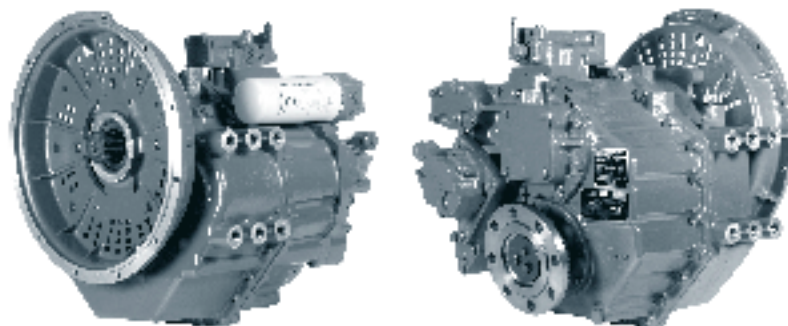


MAXIMUM 895 KW (1200 HP) @ 2300 RPM [PLEASURE CRAFT]**STANDARD EQUIPMENT****MG-5135 SC & MG-5135 A**

SAE J617 housing no. 1
Flexible coupling for 14" flywheel (SAE J620 size 355)
Mechanical Control Valve
Oil strainer and oil filter

MG-5135 RV

Input flange size GWB 587.50
Mechanical Control Valve
Oil strainer and oil filter

**OPTIONS**

	MG-5135 SC	MG-5135 A	MG-5135 RV
SAE J617 housing no. 0	X	X	
Flexible coupling for 18" flywheel (SAE J620 size 460)	X	X	
Electric control valve (12 VDC or 24 VDC)	X	X	X
Trolling valve (mechanical or electrical)	X	X	X
Oil cooler with thermostatic bypass valve	X	X	X
Companion flange/bolt set	X	X	X
Monitoring devices to customer's specification	X	X	X
Mounting brackets	X	X	X
Live PTO – max. 593 Nm			
SAE J744 size 127-4, 32-4 (SAE "C", 4-bolt)	X	X	X
Hydraulic Clutchable PTO – max. 641 Nm			
SAE J744 size 127-4, 32-4 (SAE "C", 4-bolt)	X	X	
Hydraulic Clutchable PTO – max. 641 Nm			
Shaft with key	X	X	
Weight (dry weight with Standard Equipment)	300 kg	280 kg	258 kg

Contact Twin Disc for Survey Society Approvals and Classifications.

Specifications subject to change without prior notice in the interest of continual product improvement.

INPUT RATINGS – KILOWATTS (KW) (HORSEPOWER [HP])*

MG-5135 SC	Reduction Ratios :1	Pleasure Craft @2300 RPM	Light Duty @2300 RPM	Intermediate @2100 RPM	Medium Duty @1800 RPM	Continuous duty @1800 RPM	Input speed limits RPM
	1.00, 1.28, 1.48, 1.73, 2.04	895 kW (1200 hp)	746 kW (1000 hp)	560 kW (751 hp)	485 kW (650 hp)	445 kW (597 hp)	450 MIN./2800 MAX.
	2.57	820 kW (1100 hp)	716 kW (960 hp)				
	3.00	746 kW (1000 hp)	671 kW (900 hp)	522 kW (700 hp)	448 kW (601 hp)	408 kW (547 hp)	
MG-5135 A & MG-5135 RV	Reduction Ratios :1	Pleasure Craft @2300 RPM	Light Duty @2300 RPM	Intermediate @2100 RPM	Medium Duty @1800 RPM	Continuous duty @1800 RPM	Input speed limits RPM
	1.10, 1.25, 1.53 1.79, 2.00	895 kW (1200 hp)	746 kW (1000 hp)	560 kW (751 hp)	485 kW (650 hp)	445 kW (597 hp)	450 MIN./2800 MAX.
	2.52	820 kW (1100 hp)	716 kW (960 hp)				

* Ratings shown for use with standard right hand rotation engines.

SERVICE CLASSIFICATION DEFINITIONS

Pleasure Craft [PC]: Up to 500 hours/year, low load factor usage planning hull vessels where typical full engine throttle operation is less than 10% of total time. The balance of operation at 80% of full engine throttle or less. Marine transmissions for use in long range pleasure cruisers, sportfish charter boats/patrol boats do not qualify for Pleasure Craft Service.

Note: Some revenue producing applications such as Planning Hull Bristol Bay Gillnetter do qualify under Pleasure Craft rating definition.

Light Duty [LD]: Relatively low hour usage (less than 1500 hours per year) where full throttle operation is 2 hours out of 12. Typical applications include planning hull vessels such as fire boats, sportfish charter boats, and patrol/custom boats. This rating is also applicable to some bow and stern thruster applications.

Intermediate Duty [ID]: Hour usage of up to 2000 hours/year (for models MG-5114 Series and smaller) and up to 3000 hours/year (for models larger than MG-5114 Series) with 50% of the operating time at full engine rating. Typical applications include planing hull vessels such as ferries, fishing boats, some Crew boats, and some displacement hull yachts as well as some bow and stern thruster applications.

Medium Duty [MD]: Hour usage of up to 4000 hours/year with up to 80% of operating time at full engine power. This duty classification is for usage where some variations in engine speed/power occur as part of normal vessel operation. Typical vessels include mid-water trawlers, crew/supply boats, ferries, and some inland water tow boats.

Continuous Duty [CD]: For use in continuous operation with little or no variation in engine speed/power setting. Typical vessels include fishing trawlers, tow/tug boats and ocean going vessels.

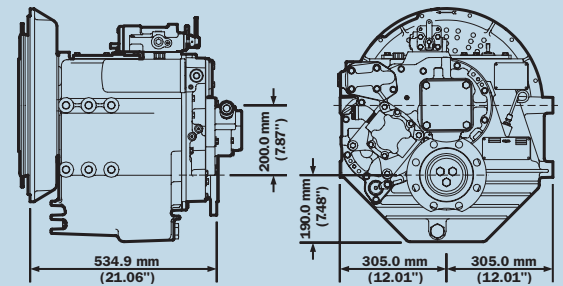
Important Notice: Torsional Vibration: Disregarding propulsion system torsional compatibility could cause damage to components in the drive train resulting in loss of mobility. At minimum, system incompatibility could result in gear clatter at low speeds.

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

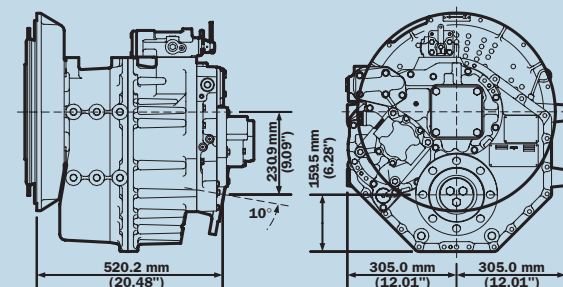
Torsional vibration analysis can be made by the engine builder, marine survey societies, independent consultants and others. Twin Disc is prepared to assist in finding solutions to potential torsional problems that relate to the marine transmission.

Twin Disc, Incorporated reminds users of these products that their safe operation depends on use in compliance with engineering information provided in this bulletin. Users are also reminded that safe operation depends on proper installation, operation and routine maintenance and inspection under prevailing conditions. It is the responsibility of the user (and not Twin Disc, Incorporated) to provide and install guards or safety devices which may be required by recognized safety standards or by the Occupational Safety and Health Act of 1970 and its subsequent provision.

MG-5135 SC (SHALLOW CASE)



MG-5135 A (DOWN ANGLE)



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