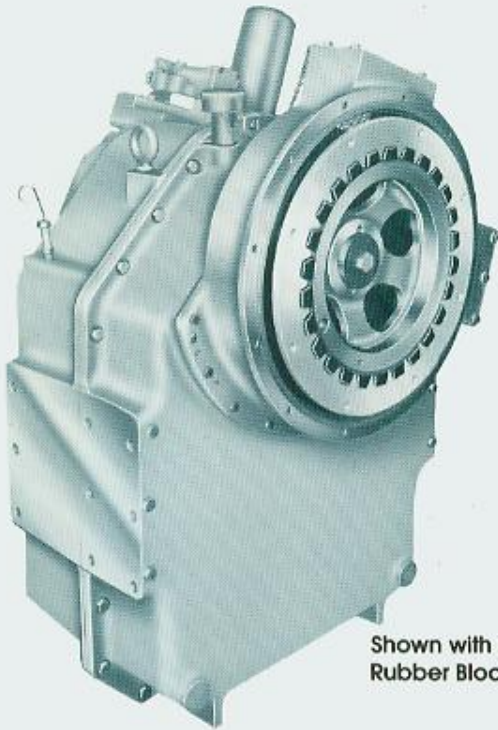


Model MG-518-1 Marine Transmission

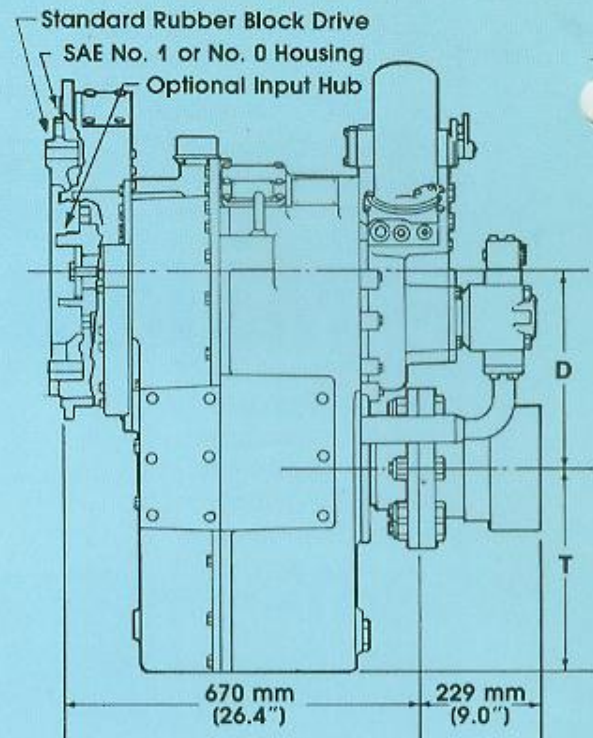


Shown with Standard Rubber Block Drive

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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