

MAXIMUM 503 KW (675 HP) @ 2800 RPM [PLEASURE CRAFT DUTY]

QUICKSHIFT®
You've got to feel it to believe it.

STANDARD EQUIPMENT**MGX-5075 SC, MGX-5075 A & MGX-5075 IV**

SAE J617 housing no. 3
Flexible coupling for 11.5" flywheel (SAE J620 size 290)
Electric GP-valve with manual override
EC050 profile module – interface for engagement signals
Oil strainer and oil filter

OPTIONS

	MGX-5075 SC	MGX-5075 A	MGX-5075 IV
SAE J617 housing no. 2 or no. 1	X	X	X
Special input housings	X	X	X
Flexible coupling for 14" flywheel (SAE J620 size 355)	X	X	X
EC050 E-Troll module – interface for engagement and trolling signals	X	X	X
Output flange size SAE 4	X	X	X
Oil cooler with thermostatic bypass valve	X	X	X
Companion flange/bolts set	X	X	X
Monitoring devices to customer's specification	X	X	X
Mounting brackets	X	X	X
Live PTO – max. 197 Nm			
SAE J744 size 101-2, 22-4 (SAE "B", 2-bolt)	X	X	X
SAE J744 size 101-4, 22-4 (SAE "B", 4-bolt)	X	X	X
Live PTO – max. 337 Nm			
SAE J744 size 101-2/4, 25-4 (SAE "B-B", 2/4-bolt)	X	X	X
Weight (dry weight with standard equipment)	123 kg	122 kg	150 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])*

MGX-5075 SC & MGX-5075 A	Reduction Ratios :1	Pleasure Craft @2500 RPM	Light Duty @2300 RPM	Intermediate Duty @2100 RPM	Medium Duty @1800 RPM	Continuous Duty @1800 RPM	Input Speed Limits RPM
	1.08, 1.22 1.33, 1.53 1.77, 2.05	455 kW (610 hp)	368 kW (493 hp)	283 kW (380 hp)	205 kW (275 hp)	186 kW (249 hp)	3500 MAX.
	2.43	410 kW (550 hp)	355 kW (476 hp)	268 kW (360 hp)			
	2.88	403 kW (540 hp)	348 kW (467 hp)	261 kW (350 hp)			
MGX-5075 IV	Reduction Ratios :1	Pleasure Craft @2500 RPM	Light Duty @2300 RPM	Intermediate Duty @2100 RPM	Medium Duty @1800 RPM	Continuous Duty @1800 RPM	Input Speed Limits RPM
	1.08, 1.30 1.49, 1.72 1.99, 2.46	423 kW (567 hp)	355 kW (476 hp)	268 kW (360 hp)	205 kW (275 hp)	186 kW (249 hp)	3500 MAX.

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

SERVICE CLASSIFICATION DEFINITIONS

Pleasure Craft [PC]: Up to 500 hours/year, low load factor usage planing 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 Planing 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 planing 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.

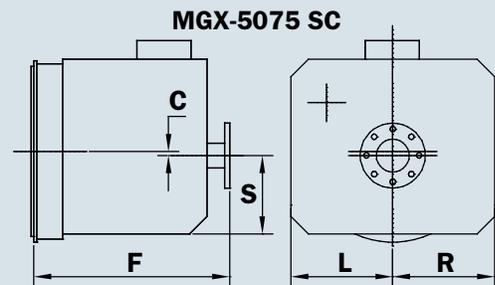
Typical vessels include fishing trawlers, tow/tug boats and ocean going vessels.

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.

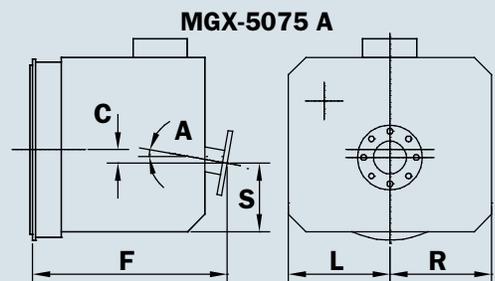
The responsibility for ensuring that the torsional compatibility of the propulsion system is satisfactory rests with the assembler of the drive and driven equipment.

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.

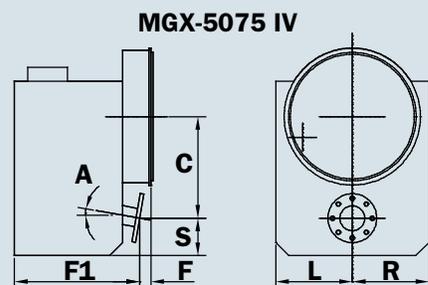
Twin Disc, Incorporated reminds users of these products that their safe operation depends on use in compliance with engineering information provided in this bulletin. Users are also reminded that safe operation depends on proper installation, operation and routine maintenance and inspection under prevailing 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.



C	15.0 mm (0.59 in)
S	177.5 mm (6.99 in)
F	373.0 mm (14.68 in)
L	254.0 mm (10.00 in)
R	254.0 mm (10.00 in)



C	49.6 mm (1.95 in)
S	177.5 mm (6.99 in)
F	362.1 mm (14.26 in)
L	254.0 mm (10.00 in)
R	254.0 mm (10.00 in)
A	7°



C	373.7 mm (14.71 in)
S	99.6 mm (3.92 in)
F	57.6 mm (2.27 in)
F1	436.2 mm (17.17 in)
L	254.0 mm (10.00 in)
R	254.0 mm (10.00 in)
A	15°



Twin Disc, Incorporated
Racine, Wisconsin 53403 U.S.A
Phone +1-262-638-4000
Fax +1-262-638-4482
www.twindisc.com