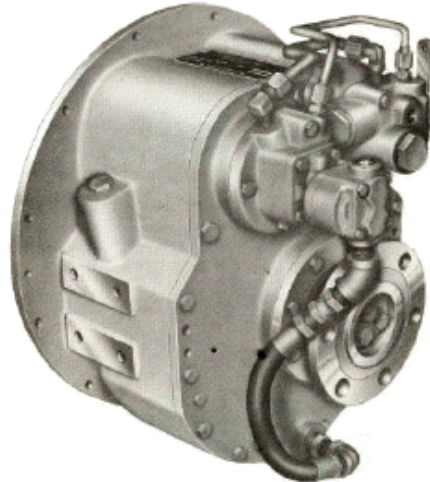


Model MG-506-1 and MG-506 Deep Case Marine Transmissions



MG-506-1

(Consult Twin Disc for input speeds exceeding 3000 rpm and for special models that will accept engine starter over transmission.)

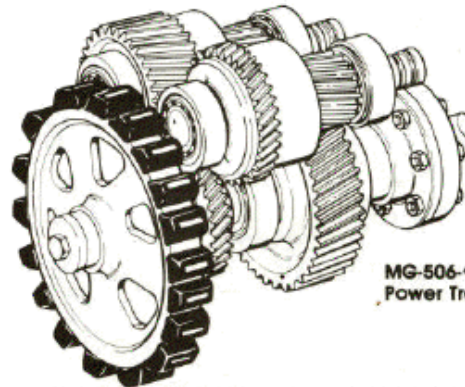


MG-506 Deep Case

- Oil controlled clutch engagement
- Carburized and hardened gears
- Helical or spur gears depending on model
- Built with jig-bore accuracy
- Rubber block drive
- Ratios:
MG-506 Deep Case Spur Gear Models: 3.79:1, 4.48:1
MG-506-1 Helical Gear Models: 1.09:1, 1.50:1, 1.97:1, 2.50:1, 2.96:1
- Equipped with SAE No. 1, 2 or No. 3 housing, depending on model
- Dry flywheel housing
- For use with standard engine rotation (counter-clockwise facing flywheel)
- Hydraulically-actuated and oil-cooled clutches shift with fast, fingertip response
- Oil gauges can be mounted port or starboard

The MG-506 Marine Transmission features countershaft design with rugged tapered roller bearings throughout the unit at all points of continuous rotation. However, unlike most marine countershaft arrangements, this transmission has a straight-through power flow with input and output on the same centerline (except on two deep-case ratios). This feature is of particular advantage to marine architects for planing type hulls.

The bearing bores and dowel holes in the main housing and rear cover of the MG-506 are machined



MG-506-1
Power Train

simultaneously on automatic horizontal boring machines. Finish machining also is accomplished during this operation on the pilot ring.

In the coaxial models, a trolling valve assembly is available as optional equipment.

Heat Exchanger

Customers who wish to furnish their own heat exchanger should contact their 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.

Standard Mounting Brackets and Companion Flanges for the MG-506 Models are available from Twin Disc.