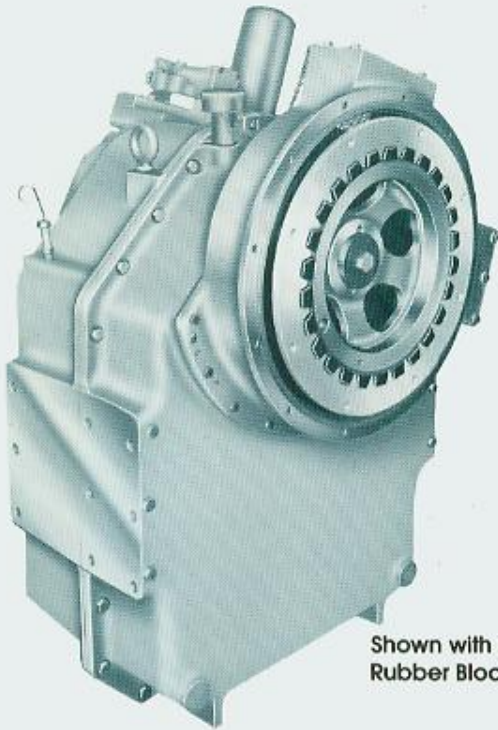


# Model MG-518-1 Marine Transmission

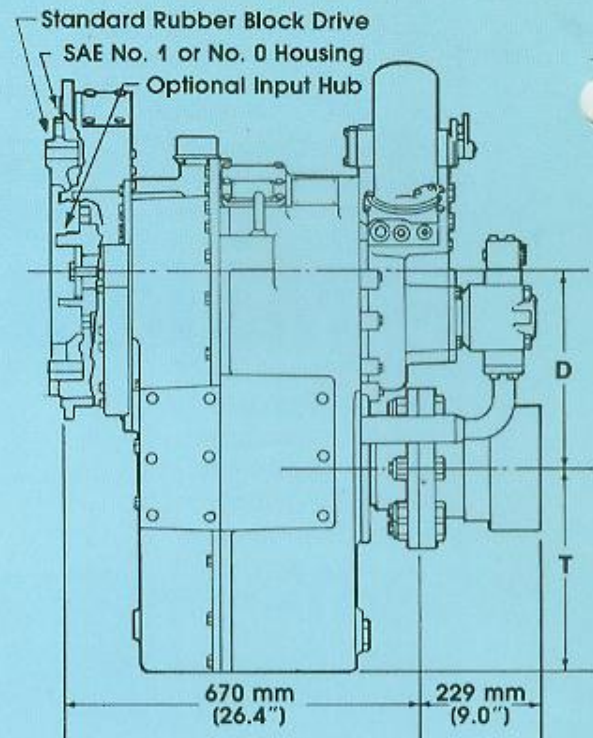


Shown with Standard Rubber Block Drive

## MG-518-1 Maximum Allowable Engine Speed—2400 RPM

- Carburized, hardened and ground helical gears
- Instant response—oil-controlled and cooled clutches
- Built with jig-bore accuracy
- Ratios: 1.48:1, 2.00:1, 2.47:1, 2.94:1, 4.06:1, 4.48:1, 5.07:1, 5.92:1 and 6.48:1
- Identical performance and ratios forward or reverse
- Equipped with SAE No. 1 or No. 0 housing
- Dry flywheel housing
- Double output flange oil seals—grease lubricated
- Bearings, gears and clutches positively lubricated with 100% filtered oil
- Clutches removable with transmission attached to engine
- Equipped with companion flange
- Rubber block drive standard
- Optional torsional input coupling for SAE No. 14 flywheel. Consult Twin Disc Application Engineering for coupling horsepower rating limitations.
- Optional input hub for torsionally flexible couplings
- Optional 150 hp @ 1800 rpm live SAE "C" pump mount PTO XA7377A
- Can be provided for use with LH engines driving through forward gear train for forward propulsion

MG-518



The MG-518-1 Marine Transmission is designed for the rugged service encountered by today's higher horsepower, harder working marine diesel engines.

The 1.48:1, 2.00:1, 2.47:1, and 2.94:1 ratio units are identical in design except for the size of the pinions and countershaft gear. The 4.06:1, 4.48:1, 5.07:1, 5.92:1 and 6.48:1 ratio units use a deeper case as the center distance of the gears is greater. All ratios include carburized, hardened and ground helical gears which are straddle-mounted on anti-friction bearings on short, rigid shafts.

Maintenance accessibility is another outstanding feature of the MG-518-1. It is not necessary to remove the transmission or disturb alignment for most service functions.

## Trolling Valve

An optional trolling valve is available for the MG-518-1. The trolling valve provides the ability to obtain lower propeller speeds than would be possible at engine idle speed with the clutch fully engaged. If a raw water heat exchanger is used, then a thermostatic oil bypass valve is recommended for use in the transmission oil circuit to provide proper sump oil temperature for consistent trolling valve operation.

## Heat Exchanger

Heat exchangers for the MG-518-1 are available from Twin Disc. Customers who wish to furnish their own heat

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